



Welcome to Public Open House 1

Victoria Square Boulevard **Class Environmental Assessment**

June 13, 2016









Purpose and Study Corridor

Learn about opportunities and constraints

Summarize the technical



Share preliminary alternative solutions and evaluation methods

Obtain your input and answer any questions you

Obtain your ideas on a preferred solution







Study Process

What is an EA?

An Environmental Assessment (EA) is a planning and approval process for municipal infrastructure projects, following



Ontario's Environmental Assessment Act.

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5			
EA Process							
Problem or Opportunity	Alternative Solutions	Alternative Design Concepts for Preferred Solution	Environmental Study Report	Implementation			
Technical Work							
Document Existing Conditions Develop Problem and Opportunity Statement	Inventory Natural, Social, Economic Environment Identify and Evaluate Alternative Solutions Select Preferred Solution	Identify and Evaluate Design Concepts for Preferred Solution Identify Impacts and Mitigation Measures Select and Develop Preferred Design	Document EA process and findings in Environmental Study Report (ESR) Place ESR on Public Record for Review and Comment	<section-header><section-header></section-header></section-header>			
Public Consultation							
Notice of Study Commencement	Open House 1	Open House 2	Notice of Study Completion				









Planning Context

The following key planning documents set the framework for the Victoria Square Boulevard study corridor







The Big Move – Transforming Transportation in the GTHA



Regional



Municipal



Future Urban Areas (FUA) Sub-Watershed Study (2016)























Land Use and Development

Existing Land use

Future Development

Markham Population Projections





Source: York Region Forecasts as of November 2015

Employment in the city of Markham is expected to grow by 20% between 2016 and 2031

Source: York Region Official Plan (2010)

Development along the study corridor is well underway and will continue into the future









STATION 1

Needs

Assessment







Traffic Operations

Morning Rush Hour

Existing Operations

Future (2031) Operations

If no geometric improvements are made







The existing road network provides sufficient capacity and minimal intersection delay in both existing and future scenarios at most intersections

LEGEND

Level of Service/Delay: A, B, C (acceptable) D (somewhat undesirable but acceptable)

E, F (undesirable)

Unsignalized Intersection Signalized Intersection

Critical Movements Approaching or at Capacity

FDS





Multi-modal Approach

There are opportunities to incorporate a multi-modal approach into the Victoria Square Boulevard EA



Cycling Facilities

Provide cycling infrastructure, bike lanes, cycle tracks, multiuse trails, paved shoulders, or signed routes with connections to the cycling network

Vehicle Facilities

Optimize existing capacity, consider parking, access, winter maintenance, and goods movement

Pedestrian Facilities

Provide continuous amenities for pedestrians, sidewalks or multi-

Transit Facilities

With development, there is an opportunity to improve or introduce new transit service/facilities to the community

use paths, street trees, street furniture, streetlights that allow for direct connections to public transit, roadways, schools, employment centres, and recreation facilities

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Study Area Issues & Constraints



Key Destination



Heritage/Archaeological/



Constrained Right-of-way



Is there something else we should be aware of? (e.g. utilities, natural features, etc.) Please add it to the roll plan.







Problem and Opportunity Statement

Problem

Limited and discontinuous cycling and pedestrian

Opportunity

Consider additional, continuous cycling and pedestrian facilities to

facilities

provide a continuous network



Limited parking available

Consider on-street parking where space permits to meet the needs of the community



Sporadic installation of curb and gutter, watermains, and sewers

Consider a continuous urban roadway section with curb and gutter to replace rural ditches



The study area is

Preserve and enhance





comprised of six distinct areas with unique characteristics

community character, through consideration of streetscaping and gateway features







STATION 2

Alternative Solutions







Alternative Solutions

1 Do Nothing

The "Do Nothing" alternative is provided as a base case scenario to compare against other alternatives. Evaluating this option is required for the EA process.



2 Multi-modal Approach

Accommodate all road users, including the provision of continuous active transportation facilities, an improved pedestrian environment, on-street parking, intersection improvements, urbanization for improved drainage, additional landscaping opportunities, and consideration for a continuous centre-left turn lane where feasible and warranted.



* Parking (including location on one side of the street or both sides of the street) will be reviewed during the next phase of the EA

3 Multi-modal Approach + Road Widening

Provide two continuous travel lanes in each direction, in addition to the multi-modal approach described in Alternative #2



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Evaluation Criteria

Socio-Economic



- Minimizes impacts to archaeology / cultural heritage resources
- Complies with City's planning policies
- Accommodates existing and planned development
- Minimizes property acquisition
- Improves quality of life
- Improves air quality

Transportation

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- Supports City's transportation planning strategies
- Improves existing / future congestion
- Improves road safety
- Accommodates all road users, including pedestrians, cyclists and transit users
- Addresses problem / opportunity statement
- Improves network connectivity

Natural Environment



- Minimizes impacts to and enhances environmentally sensitive areas
- Minimizes impacts to wildlife, vegetation, aquatic species and habitat, and species at risk
- Provides stormwater management improvements and

mitigates erosion



Cost

- Optimizes capital costs
- Optimizes operation/maintenance costs
- Optimizes property acquisition costs







Evaluation of Alternative Solutions

Legend Preferred Less Preferred Not Preferred Not Preferred	Alternative 1 Do Nothing	Alternative 2 Multi-Modal Approach	Alternative 3 Multi-Modal Approach + Widening
Socio-Economic			
Transportation			
Natural Environment			
Cost			
Summary			
Comments	 Does not address problem / opportunity Does not accommodate all road users Results in no impacts to (but no opportunity to enhance) the natural environment Lowest cost 	 Adequately addresses problem/opportunity Accommodates all road users including cyclists and pedestrians, thus promoting active transportation and reduced reliance on automobile Maximizes opportunities for improved landscaping Moderate cost 	 Adequately addresses problem/opportunity Accommodates all road users including cyclists and pedestrians, thus promoting active transportation and reduced reliance on automobile Limited opportunities for improved landscaping Additional travel lanes may result in traffic









STATION 3

Input on the

Preferred Solution

Alternative 2: Multi-modal Approach





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Preferred Solution: Multi-Modal Approach

Gateway Feature

Consider On-Street Parking

Provide Continuous Pedestrian/Cycling Facilities

Project Boundary













Cycling Facilities

Which cycling facility do you prefer?

Shared Roadway with Sharrows



On-Street Bicycle Lane



Indicate preference here:

Indicate preference here:

Raised Cycle Track (Off-Street)



Shared Multi-Use Path (Cyclists and Pedestrians)



Indicate preference here:

Indicate preference here:

Source: Ontario Traffic Manual Book 18 (December 2013)







Pedestrian Facilities

Which pedestrian facility do you prefer?

Sidewalk



Shared Multi-Use Path (Cyclists and Pedestrians)



Source: Ontario Traffic Manual Book 18 (December 2013)







Landscaping and Gateway Features

Examples of gateway and streetscape features may include:



















Schedule and Next Steps





Identify and Evaluate Alternative Design Concepts Environmental Study Report (ESR)









Thank you

Your input is very valuable to us!



Please fill out the feedback form and return it to us today

Send us your comments within 2 weeks, by June 27, 2016

For More Information

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