

COMMITTEE OF THE WHOLE – APRIL 10, 2001

APPLEWOOD CRESCENT EXTENSION ENVIRONMENTAL STUDY REPORT NOTICE OF COMPLETION

Recommendation

The Commissioner of Development Services recommends:

That the final report entitled “Environmental Study Report: Applewood Crescent Extension” completed by Cansult Limited and dated March 2001, be received, and that the necessary advertisements of the notice of completion be undertaken.

Background

The consulting firm Cansult Limited was retained by the City to conduct a Class Environmental Assessment of the extension of Applewood Crescent over Highway 400 to connect with Chrislea Road. The link was identified in the “Vaughan Corporate Centre Transportation/Transit Planning and Functional Design Study” (Cansult, January 2000) as being required to increase capacity along the Highway 7 corridor, and as a first step towards meeting the transportation requirements of the future Vaughan Corporate Centre.

Public Notification

The first Public Information Centre was held on September 19, 2000, in the City of Vaughan Council Chambers to inform the public of the objectives of the environmental assessment. A range of possible alternatives for increasing capacity along the Highway 7 corridor was presented, as was an evaluation of the alternatives and selection of a preferred alternative.

The second Public Information Centre was held on November 9, 2000, in the Maple Community Centre. Preliminary drawings were presented for three possible configurations of the preferred alternative, including a recommended configuration.

Environmental Study Report Findings

The Environmental Study Report examined several alternatives for increasing capacity along the Highway 7 corridor:

- Do nothing (presented as a means to compare the other alternatives)
- Highway 7 operational improvements, including auxiliary lanes and changes to signal timings at certain signalized intersections
- Highway 400 crossing via an extension of Pennsylvania Avenue to connect with Carlauren Road at Chrislea Road
- Highway 400 crossing via an extension of Applewood Crescent to connect with the southern section of Chrislea Road
- Highway 400 crossing via an extension of Colossus Drive to connect with Commerce Street in the Interchange lands
- Highway 7 widening to four lanes in each direction, including widening of the Highway 400 overpass and alterations to the interchange.

The alternatives were evaluated in terms of transportation capacity benefits, engineering factors, cost, and social, land use, economic and environmental impacts. The extension of Applewood Crescent was selected as the preferred alternative. The extension is shown conceptually in Attachment No. 1.

Three configurations for a Highway 400 overpass at Applewood Crescent were then evaluated, again in terms of transportation capacity benefits, engineering factors, cost, and social, land use, economic and environmental impacts. The recommended configuration is a modified version of one presented at the second public meeting. It consists of one horizontal curve west of Highway 400 and one horizontal curve east of Highway 400. This configuration will yield good transportation benefits with low impacts to adjacent property owners compared to the other configurations.

The recommended configuration will be designed as a concrete overpass structure, and will utilize steel box girders to speed up construction and minimize impacts to motorists travelling on Highway 400. The overpass will be approximately 20 metres wide, and will accommodate one exclusive lane in each direction for motor vehicle traffic, one shared lane in each direction for motor vehicle and bicycle traffic, and sidewalks on both sides. The remainder of the extension of Applewood Crescent will be designed as a collector road in accordance with City standards. The total cost of the Applewood Crescent extension is estimated at \$10 million.

During negotiations with adjacent property owners, it was recommended that the overpass be designed with full-height retaining walls on the west side of the structure, and half-height retaining walls on the east side of the structure. The design provides for a reasonable compromise between construction costs and property impacts.

Conclusions

Pursuant to the Class Environmental Assessment process for a Schedule "B" Municipal Road Project, the Applewood Crescent Extension Environmental Study Report is to be made available for public review and comment for a period of 30 days. Following Council authorization, advertisements will be placed informing the public and appropriate agencies of completion of the study, and of the opportunity to view the report and provide comment.

Respectfully submitted by,

Approved by,

FRANK MIELE
Commissioner of Development Services

Bill Robinson, P. Eng.
Director of Engineering

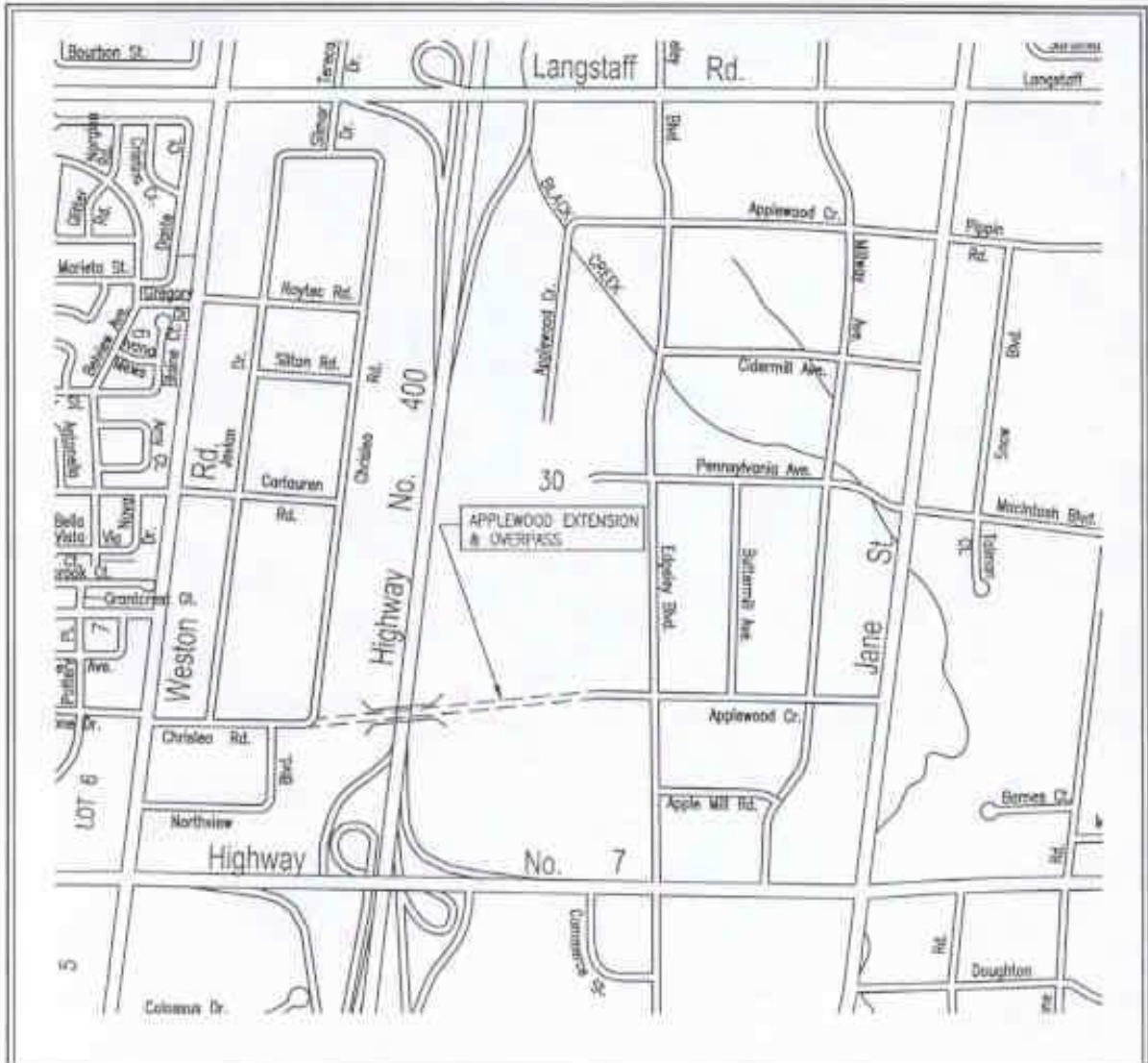
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Brendan Holly, Sr. Manager Development/Transportation Engineering, ext 8250

PW:BH:MP

Attachments

1. Location Map
2. Applewood Crescent Extension ESR (Mayor and Members of Council only)

ATTACHMENT No. 1



APPLEWOOD CRESCENT EXTENSION AND OVERPASS

LEGEND

 PROPOSED EXTENSION
AND OVERPASS



NOT TO SCALE