



Appendix H
Consultation Records

Appendix H-3

Public Consultation Records

The logo for the company 'wood.' is located in the top right corner. It consists of the word 'wood.' in a dark blue, lowercase, sans-serif font. The period at the end of the word is a solid dot.

wood.

The main title of the document is 'Public Meeting #3 Comments', centered on the page. It is written in a bold, black, sans-serif font. The background of the page features large, light gray curved shapes that frame the text.

Public Meeting #3 Comments



Proposed McNaughton Road Bridge Design is flawed

Anonymous

Dec 1, 2020 - 23:33

So who is the great designer at Metrolinx who came up with the Design to go over the tracks and not include a wider sidewalk or multi-use pathway on the north side? Why is this design so different from what I see being built at Rutherford Road GO? Are the residents on the south side of McNaughton Road fools? Do you think residents are going to enjoy seeing this new ugly bridge towering over the existing residential properties. Metrolinx's justification for going over the tracks was all about money and had nothing to do with any other factors! You're telling us that you will be buffering the south side of the structure with landscaping, REALLY, a couple of twigs and Metrolinx will call it a day!!! The project manager and anyone who is leading this design should be fired and replaced with more qualified designers and project manager. Have you seen what York Region is doing on Major Mackenzie Drive for their new bridges? Who has the gull to present a new bridge to the public without a sidewalk or multi-use pathway on the north side. We want what we see at Rutherford Road! Mayor, Regional Councillors, Local Councillors & Provincial MPs please instruct Metrolinx to go back to the drawing board and come up with a better design for this location. By the way, there is an existing sidewalk on the north side of McNaughton Road, maybe your designer should visit the site? PLEASE CHANGE THIS DESIGN!!! Thank for giving us the opportunity to voice our concerns and I hope Metrolinx is not going through the motions during Covid-19 to push a cheap design while no one was paying attention??????

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Answer

Metrolinx

Dec 7, 2020 - 15:45

Thank you for sharing your comments regarding the proposed McNaughton Road Grade Separation. This project is in the early stages of environmental assessment and design, where we are determining the impact of the proposed grade separation on the local environment. Our studies analyze traffic impacts, socio-economic and land use factors, and local heritage to ensure that impacts of the proposed grade separation are mitigated.

The road over rail grade separation at McNaughton Road was selected as the proposed design as it minimizes impacts to surrounding properties while maintaining construction timelines and rail service. In 2019, Metrolinx conducted an options analysis to determine the appropriate type of grade separation (overpass or underpass). We analyzed impacts to stakeholders, local setting, public realm, property impacts, utilities, engineering constraints, environment, operations and maintenance, capital costs and benefits. The results of this analysis concluded that a road overpass is the most feasible option considering all of these factors.

By contrast, a road underpass presents a number of challenges. On McNaughton Road, groundwater levels in the area could require extensive excavation and dewatering in order to make it safe to build the underpass. This would result in additional infrastructure requirements, including pumping stations and associated utilities that would ultimately lead to additional property impacts within the local community. The underpass option would also require a track diversion, resulting in additional property impacts.

Regarding a pedestrian connection on the north side of McNaughton Road, Metrolinx is currently in discussion with municipal stakeholders on a proposed option. As we are in the early design stage for this project, the community will be kept informed of any developments.

Metrolinx will be back to the community on this project as it develops, and there will be future opportunities to provide your feedback. Please email us at YorkRegion@metrolinx.com if you would like to be added to the regional distribution list and receive further updates or invitations pertaining to projects in York Region.

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Barrie go track expansion

Anonymous

Dec 2, 2020 - 10:48

I live at [redacted] which is 4 houses away from the go tracks overpass bridge. Are you thinking of widening the track area that would cause the bridge to be rebuilt. If yes the bridge is being rebuilt do you have a time frame and any drawing showing how it effects my property. expanding the bridge may cause the grade level to be risen and i want to understand the impact to my property

Please let me know if you are the right people to answer this

[redacted]

thanks



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Answer

Metrolinx

Dec 4, 2020 - 13:42

Hi [redacted],

As discussed during our phone conversation this week, the current GO Expansion TPAPs do not include a proposal to widen the bridge at [redacted]. Therefore, at this time, there are no proposed impacts to your property.

If you have any further questions, please feel free to reach out to us at simcoecounty@metrolinx.com.

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McNaughton grade separation

Anonymous

Dec 2, 2020 - 15:18

Maple Go Currently has a exit from the north end to McNaughton road. The proposed solution removes this access point. The concern is that all traffic will now be ushered to Hill St. and Eagle Rock Way which already experience overflow during rush hour. How will this added congestion be mitigated? Will Hill Street or Eagle Rock Way have any road improvements to help with the flow of traffic onto Major Mackenzie/McNaughton?

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Answer

Metrolinx

Dec 9, 2020 - 13:25

You're correct, the proposed grade separation at McNaughton Road would remove the ability for vehicles to exit onto McNaughton Road. The impact this would have on local traffic is something that Metrolinx has undertaken as part of the McNaughton Rd. Grade Separation Significant Environmental Project Report (EPR) Addenda. As part of construction staging, the right-out only exit from the GO parking lot onto McNaughton Road is to be permanently closed, while alternative access via Eagle Rock Way on the south side is to be maintained. As we move closer to construction, Traffic Control and Management Plan(s) will be developed in collaboration with the City of Vaughan to maintain reasonable access through work zones, to the extent possible. As part to those plans, mitigation measures such as signal-timing optimization may be implemented through coordination between Metrolinx and the municipality as part of the detailed design and implementation phases.

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McNaughton Road Bridge 3D Model

Anonymous

Dec 7, 2020 - 23:27

Can you please present a better 3D image of what the McNaughton Road Bridge will look like and in relation to the existing homes to the south side. How high will this bridge be and what acoustical measures will you be incorporating into the south barrier to protect residents from this new traffic noise that will be generated with trucks and cars on this bridge? The noise wall on McNaughton should be replaced or even raised to protect our community? Please make this bridge beautiful respecting the Maple area.

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Answer

Metrolinx

Dec 11, 2020 - 16:00

Thank you for sharing your comments regarding the proposed McNaughton Road Grade Separation. This project is in the early design stage and we have provided the 3D images that are currently available. As the design progresses the renderings will be updated based on the latest design details to include more information and aesthetic details.

We will work with the City of Vaughan on the aesthetics of the retaining walls and protection barriers, as well as the slope on the south side of the proposed grade separation. As we are in the early design stage for this project, the community will be kept informed of any developments, and we look forward to consulting the community as plans progress.

At the highest point, the proposed top of the barrier / railing will be approximately 12.5m above the existing road surface. On the bridge itself, there will be a railing and protection barrier on both sides of the grade separated roadway.

We have conducted studies to ensure that the impacts of the proposed grade separation are mitigated, including a Traffic Impact Assessment (TIA). As a result of the TIA, the road will maintain two lanes in each direction, similar to the existing configuration. Therefore, there will be no changes to traffic volume and no measurable change in vehicle noise from traffic along McNaughton Road as a result of the grade separation.

However, this is a preliminary study and there are some impacts that require further analysis as the design is further fleshed out. A detailed analysis of the changes in noise levels resulting from the grade separation will be completed at the detailed design. For more information on operational noise and vibration mitigation measures, please visit <https://www.metrolinxengage.com/en/content/go-rail-network-electrification-addendum-noise-vibration-and-air-quality-studies>.

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Traffic/ Road Improvements??

Anonymous

Dec 7, 2020 - 23:35

Traffic is a night mare in this area when the train arrives. What improvements are being proposed at the intersection of Hill Street & McNaughton Road? at McNaughton Road & Major Mackenzie Drive?? at McNaughton Road & Keele Street??

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Answer

Metrolinx

Dec 14, 2020 - 09:48

The McNaughton Road Grade Separation is in the early stages of environmental assessment and design, and we have conducted studies to ensure that the impacts of the proposed grade separation are mitigated. These studies include a Traffic Impact Assessment (TIA). As a result of the TIA, McNaughton Road will maintain two lanes in each direction, similar to the existing configuration. In addition, once complete, this project will remove the at-grade crossing with McNaughton Road and the rail corridor, which means that cars won't have to wait at the crossing as trains pass. This is especially significant as Metrolinx introduces all-day two-way service with trains running up to every 15 minutes in each direction.

Prior to construction of the grade separation, we will develop Traffic Control Management Plan(s) to maintain reasonable access through work zones, where possible. In accordance with this plan, we will monitor traffic impacts and make adjustments as necessary during the construction period.

As part of the traffic impact assessment for post-construction conditions, we've considered potential mitigation measures to control traffic. These include optimizing the signal timing at the intersections you mentioned, and introducing turning lanes at the intersections of Major Mackenzie Drive and Keele Street.

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Street View of proposed McNaughton Bridge

Anonymous

Dec 11, 2020 - 14:39

Further to the comments I noticed below could we please see a 3D view of this bridge from the perspective of Lindenshire Avenue and Salterton Circle? How much higher will this bridge be from the ground, 5m? 10m? I am also worried about truck & car noise into these residential communities. What size of trees are you planting? Large mature trees to hide the bridge height? Are you installing some type of high glass wall on the bridge to protect the residents from the noise? I do not see anything from the drawing.

I am also disappointed that this bridge did not go below ground like you are doing on Rutherford Road. Good design usually costs money and using the excuse that there is ground water or utility relocation is a very, very poor response to the residents of Vaughan. You just do not want to spend the money in this location, this is the bottle line and you can try to justify this any way you want to try to move this project forward but we know the truth!!! Please reconsider the design of this project and do the right thing as I am sure the City of Vaughan is not supporting this design from BIG BROTHER.

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Answer

Metrolinx

Dec 17, 2020 - 11:03

Thank you for sharing your comments regarding the proposed McNaughton Road Grade Separation. As our design progresses, renderings will be updated accordingly to include more information and aesthetic details. At its highest point, the top of the overpass will be approximately 12.5m above grade with the opening for trains having 7m of clearance.

Metrolinx conducted a Traffic Impact Assessment (TIA) as part of the environmental studies completed for this project. The results of the traffic impact assessment indicated that the proposed grade separation will not result in changes to the traffic volumes along McNaughton Road, nor will the proposed grade separation increase the capacity of the roadway as it will maintain two lanes in each direction similar to existing configuration. Therefore, there will be no measurable change in the vehicle noise emitted from the traffic along McNaughton Road as a result of the grade separation.

When the final design characteristics are more solidified, a detailed analysis of the changes in noise levels resulting from the grade separation will be completed. Metrolinx will be building noise mitigation across our network as we deliver GO Expansion. In particular, noise walls will soon be built along the west side of the Barrie Corridor adjacent to Maple GO. This is being completed as part of the double tracking and enabling works which will soon be underway in Vaughan known as Barrie Contract 2. We are currently in the procurement stage for this project and expect construction to start next year. For an interactive map of the proposed locations of noisewalls, please visit this interactive map: <https://maps.metrolinx.com/arcgis/apps/webappviewer/index.html?id=199ded6da5e746c08f4742df9c921f8c>

On the topic of vegetation, the 3D image shows that the embankment south of the grade separation will be landscaped to soften visual impact. An Integrated Vegetation Management plan will be prepared to guide the site grading, surface treatments, and plantings to be compatible with the Metrolinx Vegetation Guideline (2019), local site conditions, and applicable municipal standards and guidelines. It is too early in the process to determine the type of trees that will be planted.

In 2019 Metrolinx conducted an options analysis to determine the appropriate type of grade separation (overpass or underpass). We analyzed impacts to stakeholders, local setting, public realm, property impacts, utilities, engineering constraints, environment, operations and maintenance, capital costs and benefits. The results of this analysis concluded that a road overpass is the most feasible option considering all of these factors. By contrast, a road underpass presents a number of challenges. For one thing, the existing road profile places the rail crossing at a lower elevation than the road. Given the proximity to Maple GO, the track cannot be raised, and as a result, to accommodate an underpass the section of McNaughton Road from Keele Street to Rodinea Road/Troon Avenue would need to be significantly lowered through excavation. This would result in the disposal of large quantities of earth, and with substantial lengths of retaining walls required to limit property impacts. In addition, as you've pointed out from a previous response, another significant factor inhibiting the road underpass is that the groundwater levels in the area could require extensive excavation and dewatering in order to make it safe to build the underpass. This would result in additional infrastructure requirements, including pumping stations and associated utilities that would ultimately lead to additional property impacts within the local community. Lastly, underpass option would also require a track diversion, resulting in additional property impacts.

Metrolinx will be back to the community on this project as it develops, and there will be future opportunities to provide your feedback. Please email us at YorkRegion@metrolinx.com if you would like to discuss this further or be added to the regional distribution list and receive further updates or invitations pertaining to projects in York Region.

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