



City of Vaughan

Portage Parkway Environmental Assessment

Public Information Centre No. 1

November 25, 2015



Welcome to the Public Information Centre

This first Public Information Centre (PIC) introduces the Environmental Assessment (EA) Study for Portage Parkway Widening and Easterly Extension to Creditstone Road.

We welcome your input on:

- Background to the study
- Existing conditions of the study area
- Transportation problems or opportunities and solutions
- Design concepts for the preferred solutions
- Potential effects of the project and ways to avoid or minimize impacts

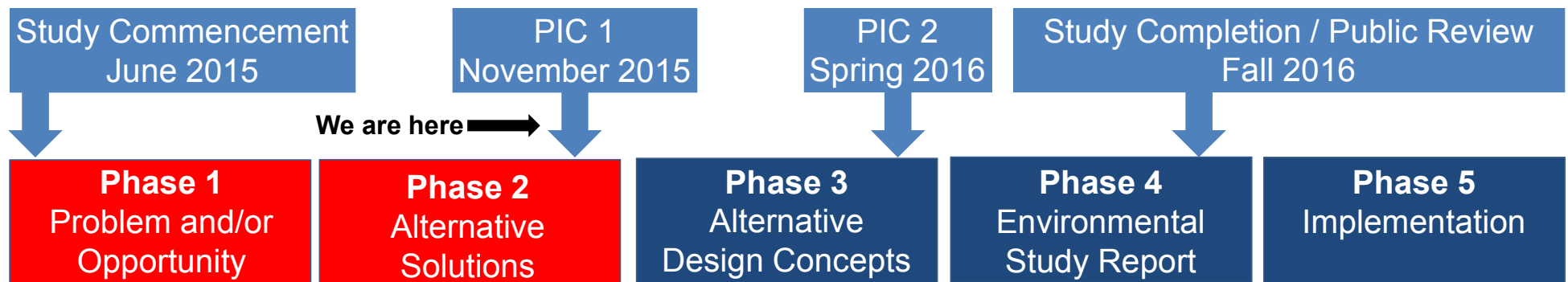
You are invited to:

- Review the information boards
- Ask questions and discuss your comments with the study team
- Fill out and submit a comment sheet
- Sign in to receive future updates on the study
- Visit the project website:

www.vaughan.ca/projects/projects_and_studies/environmental_assessment_studies/Pages/Class-EA-Study-for-Portage-Parkway.aspx

Class EA Process

- ❑ This project is subject to the Municipal Engineers Association ***Municipal Class Environmental Assessment*** (2000 as amended in 2007 and 2011).
- ❑ The Municipal Class EA is a planning and design process approved by the Ministry of Environment and Climate Change to meet the requirements of the *Environmental Assessment Act*.
- ❑ This study follows the Class EA process for **Schedule C** projects.

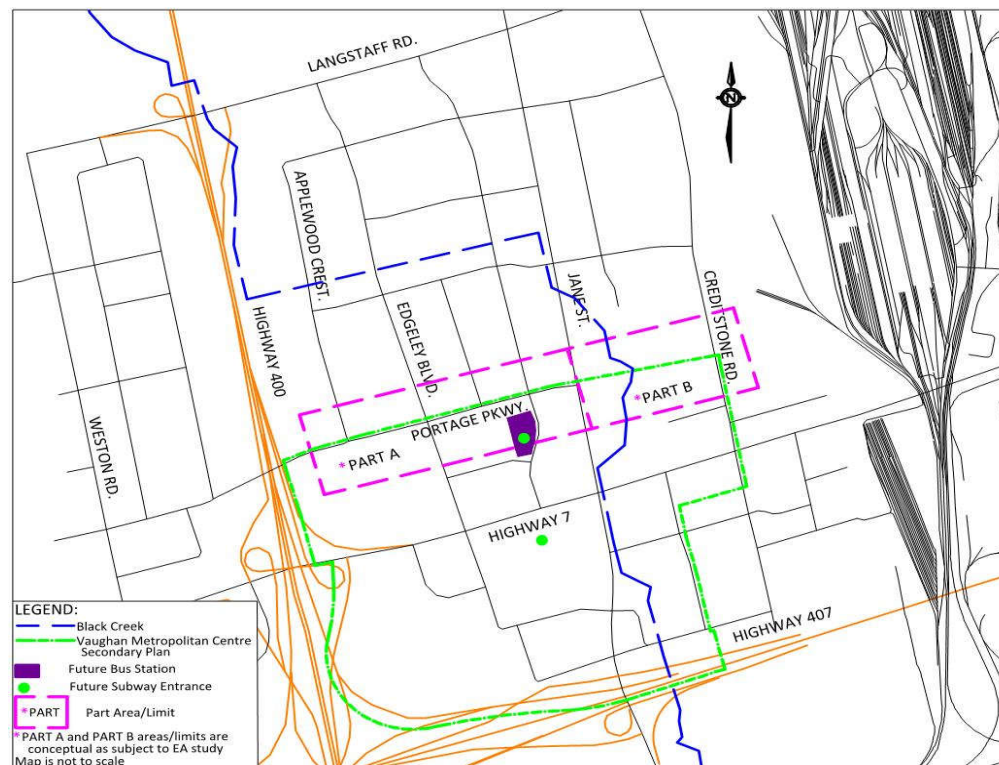


- ❑ The City's Transportation Master Plan, having satisfied Phases 1 and 2, initiated the planning and design process for the Portage Parkway Widening and Easterly Extension to Creditstone Road.
- ❑ This study, proceeding for two interrelated parts, will complete Phases 3 and 4 for:
 - ❑ Part A - Portage Parkway Widening from Applewood Crescent to Jane Street
 - ❑ Part B - Portage Parkway Extension from Jane Street to Creditstone Road.

Study Area

Improvements to Portage Parkway are being considered and proceeding as two interrelated Parts:

- ❑ **Part A** for the widening of Portage Parkway from two to four lanes from Applewood Crescent to Jane Street.
- ❑ **Part B** for the extension of Portage Parkway from Jane Street crossing the Black Creek Channel to Creditstone Road.

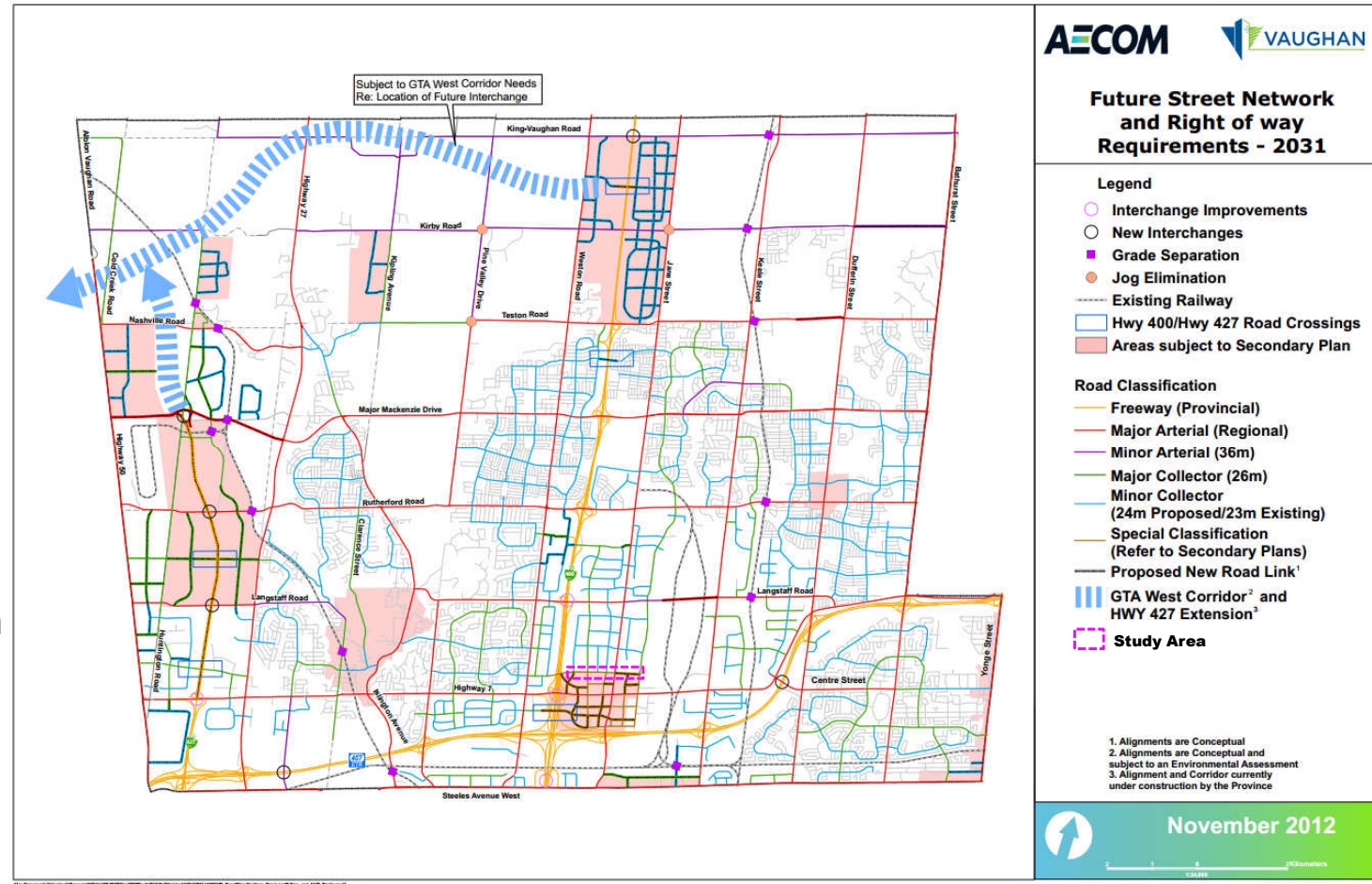


The total distance of the Study Area corridor is approximately 1.5 km.

Transportation Master Plans

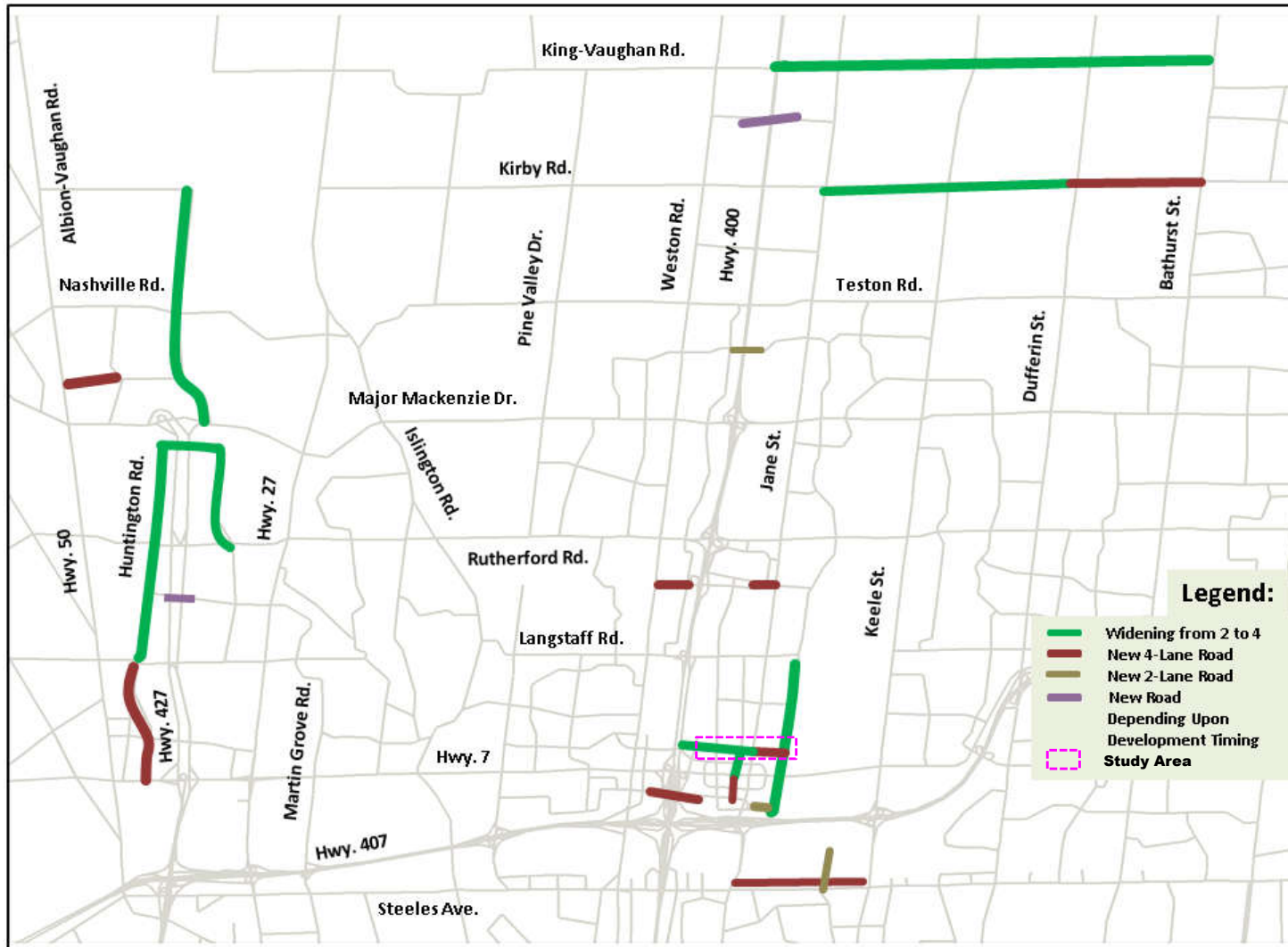
The City of Vaughan **Transportation Master Plan – A New Path** (2012) established the need and justification for the Portage Parkway Widening and Easterly Extension to Creditstone Road as a strategic improvement and key element, supporting the planned level of intensification and building of the City’s downtown - **Vaughan Metropolitan Centre (VMC)**.

The **City of Vaughan Pedestrian and Bicycle Master Plan** (2007) identified Portage Parkway for “Neighbourhood Bike Lanes” with pavement markings and signs.



Transportation Master Plan – A New Path, City of Vaughan, 2012
Pedestrian and Bicycle Master Plan Study, Marshall Macklin Monaghan with ESG International, 2007

Recommended 2031 Road Improvements



Road Improvements Needed by 2031

Transportation Master Plan – A New Path, City of Vaughan, 2012

Transportation Master Plan

This study advances the planning and design process under the Municipal Class EA process for:

- ❑ Widening Portage Parkway to four lanes from Applewood Crescent to Jane Street, and
- ❑ Extending Portage Parkway with four lanes from Jane Street to Creditstone Road.

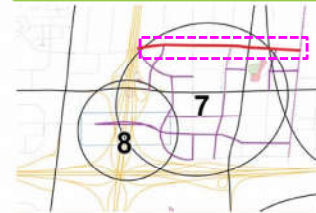
Portage Parkway Widening and Easterly Extension

Purpose: With the recent completion of the Highway 400 crossing, an improved Portage Parkway is a key element of the improved VMC grid road network, supporting intensification and transit-oriented development in Vaughan's pre-eminent centre and future Downtown. The easterly extension to Creditstone Road will provide a direct link from the industrial area east of the VMC to the relocated northbound on-ramp to Highway 400, thus facilitating the diversion of truck traffic from Highway 7.

Project Description

Name	▶ Portage Parkway Widening and Easterly Extension
Project Limits	▶ Between Highway 400 and Creditstone Road (see map area 7)
Length	▶ Approximately 1.5 km (see map area 7)
Project Type	▶ Widening to 4 lanes from Applewood Crescent to Jane Street, and new 4 lane road from Jane Street to Creditstone Road
Proposed Phasing	▶ 2012 – 2021
Cost	▶ \$4 M (excluding property)

Project Location and Environmental Features



Justification:

▶ These are key road network improvements that will support the proposed development of the VMC. The proposed road network was developed in concert with the planning team that created the new secondary plan, and is supported by corridor deficiency analysis that identified the number of required lanes. An improved Portage Parkway will also facilitate the diversion of trucks around the VMC. In addition, the project strongly supports transit, cycling and pedestrian movement.

Alternatives Considered

Transit	▶ The Spadina subway extension, with its terminal station within the VMC, together with the planned Highway 7 Rapidway, provided the transit focus for the development of the new VMC transportation plan.
Roads	▶ Highway 7 is designated as a Rapid Transit corridor and, thus, will not be able to supply additional road capacity to the area. This led to the need for parallel east-west collector roads extending throughout the VMC, optimizing network flexibility and providing additional east-west capacity.

Potential Socio-economic and Environmental Impacts: The VMC area has long been designated for major growth and is located well beyond the Oak Ridges Moraine and the Green Belt, and will therefore not significantly impact the natural heritage network. The extension of Portage Parkway east of Jane Street avoids a wooded area that would have been impacted with implementation of the former road network plan.

Conclusion: Recommended for Phase 3 and 4 EA study.

VMC Secondary Plan – Transportation Studies

The **VMC Secondary Plan** and supporting focused **Transportation Plan**:

- ❑ Designates Portage Parkway as a major collector road with a planned right-of-way of 28 to 33 metres
- ❑ Encourages the use of Portage Parkway as a link to Highway 400
- ❑ Establishes the Creditstone-Portage-Applewood Bypass to mitigate traffic on Highway 7 and Jane Street
- ❑ Acquires right-of-way for the extension of Portage Parkway to Creditstone Road.

The VMC **Transportation Plan** (2012) and the **VMC and Surrounding Areas Transportation Study** (2013) provide recommendations for transportation improvements to 2021 and 2031.

Recommendations include:

- ❑ Extending Portage Parkway to alleviate congestion on Highway 7 by 2021.

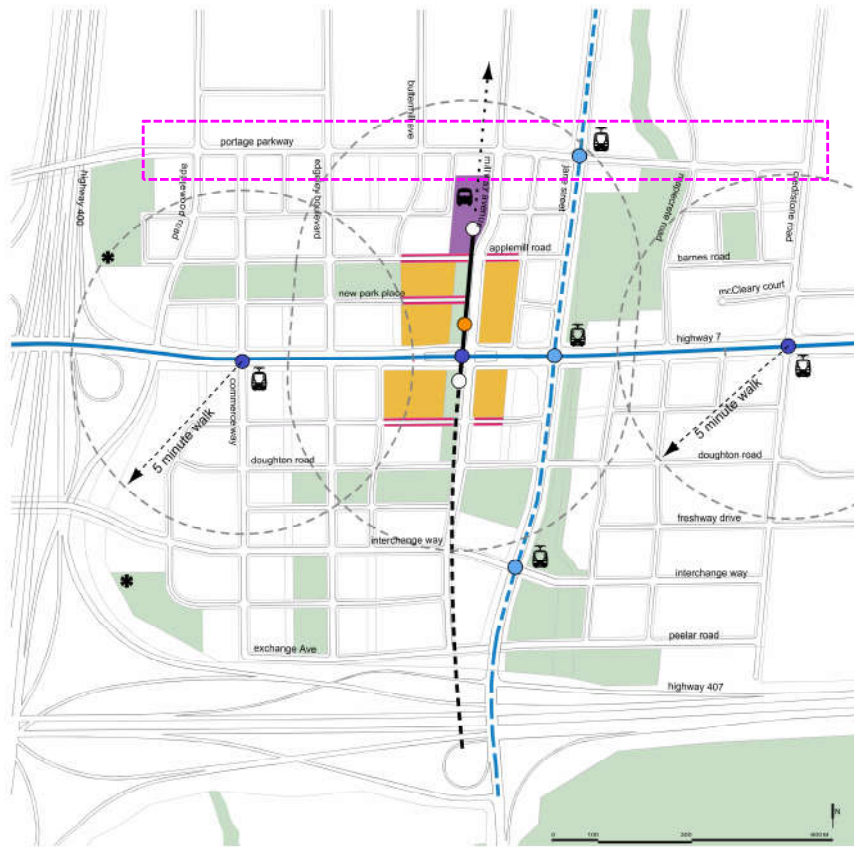
VMC Transportation Plan, AECOM, 2012
Vaughan Metropolitan Centre and Surrounding Areas Transportation Study, Halcrow with Hatch Mott MacDonald, 2013
The VMC Plan – Secondary Plan – Draft Consolidation Proposed Modifications WITHOUT PREJUDICE, Urban Strategies Inc., September 2015

VMC Secondary Plan - Transit and Street Network

SCHEDULE B > TRANSIT NETWORK

LEGEND

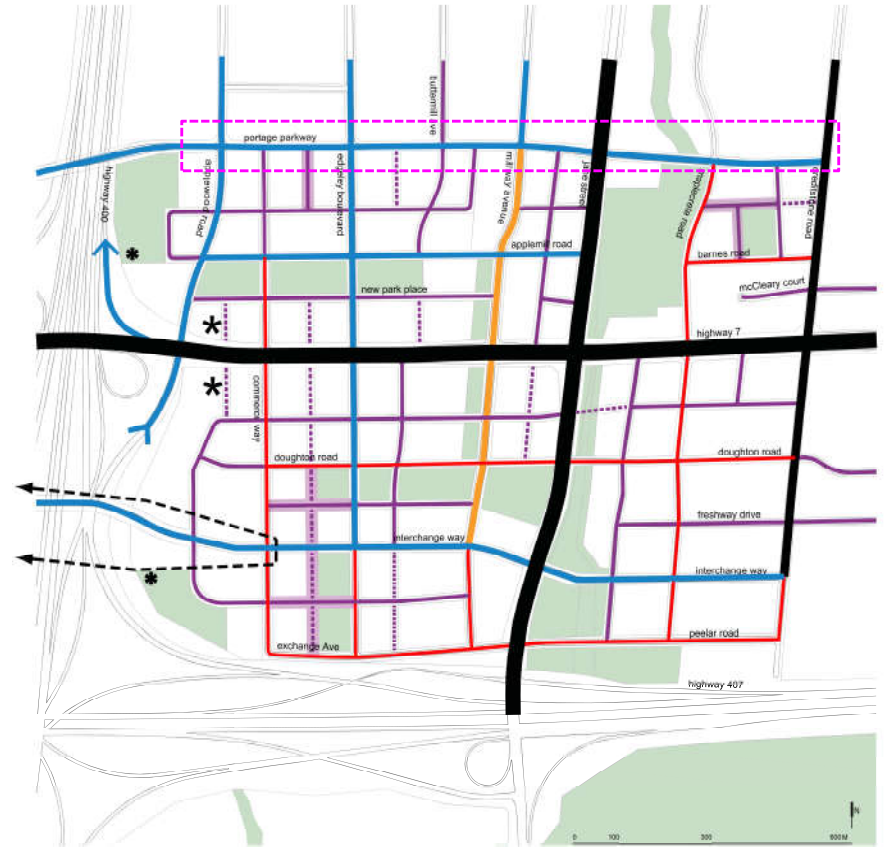
- subway entrances
- future subway entrances
- potential Hwy7 rapidway stations
- potential Jane Street rapidway stations
- 5 minute walking radii
- blocks adjacent to subway
- on-street passenger pick-up and drop-off
- see Policy 6.3.1
- spadina subway alignment
- future spadina subway extension
- spadina subway station box
- highway 7 rapidway
- potential jane street rapidway
- potential viva stations
- bus station
- major parks and open spaces



SCHEDULE C > STREET NETWORK

LEGEND

- arterials (width to be consistent with Region of York Official Plan)
- minor arterial (33 m)
- major collectors (28-33 m)
- special collector (33 m)
- minor collectors (23-26 m)
- local streets (20-22 m)
- mews or local streets (15-17 m) (see Policy 4.3.16)
- Colossus Drive overpass corridor protection area (see Policy 4.3.11)
- major parks and open spaces see Policy 4.3.2
- see Policy 4.3.17
- see Policy 6.3.1
- Study Area



The VMC Plan – Secondary Plan – Draft Consolidation Proposed Modifications WITHOUT PREJUDICE, Urban Strategies Inc., September 2015

VMC Secondary Plan

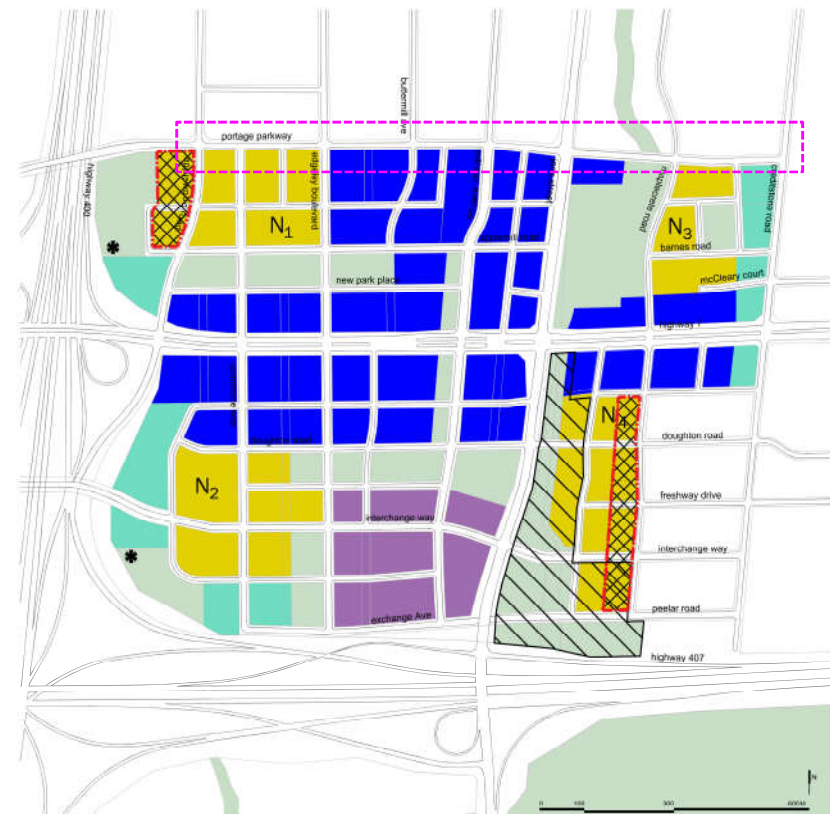
Portage Parkway Widening and Extension to Creditstone Road forms part of the planned street network addressing travel demand.

- + Designates Portage Parkway as a major collector road with a planned right-of-way of 28 to 33 metres
- + Establishes the Creditstone-Portage-Applewood Bypass to mitigate traffic on Highway 7 and Jane Street and facilitating an alternate for trucks

SCHEDULE F > LAND USE PRECINCTS

LEGEND







- station precinct
- south precinct
- neighbourhood precincts
- west and east employment precincts
- major parks and open spaces
- land use designations and identification of mews are subject to results of the VMC Black Creek Renewal EA (Stages 3 & 4) and final results of the VMC Servicing and Stormwater Management Master Plan (see also Schedules C and J, and Policies 5.6.4 - 5.6.8, 8.2.7 and 8.4.3)
- Study Area**
- office uses permitted (see Policy 8.4.4)
- ✱ see Policy 6.3.1



VMC Secondary Plan

SCHEDULE J > FLOODPLAIN AND ENVIRONMENTAL OPEN SPACES

LEGEND

-  environmental open space
-  existing floodplain (see Policies 5.6.4-5.6.8, 8.3.7 and 8.5.2)
-  Black Creek Remediation Area (subject to Black Creek Renewal EA)
-  see Policy 6.3.1
-  existing watercourse (future alignment to be determined)
-  **Study Area**



- ❑ Extension east of Jane Street to Creditstone Road will necessitate a structured crossing of the Black Creek channel.
- ❑ Black Creek Stormwater Optimization Study Master Plan Municipal Class EA Report (Phases 1 and 2) and the VMC Streetscape and Open Space Plan provide the broader context for advancing a co-ordinated design for the crossing of the Black Creek Channel - a key structuring feature of the VMC Secondary Plan.

The VMC Plan – Secondary Plan – Draft Consolidation Proposed Modifications WITHOUT PREJUDICE, Urban Strategies Inc., September 2015

Transportation Benefits

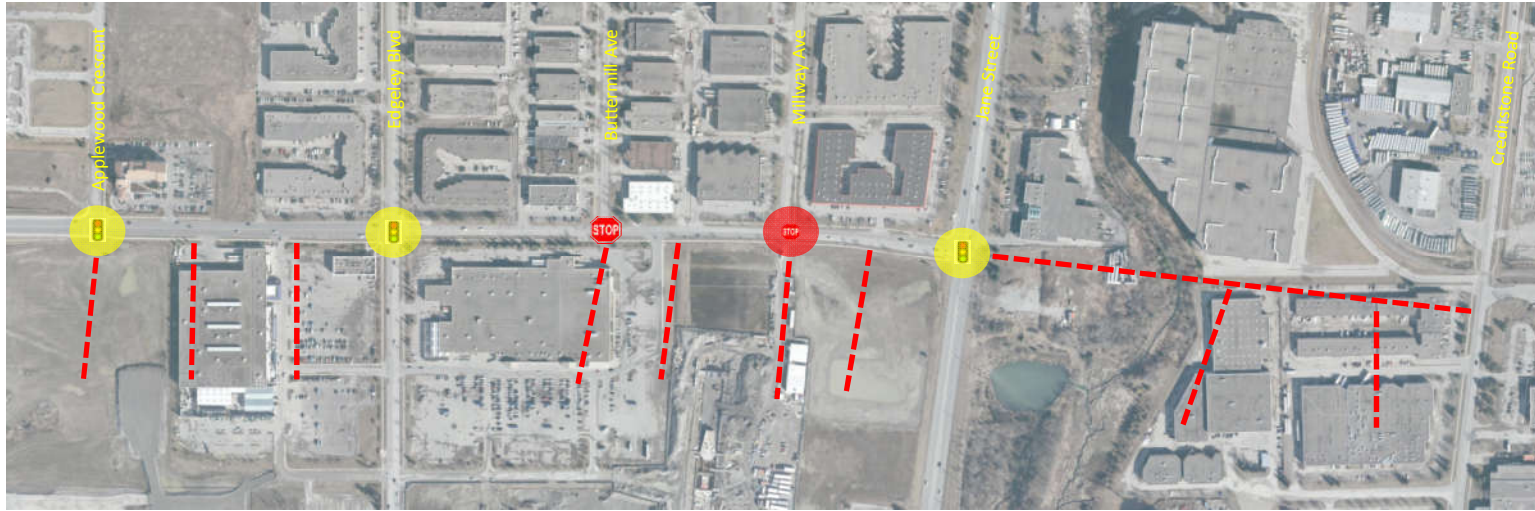
Widening Portage Parkway will:

- ❑ Accommodate travel demand from future development
- ❑ Address capacity and operational issues at intersections
- ❑ Facilitate the addition of bicycle facilities as part of the widening

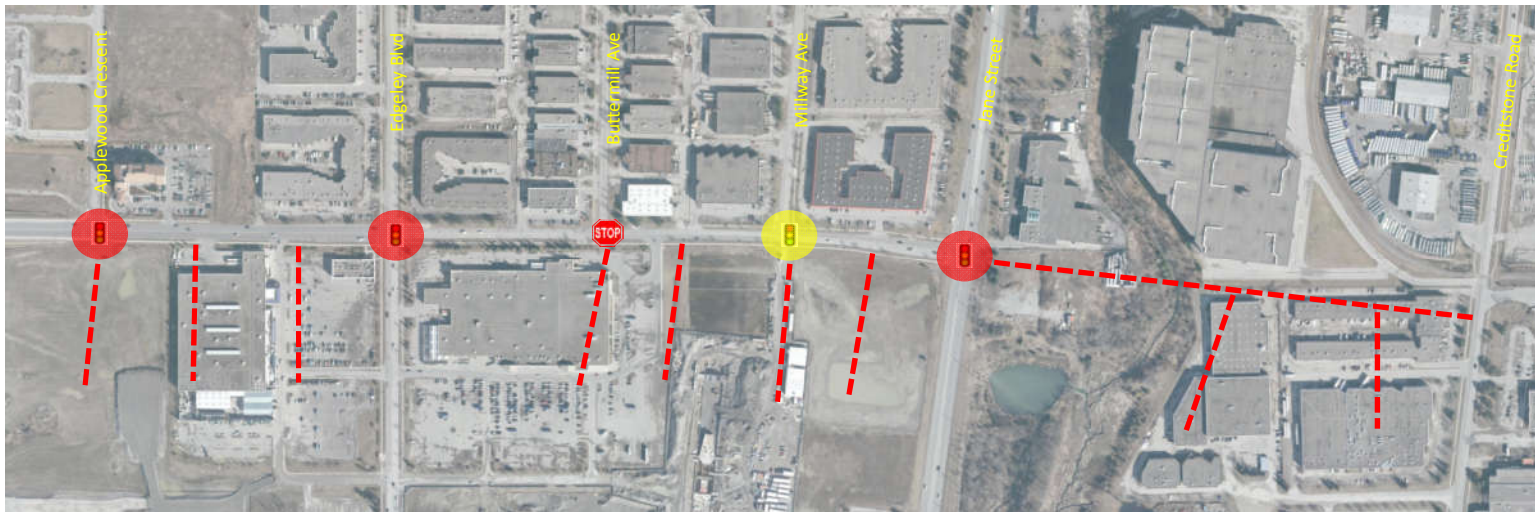
Extending Portage Parkway will:

- ❑ Increase pedestrian access from Creditstone Road to future (2016) Jane Street vivaNext station
- ❑ Create an alternative route for trucks to bypass the VMC core
- ❑ Provide a continuous route for all travel modes from Weston Road to Creditstone Road

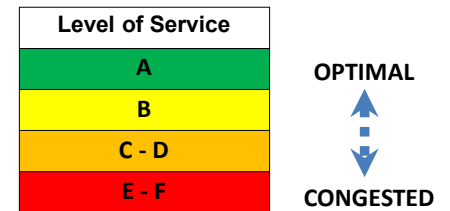
Existing and Future Traffic Conditions



Existing conditions



Future conditions



* Future conditions with VMC to 2031 planning horizon (without widening of Portage Parkway)

Problem and Opportunity Statement

Transportation improvements are needed to support growth within the VMC and surrounding area.

Widening and extending Portage Parkway is an opportunity to:

- Capitalize on existing transportation infrastructure and strengthen east-west grid network,*
- Address travel demand in the VMC and surrounding area,*
- Create an alternate route to bypass the VMC including facilitating trucks as part of a broader strategy,*
- Improve connections to local and regional infrastructure,*
- Support transit-oriented nodes and corridors,*
- Enhance transit ridership, cycling and walking, and*
- Provide an alternate to Highway 7.*

Existing Conditions - Portage Parkway, Applewood Crescent to Creditstone Road

Study Area	-----
4 Lane Roadway	█
2 Lane Roadway	█
Land Use – Employment /Industrial	█
Vaughan Metropolitan Centre Secondary Plan Area	█
Heritage Property	█
Existing Sidewalk	—
CN Rail Spur	- - - -
Black Creek Channel	—



Notes:

- **Road Features:**
 - Posted speed limit is 50 km/h
- **Natural Sciences:**
 - Vegetation communities include old field cultural meadow and deciduous forest
- **Stage 1 Archaeological Assessment:**
 - Most of the study area has low to no archaeological potential;
 - Sections found to have archaeological potential require a Stage 2 assessment

PART A and PART B areas are conceptual subject to EA study

Alternative Planning Solutions in the Transportation Master Plan

❑ Problem or opportunity identified in the Transportation Master Plan

- “Highway 7 is designated as a Rapid Transit corridor and, thus, will not be able to supply additional road capacity to the area.”

❑ Alternative solution considered by the Transportation Master Plan:

- “Need for parallel east-west collector roads extending throughout the VMC, optimizing network flexibility and providing additional east-west capacity.”

❑ Impacts assessed in the Transportation Master Plan:

- “The VMC area has long been designated for major growth and is located well beyond the Oak Ridges Moraine and the Green Belt, and will therefore not significantly impact the natural heritage network.”

Alternative Planning Solutions for Portage Parkway

- ❑ **Do Nothing**
- ❑ **Travel Demand Management Initiatives** (e.g., flexible work hours, telecommuting, carpooling)
- ❑ **Alternative Modes of Transportation** (e.g., cycling and walking facilities, transit)
- ❑ **Localized Intersection and Operational Improvements** (e.g., traffic signals, turning lanes)
- ❑ **Widening Portage Parkway from Applewood Crescent to Jane Street** (e.g., 2 to 4 lanes)
- ❑ **Extending Portage Parkway from Jane Street to Creditstone Road** (e.g., new 4 lane roadway)

Summary of Alternative Planning Solutions

Alternative	Advantages	Disadvantages	Summary
Do Nothing	<ul style="list-style-type: none"> No natural environmental impacts 	<ul style="list-style-type: none"> Does not accommodate future traffic growth Does not conform to VMC Secondary Plan / Transportation Master Plan (TMP) No improvements to traffic safety 	<ul style="list-style-type: none"> Does not address problem and opportunity statement Carried forward for comparative evaluation
Travel Demand Management Initiatives	<ul style="list-style-type: none"> Indirect improvements encourage alternative transportation Long term potential for increased traffic capacity Partially conforms to VMC Secondary Plan / TMP Long term potential for reduction in vehicular emissions 	<ul style="list-style-type: none"> Does not accommodate future traffic growth No improvements to traffic safety 	<ul style="list-style-type: none"> Carried forward as part of recommended solution
Alternative Modes of Transportation	<ul style="list-style-type: none"> Direct and indirect improvements encourage alternative transportation Partial reduction of traffic volumes Partially conforms to VMC Secondary Plan / TMP / Pedestrian and Cycling Master Plan Potential for minor improvements to aesthetics and streetscape Low construction / implementation costs 	<ul style="list-style-type: none"> Does not accommodate future traffic growth No impact to traffic safety Low potential for archaeological impact 	<ul style="list-style-type: none"> Carried forward as part of recommended solution

Summary of Alternative Planning Solutions

Alternative	Advantages	Disadvantages	Summary
Localized Intersection and Operational Improvements	<ul style="list-style-type: none"> • Marginally improves level of service for traffic • Opportunity for gateway intersections per Streetscape and Open Space Plan 	<ul style="list-style-type: none"> • Does not accommodate future traffic growth • Low construction costs 	<ul style="list-style-type: none"> • Carried Forward
Widening Portage Parkway from Applewood Crescent to Jane Street	<ul style="list-style-type: none"> • Opportunity to encourage alternative transportation • Improves level of service for traffic • Conforms to VMC Secondary Plan / TMP • Opportunity to address traffic operations • Opportunity to improve aesthetics and streetscape per VMC Streetscape and Open Space Plan • Improves access to industry and businesses • Improves emergency access 	<ul style="list-style-type: none"> • Increases surface area contributing to storm-water runoff • Low potential for archaeological impact • Property required • High construction costs 	<ul style="list-style-type: none"> • Carried Forward
Extending Portage Parkway from Jane Street to Creditstone Road	<ul style="list-style-type: none"> • Opportunity to encourage alternative transportation • Conforms to VMC Secondary Plan / TMP • Provides alternative route for truck traffic • Improves access to industry and businesses • Improves emergency route 	<ul style="list-style-type: none"> • Increases surface area contributing to storm-water runoff • Potential traffic noise impact • Potential environmental issues • Low potential for archaeological impact • Property required • High construction costs 	<ul style="list-style-type: none"> • Carried Forward

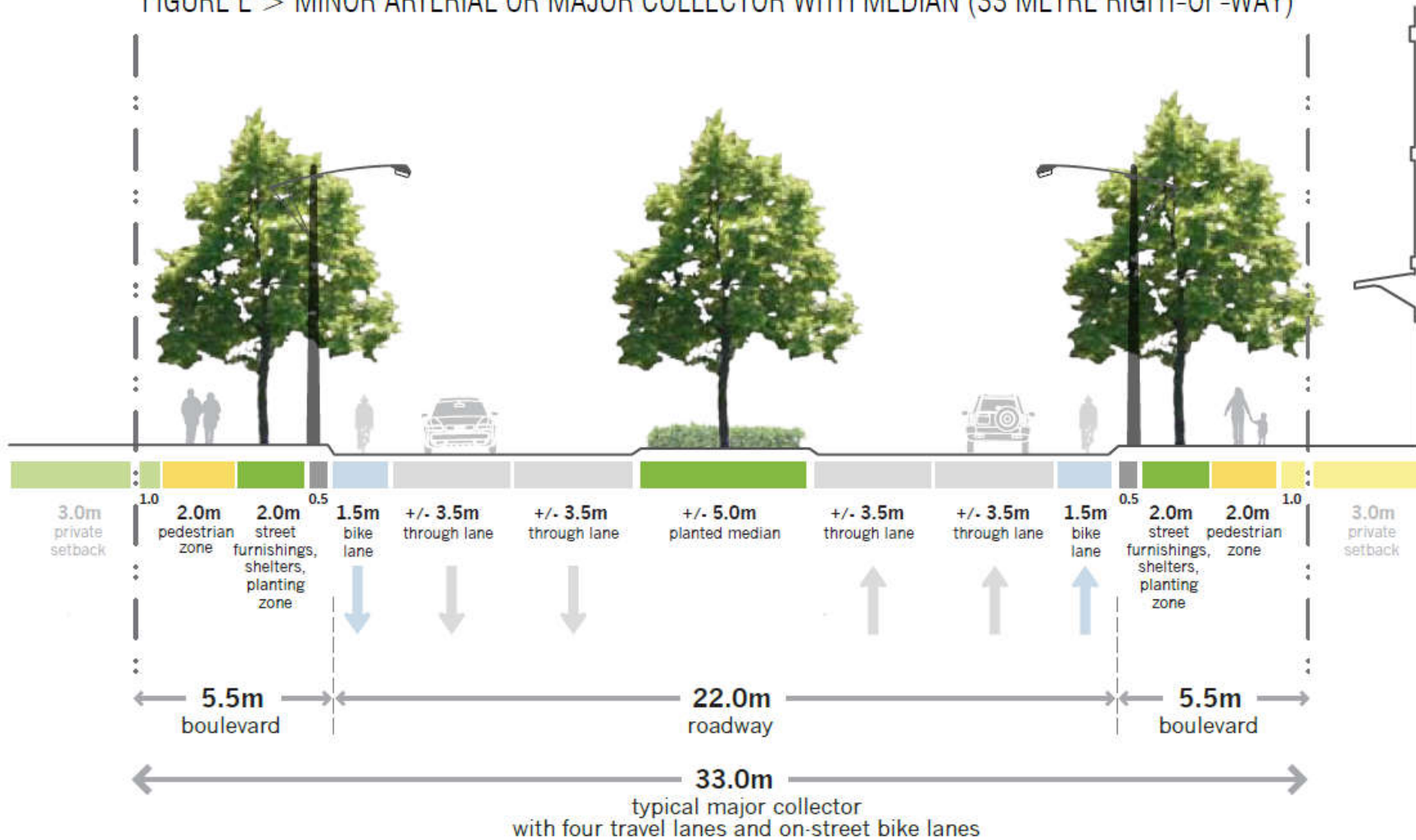
Recommended Solution

The recommended solution for Portage Parkway is a combination of alternatives:

- ❑ **Travel Demand Management Initiatives** were identified in the Transportation Master Plan and are being implemented by the City as a separate strategy
- ❑ **Alternative Modes of Transportation** were identified in the Transportation Master Plan, including the provision for continuous sidewalk, cycling systems, connectivity to the subway extension to Highway 7, and rapid transit on Jane Street
- ❑ **Localized Intersection and Operational Improvements** (e.g., traffic signals, turning lanes)
- ❑ **Widening Portage Parkway from Applewood Crescent to Jane Street** (e.g., 2 to 4 lanes)
- ❑ **Extending Portage Parkway from Jane Street to Creditstone Road** (e.g., new 4 lane roadway)

Design - VMC Secondary Plan

FIGURE E > MINOR ARTERIAL OR MAJOR COLLECTOR WITH MEDIAN (33 METRE RIGHT-OF-WAY)



The VMC Plan – Secondary Plan – Draft Consolidation Proposed Modifications WITHOUT PREJUDICE, Urban Strategies Inc., September 2015

Design Framework

Typical Streetscape Elements for Mid-Block

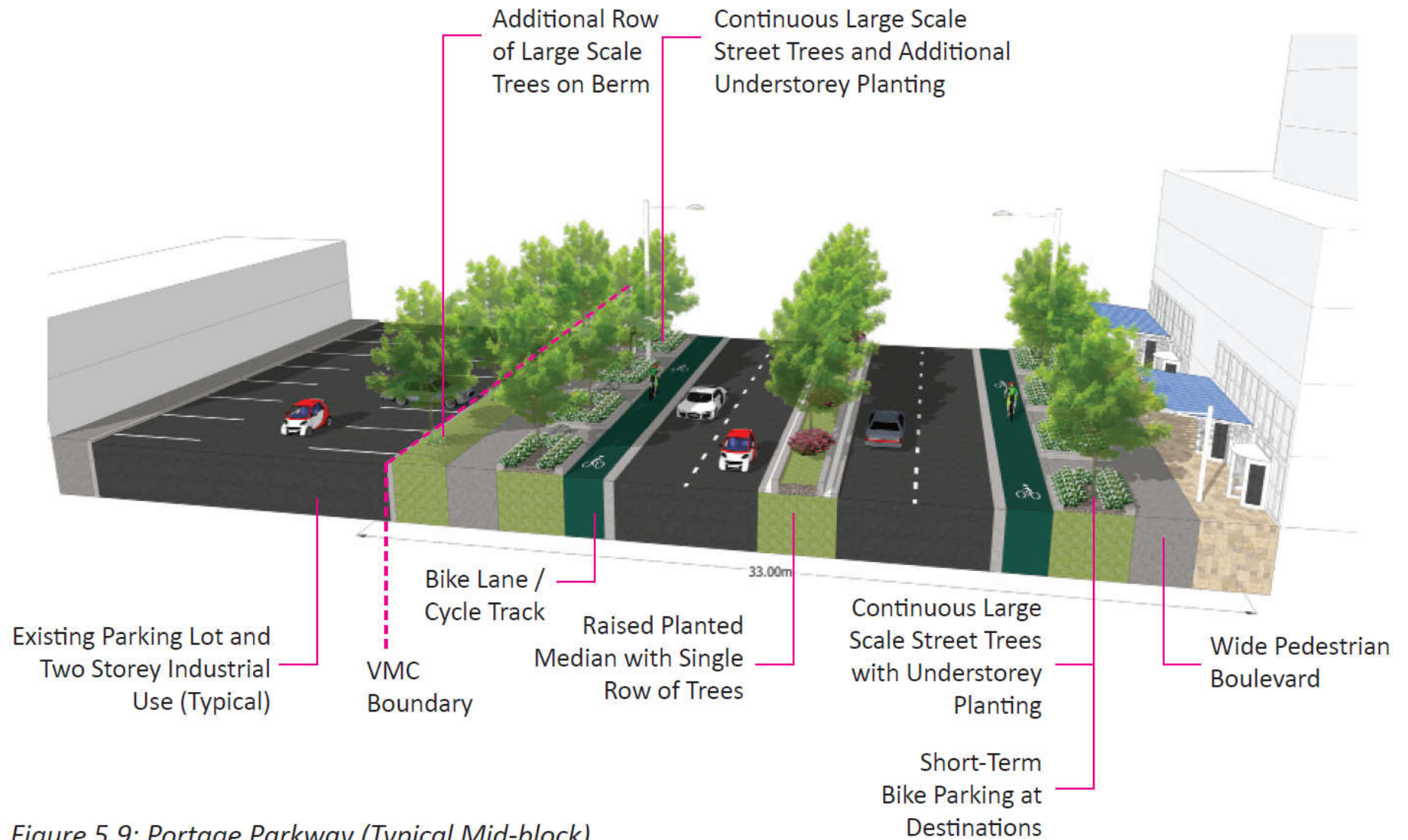


Figure 5.9: Portage Parkway (Typical Mid-block)

Vaughan Metropolitan Centre Streetscape and Open Space Plan, EDA Collaborative Inc., Draft January 2015

Design Evaluation Criteria

Criteria considered for high level assessment and comparison of alternative planning solutions:

Cultural

- Archaeology
- Built Heritage and Cultural Landscapes

Economic

- Capital Costs

Implementation

- Regulatory Framework
- Staging
- Municipal Servicing Coordination

Infrastructure Planning

- Alternative Transportation
- Streetscape
- Level of Service
- Network Capacity
- Planning Policy (Official/Secondary Plans, Transportation Master Plans)
- Stormwater Management / Creek Crossing
- Traffic Safety

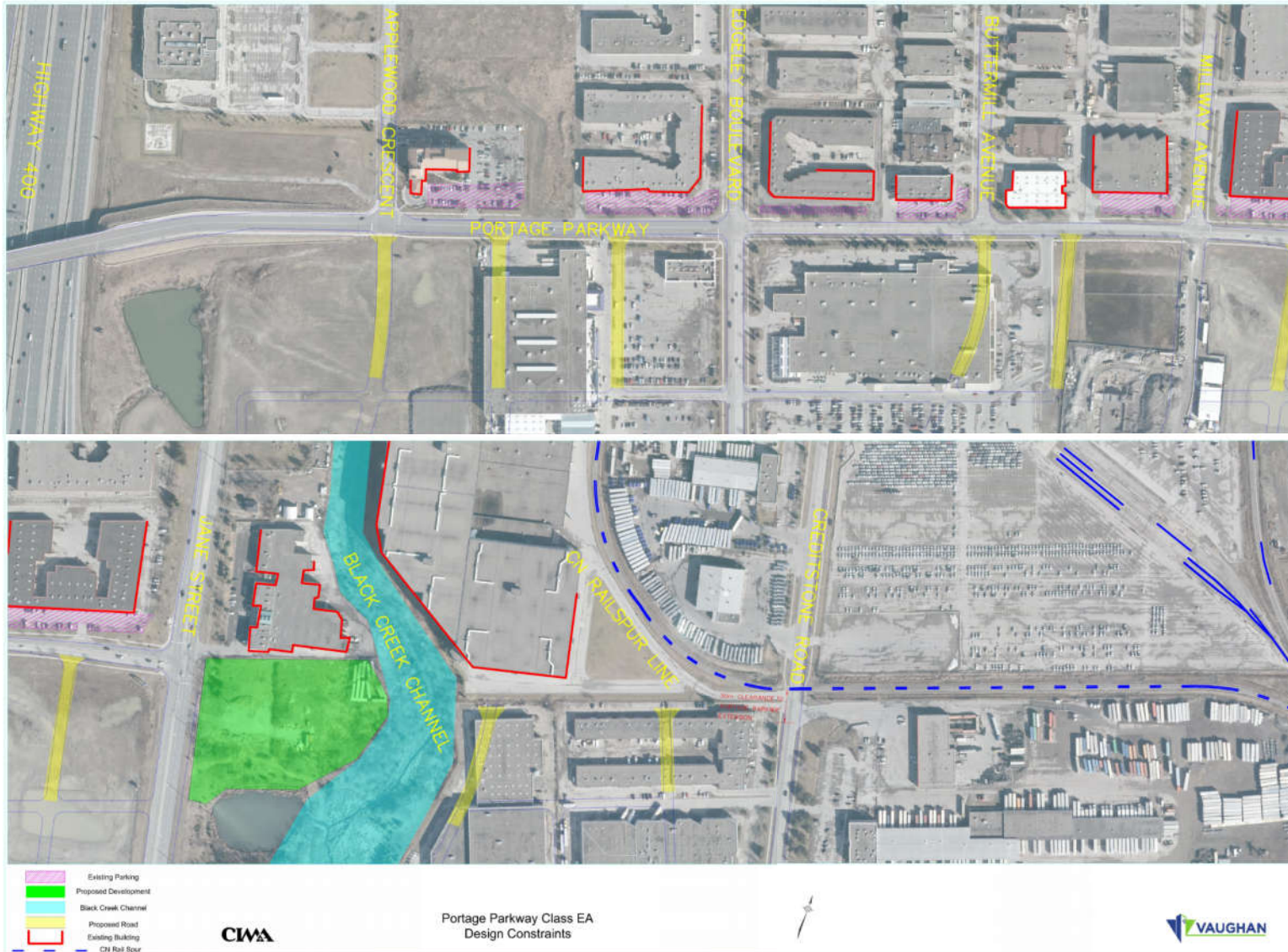
Natural

- Aquatic
- Avian and Wildlife
- Natural Areas
- Species at Risk
- Vegetation
- Watercourses

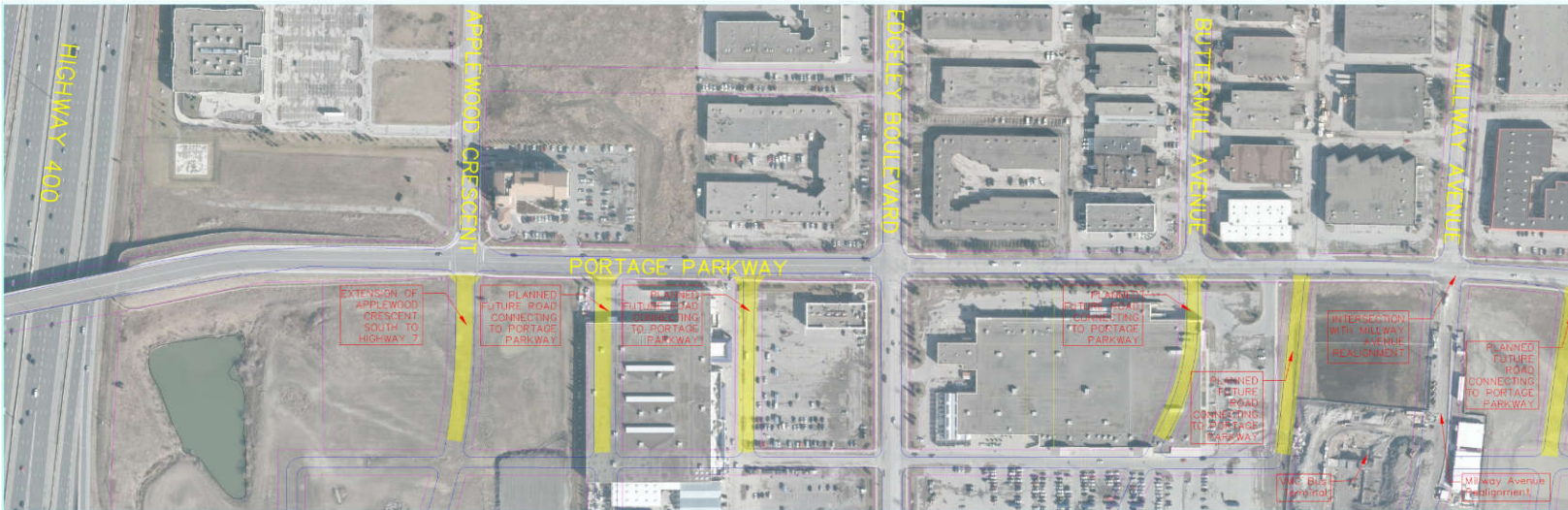
Social

- Air Quality
- Businesses
- Emergency Services
- Land Use
- Noise
- Property Access

Design Opportunities and Constraints



Design Opportunities and Constraints



VMC STREETScape AND OPEN SPACE PLAN (2015) FOR CONSIDERATION OF:

- MOBILITY HUB GATEWAY INTERSECTION DESIGN AT PORTAGE PARKWAY WITH APPLEWOOD CRESCENT AND JANE STREET, AND MINOR INTERSECTION DESIGN AT REMAINING INTERSECTIONS WITHIN THE STUDY AREA
- TRANSITIONAL ZONE BETWEEN URBAN CENTRE AND EMPLOYMENT LANDS
- PORTAGE PARKWAY AS THE LANDSCAPE EDGE FOR THE VMC
- PEDESTRIAN PRIORITY ZONES AT EDGELEY BOULEVARD

- Proposed Development
- Black Creek Channel
- Proposed Road
- CN Rail Spur



Portage Parkway Class EA Design Considerations



Next Steps



- ❑ Review your input
- ❑ Finalize Problem and Opportunity Statement
- ❑ Finalize Preferred Planning Solution
- ❑ Identify and Assess Alternative Design Concepts
- ❑ Identify preliminary preferred design concept
- ❑ Host meetings with Technical Agencies and Stakeholders
- ❑ Host Public Information Centre No. 2 in 2016

What do you think?

Please share your comments with either Project Manager by
December 11, 2015:

Marta Roias, RPP

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Thank you for attending this PIC