

North Maple Community Bridge CITIZEN'S LIAISON COMMITTEE



Facilitator's Discussion Guide

1st Meeting of the Citizen's Liaison Committee
Maple Community Centre
10190 Keele St, Maple
March 26, 2009

**Class Environmental Assessment Study for the
proposed North Maple Community Bridge over
Highway 400**



OGILVIE, OGILVIE & COMPANY



Facilitator's Foreword

Background

I have been retained as the Independent Public Facilitator for this EA. As the Independent Public Facilitator, my objective is to ensure that the participating stakeholders are able to make an "informed" decision about the proposal that is on the table. I don't try to persuade them, I let the facts speak for themselves. My principles for how I do this are the following:

- Role of the IPF.....The role of the IPF is to enhance the public's participation in the decision-making process and to assist the decision-maker in being responsive to the public's concerns and suggestions.
- Trust The IPF should at all times encourage actions that build trust and credibility for the process and among the participants.
- Openness.....Information relevant to the public's understanding or evaluation of a decision should be disclosed.
- RespectThe IPF should avoid strategies that tend to polarize community interests or appear to divide and conquer.
- CommitmentsThe IPF has a responsibility to ensure that commitments made to the public by the decision maker are genuine and capable of implementation.

1st Meeting of the Citizen's Liaison Committee (CLC)

This is the first of three meetings of the CLC. The purpose of the CLC is the following:

- To act as a sounding-board whereby the client and the Study Team can test ideas, findings, study approaches. The point is to have an opportunity to share raw data and untested ideas without fear of the discussions ending up in the media the next day
- We are looking for 360 degrees of opinion, not a consensus... all opinions are valid and important to the client and the Study Team.
- To provide the client and the Study Team with a sense of the broader community's reactions and concerns and how these might be addressed
- To provide a direct, face-to-face channel of communications between the client and the Study Team and among all members
- Create a forum for the exchange of information about the project that will keep the residents and other stakeholders up-to-date on what's happening and likely to happen
- To provide the client and the Study Team with advance warning of potential problems before they become insurmountable

This Discussion Guide

In order to make these meetings of the CLC as effective and efficient as possible, we have created this Discussion Guide to give you a preview of how we propose to conduct the meeting. If you have any questions, please do not hesitate to call me at toll free 1-866-386-6225.

I look forward to working with you

Robb Ogilvie

Managing Partner, Ogilvie, Ogilvie & Company



Agenda

6:00 p.m.	Light Supper and meet and greet
6:30 p.m.	Welcome City of Vaughan
6:45 p.m.	Overview Robb Ogilvie - Independent Public Facilitator
7:00 p.m.	Session 1 Study Findings to Date
7:45 p.m.	Session 2 Q&A - Facilitated Roundtable Discussion
8:30 p.m.	Session 3 Next Steps - April 16 Public Information Forum
8:50 p.m.	Wrap-up Robb Ogilvie
9:00 p.m.	Adjourn

Discussion Ground Rules

- Views and Opinions- Participants are encouraged to express their personal views and the perspectives of the organizations they represent.
- People must feel free to express their ideas without fear of being misquoted outside of the workshop.
- When Enough Discussion is Enough- Once an issue or problem has been dealt with, the issue is closed and should not be reintroduced at subsequent times unless new information is tabled that makes a compelling case for the issue to be re-visited.
- Dissatisfaction with the conclusions is not reason enough to revisit the issue.
- A Climate of Respect-all participants must agree to respect the opinions, positions and legitimacy of each other's roles and responsibilities. This does not mean they have to agree with each other, simply respect each other's rights to be there and to hold different opinions.
- The approach should be one of critiquing ideas, not individuals.
- Climate of Openness-all participants must feel free to and be accorded the right to openly express and examine personal concerns, feelings, ideas or beliefs on the subject matter;
- Equality - All participants should treat each other as equals, regardless of "Rank" or position in their respective organizations.



Session 1 Study Findings to Date

Notes, comments, questions...

Statement of the Problems and Opportunities for the project

The transportation objectives of the City of Vaughan's Official Plan Amendment No. 600 identifies the need to establish a primary road connection over Highway 400 between Major Mackenzie Drive and Teston Road in Block 33. This road connection is not only a key component of the area transportation system (vehicles, cycling and pedestrians) but also a means of providing the residents in the communities on either side of Highway 400 with better access to community services such as schools, parks, recreational facilities, shopping and emergency services. The study will establish a future transportation needs taking into account changes in land use and new developments expected in the broader America Avenue/Canada Drive corridor and growth in general background traffic.

This phase of the Class EA process involves not only identifying the problem / opportunity, but also describing it in sufficient detail to lead to a clear problem / opportunity statement.

The broader Study Area for this Class EA is bound by the following:

- Teston Road to the North;
- Jane Street to the East;
- Major Mackenzie to the South;
- Weston Road to the West; and,
- Highway 400 bisecting the overall Study Area.

Increased development within the Block 33 lands has accelerated over the past 5-7 years, with the lands east of the 400 fully developed, and the lands west of the 400 beginning to take shape. It is anticipated that the majority of the lands to the west of the 400 will be fully developed within the next 5 years, putting increased pressure on the existing internal road network. Further, on both sides of Highway 400 within Block 33, there are a number of community facilities, local businesses and schools that are shared by all residents within the area, and with out improvements to the local road network, increased congestion and traffic will occur.

At present, residents must utilize major north-south or east-west arterials in order to move from one side of the 400 to the other, when attempting to access their places of residence, local community facilities and businesses. An opportunity exists to provide a solution to this problem by improving the connectivity of the two communities, while still retaining the local character and pace that the community currently enjoys. In order to facilitate





Session 1 Study Findings to Date...continued...

- The biological resources on-site are mainly residential communities, two small woodlots, two stormwater management ponds and an intermittent drainage course
- There are no ANSI and ESA land in the site vicinity

Alternatives Considered

The Alternative Solutions considered are as follows:

1. Do Nothing

No changes or improvements to Block 33 transportation network would be undertaken to address the problem/opportunity.

2. Improve Local Public Transit Service

In order to reduce overall traffic volumes through Block 33, public transit opportunities could be improved throughout the Study Area.

3. Build Hwy 400 Overpass

A mid-block connection over Highway 400 would be established between America Avenue and Canada Drive. This link is designed to serve as an internal collector road within the Block, connected to major north-south arterials. Further, the York Region Transportation Master Plan and an Amendment to the City of Vaughan’s Official Plan, describe the need to provide mid-block freeway crossings to assist in the movement of people via various modes of transportation.

4. Improve Other Roadways

This alternative proposes to relieve existing and future traffic volumes within and around Block 33 through improvements to other roadways in the area such as the internal road network along with the major arterials such as Jane Street, Weston Road, Major Mackenzie and/or Teston Road.

If We Do Nothing

If we do nothing an existing road network will not be able to accommodate the growth in east-west travel demand anticipated in long term, and the problems of connectivity and movement of personal vehicles, buses, cyclists and pedestrians in an efficient manner would not occur. Further, the opportunities of allowing for a local connector road, as well as offering a safer alternative to travel on major arterials, wouldn’t be met.

It should be noted that although the “Do Nothing” alternative does not address the Problem/Opportunity Statement, the Class EA document mandates its consideration in all EAs as a means of providing a benchmark for evaluating the other alternative solutions.

Notes, comments, questions...

This phase of the Class EA involves the following six steps:

- (1) identify reasonable alternative solutions to the problem / opportunity;
- (2) prepare a general inventory of the existing natural, social and economic environments in which the project is to occur;
- (3) identify the net positive and negative effects of each alternative solution including mitigating measures;
- (4) evaluate the alternative solutions;
- (5) consult with review agencies and the public to solicit comment and input; and
- (6) select or confirm the preferred solution.



Session 3 Next Steps and April 16 Public Information Forum



NORTH MAPLE COMMUNITY BRIDGE



*You are
Invited*

PUBLIC INFORMATION FORUM #1

Thursday, April 16, 2009
Discovery Public School
120 Discovery Trail
Maple, Ontario

CONTACTS

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Facilitator's Guide

What is this Public Information Forum about?

Block 33 was identified in the City's Official Plan Amendment (OPA) 400 and OPA 600 as part of Vellore Urban Village 1 and is bounded by Major Mackenzie Drive to the south, Weston Road to the west, Teston Road to the north, and Jane Street to the east. Highway 400 divides Block 33 in half with the development on the east half close to completion and the development on the west half currently underway (See Key Map below).

The transportation objectives of the City of Vaughan's Official Plan Amendment No. 600 identifies the need to establish a primary road connection over Highway 400 between Major Mackenzie Drive and Teston Road in Block 33. This road connection is not only a key component of the area multi-modal transportation system (vehicles, cycling and pedestrians) but also a means of providing the residents in the communities on either side of Highway 400 with better access to community services such as schools, parks, recreational facilities, shopping and emergency services.

The design and layout of the road system in Block 33 provides for this primary road connection over Highway 400 to be located at America Avenue and Canada Drive. America Avenue and Canada Drive are situated approximately mid-block in Block 33.



AECOM



Appendix - CLC Terms of Reference

Purpose of the CLC

- To act as a sounding-board whereby the client and the Study Team can test ideas, findings, study approaches. The point is to have an opportunity to share raw data and untested ideas without fear of the discussions ending up in the media the next day
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- To provide the client and the Study Team with a sense of the broader community's reactions and concerns and how these might be addressed
- To provide a direct, face-to-face channel of communications between the client and the Study Team and among all members
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General Composition

- The Citizens Liaison Committee is composed of a cross-section of the communities/neighbourhoods that will be potentially affected by the proposed America Ave./ Hwy. 400 Overpass. And to ensure the objectivity required by the EA process, this cross-section represents 360 degrees of public opinion.
- Since this study is about connectivity, access and public

health and safety, it will require not only representation from the residents but also representation from the public emergency services sector -- i.e. police, fire, ambulance, road maintenance and snow removal, etc. It will also require representatives from the recreation, culture and religious sectors.

- Cross -section of residents
- City of Vaughan
- York Region
- Ministry of Transportation
- Business
- Religions/school boards
- Members of the Study Team
- Independent Public Facilitator

Roles of Members

- Keep track of what's happening in their neighbourhood/ community/service sector that is related to the transportation/ growth/environment problem and table this information at the CLC.
- Give advice and perspectives on any proposals/reports tabled by the City of Vaughan and their consultants or other members of the CLC
- Help the CLC function effectively by offering suggestions and alternatives to issues, concerns and problems being discussed
- Communicate discussions back to residents in their neighbourhood/community/service sector Try to anticipate potential problems and communicate these to the CLC
- Try to correct falsehoods, incorrect rumours or misinformation that may be "floating around" the community

Role of the Independent Facilitator

The sessions will be organized, conducted, and reported on by a facilitator, whose roles and responsibilities are as follows:

- Conduct sessions in an objective and neutral manner that ensures all participants have a fair opportunity to participate in the discussions;
- Provide a secretariat function and manage all communications between the CLC and the Study Team;
- Develop agendas and coordinate accompanying materials;
- Materials will be sent out 5 days in advance of meetings;
- Keep the sessions on time and on track in accordance with the CLC work plan;
- Prepare and distribute draft and final meeting summaries;
- Action items will be reported within 2 business days;
- Reports will be prepared within 10 business days of each meeting for review and finalization by CLC; and,
- Track action items arising from meeting and provide/assemble required technical documents/ specialists relating to these action items.

General Operating Features of the CLC

- The CLC is an advisory mechanism to the City of Vaughan and the Study Consultants, it is not a "public hearing" or a regulatory mechanism or a Complaint Review Committee
- Everyone's opinion will be



Appendix - CLC Terms of Reference...continued...

- valued and taken into consideration. Since this is not a decision-making body, the Facilitator is not seeking a consensus on discussion topics. However, anytime a consensus emerges during the discussions, the Facilitator will make a special note of the consensus.
- The City of Vaughan and the Study Consultants will attempt to incorporate the CLC's advice wherever possible, and where the City of Vaughan and the Study Consultants choose a different course of action on an issue, the City of Vaughan and the Study Consultants will provide the CLC with a detailed explanation of their reasoning.
 - The CLC meetings will be run in a workshop format to create a meaningful problem-solving mentality as opposed to the traditional "meeting" format.
 - Frequency of Meetings -There will be three (3) CLC meetings, with each one being about 3 hours in duration.
 - The sessions will be organized, conducted and reported on by a facilitator. The Facilitator will have the discussions keyboarded and projected "live-time" so that all participants can see what is being recorded and flag any errors or omissions.
 - By and large, most of the information tabled at the CLC will be available for public distribution. However, there may be some information that members will be asked not to distribute because it is of a confidential nature at a given point in time. In order to encourage the City of Vaughan and the Study Consultants to share this type of information, members will be asked to use discretion in how they use or broadcast this type of information.
 - Attendance at all meetings is needed to ensure consistency in the discussions. Members should advise the Facilitator's Office if they anticipate experiencing difficulty in attending meetings.



People and Organizations Invited to Participate on the Citizen's Liaison Committee

Name	Title/Organization	Address
Tier 1		
1. Gregory Senay	Fire Chief	City of Vaughan Fire and Rescue Service
2. Armand La Barge	Police Chief	York Regional Police
3. Stephen Collins	Manager, Engineering	YR Transportation Services - Roads Branch
4. Shahid Matloob	Transportation Engineer	York Region Infrastructure Planning
5. Jason Racco		Vaughan Chamber of Commerce
6. Steve Cescolini	Resident	53 Cetona Avenue
7. Margaret Primier	Resident	38 Gale Way
8. Ann Jakopin-Vlahovic	Resident	1 Ocean Ave
9. Frank Iaizzo	Manager.. Milan Sports Centre	2 Balda Court
10. Aslam Daud	General Secretary	Ahmadiyya Muslim Community Canada
11. Nick Fabbicino	Resident	49 Convoy Cres
12. Nancy Van Kessel	Resident	18 Ferdinand Ave
13. Jenny Commisso	Resident	270 Chrislea Road
14. Teresa Santos Gomes	Resident	36 Bluewater Trail
15. Sue Schuhmacher	Resident	227 America Ave
16. Max Petrenko	Resident	280 America Ave
17. Diane Rembacz	Resident	208 America Ave
18. Baldeo Judanauth	Resident	40 Canada Drive (just East of Weston Rd.)
19.		Canada Drive
20.		Canada Drive
21.		TBD
22. Brian Bentz	President and CEO	PowerStream
23. Rob Diprofo	Service Planner	York Region Transit
24. Brian Hall		York Region EMS
25. Art McDonald		City of Vaughan Recreation and Culture
26. Bill Hogarth	Director of Education	York Region District School Board
27. Roger Hanmer	Regional Director	Ministry of Transportation
28. Giovanna De Girolamo	Planner	York Catholic District School Board
29. Paul Gardner		City of Vaughan Parks Department
Tier 2 & Corresponding Members		
30.		
31.		
32.		
33.		
34.		