



Appendix L

TAC & LOG MEETING MINUTES

TECHNICAL
ADVISORY
COMMITTEE
(TAC)
MEETING
MINUTES



MEETING NOTES

JOB TITLE	Vaughan Metropolitan Centre - Transportation Master Plan Update Study		
PROJECT NUMBER	20M-01179-00	DATE	February 24, 2021
TIME	10:00 a.m. – 12:00 p.m.	VENUE	MS Teams
SUBJECT	Vaughan Metropolitan Centre Transportation Master Plan Update - Technical Agency Committee Meeting #1		
CLIENT	City of Vaughan (CoV)		

Attendees:

Name	Organization
Mauro Peverini	City of Vaughan – VMC Program
Christina Bruce	
Jennifer Cappola-Logullo	
Musa Deo	
Amy Roots	
Jessica Kwan	
Gaston Soucy	
Gerardo Paez Alonso	
Cory Gray	
Fausito Filipetto	
Michelle Moretti	
Michelle Samson	
Danny Woo	
Alex Lee	
Marta Roias	City of Vaughan – Infrastructure Planning & Corporate Asset Management
Christopher Tam	
Dorothy Kowpak	
Diego Velasquez	
Carlos Couto	City of Vaughan – Development Engineering
Paul Grove	
Andy Lee	City of Vaughan – Corporate and Strategic Communications
Catherine Vettese	
Jessica Stronghill	City of Vaughan – Community Centres
Kelly Batt	
Peter Turezki	City of Vaughan – Design and Construction, Infrastructure Delivery
Warren Rupnarain	City of Vaughan – Office of Chief Human Resources

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MEETING NOTES

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Nicholas Cascone	City of Vaughan – Policy Planning & Environmental Sustainability
Grant Moffatt	City of Vaughan – Fire and Rescue Services
Sharon Walker	City of Vaughan – Emergency Services
Elvio Valente	City of Vaughan – Building Standards
Dean Brown	
Nelson Pereira	City of Vaughan – Financial Services
Paul Salerno	City of Vaughan – Real Estate
Margie Chung	City of Vaughan – Transportation and Fleet Management Services
Jaro Wowk	City of Vaughan – Assessment Review Officer
Tong Wang	City of Vaughan – Senior Transportation Analyst
Veronica Wong	City of Vaughan – Traffic Coordinator
Gurnick Perfar	City of Vaughan - Legal
Augustine Ko	York Region – Senior Planner
Vi Bui	York Region - Program Manager
Shahid Matloob	York Region – Engineer
Duncan MacAskill	York Region – Manager of Development Planning
Teema Kanji	York Region – Manager of Programs and Process Improvements
Jeff Hignet	York Region – Senior Planner
Carmen Hui	York Region – Streetscape Manager
Diana Kakamousias	York Region – Program Manager
Bhakti Rathod	York Region – Service Planner
Haydi Wong	York Region – Long Range Planning
Keri Hyde	York Region – Program Manager
Mehrak Hakimi	York Region – Transportation Engineer
Victoria Kramkowski	Toronto and Region Conservation Authority (TRCA)
Manirul Islam	
Suzanne Bevan	
June Little	
Adam Miller	
Mark Howard	
Margaret Mikolajczak	
Michael Collens	Ministry of Municipal Affairs and Housing
Othmane Benjrad	407ETR
Matthew Taylor	Toronto Transit Commission (TTC)
Joseph Pacione	York Region District School Board (YRDSB)
Joachim Tsui	York Region Catholic District School Board (YCDSB)
Daniel Stojc	CSC Viamonde
Graham McPherson	Rogers
Keyur Shah	WSP
Katherine Jim	
Claire Basinski	
Stephanie Fountain	

MEETING NOTES

Distribution: All Attendees and Invitees

Attachments: Technical Agency Committee Meeting #1 Presentation, and Survey Results from Menti.

	MEETING NOTES	ACTION
1.0	WELCOME AND INTRODUCTIONS	
1.1	<p>City of Vaughan (CoV) welcomed all attendees to the Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) Update – Introductory Technical Agency Committee (TAC) Meeting #1 and provided a brief introduction to the VMC TMP Update Study. CoV outlined the purpose of the meeting:</p> <ul style="list-style-type: none"> • Provide an introduction to the VMC Transportation Plan Update; • Set the Context of the Study within the City of Vaughan; • Present Existing Conditions and Findings; • Present and discuss Key Milestones and Expectations; and • Gather Preliminary Feedback from TAC members. <p>WSP briefly introduced the VMC TMP Update Consultant Project Team.</p>	
1.2	Attached is the presentation provided at the meeting.	
2.0	PART 1. STUDY BACKGROUND & TMP DISCUSSION	
2.1	PROJECT PURPOSE AND TIMELINE (SLIDE 7 TO 13)	
2.1.1	WSP noted that the VMC TMP Update will be following Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process.	
2.1.2	Phase 1 of the process will identify the problems and opportunities within the VMC TMP Update study area, with a focus on understanding the challenges and constraints associated with the existing and future transportation needs in the area in relation to the projected growth identified in the VMC Secondary Plan Update.	
2.1.3	Phase 2 will focus on identifying and evaluating transportation network planning solutions and alternatives that aim to address the problems and opportunities identified in Phase 1.	
2.1.4	The VMC Secondary Plan and TMP studies are being progressed concurrently, with the TMP providing support and transportation solutions for the future land use planned within the Secondary Plan area.	
2.1.5	Following this first TAC Meeting, the second TAC meeting is tentatively planned for Summer 2021 and will present the problems and opportunities and preliminary information on the transportation network solutions at a high-level. The third TAC meeting is tentatively planned for Winter 2021 and will present the preferred transportation solution and plan for the TMP and proposed improvements for the EA's along Millway Avenue and Interchange Way. These TAC meetings will occur prior to the Public Information Centres (PICs) 1 and 2, respectively, to provide agencies a chance to review the information before they are presented to the public.	
2.1.6	<p>An online Survey was launched in November 2020, in line with the issuance of VMC Notice of Study Commencement, to better understand the public's relationship to the VMC in terms of living and travelling within the area. The following survey responses were discussed:</p> <ul style="list-style-type: none"> • As of January 2021, approximately 350 people have responded to the survey. • An overwhelming response to the survey indicated that the VMC experiences a lot of congestion associated with the new developments and transport facilities. A lack of parking and connectivity in the area were also considered to be significant transportation challenges. 	

MEETING NOTES

	MEETING NOTES	ACTION
	<ul style="list-style-type: none"> The survey indicated that a high proportion of the public currently would travel by car or as a passenger in a vehicle. However, the modal split is anticipated to change in the future, with more people indicating that they would use other modes of travel, such as public transit or active transportation, to travel to / within the VMC. In terms of the what makes the VMC a desirable place to live, the survey also indicated that access to public transit and proximity to major Highways, such as Highway 400 and 407ETR were the most common responses received. This indicates that transportation is a key element in the development in VMC. 	
2.2	VMC SECONDARY PLAN (SLIDES 15 TO 17)	
2.2.1	The current VMC Secondary Plan was approved by Council in 2010 and by the Region in 2012. Since then, existing legislation and policies have or are being updated, such as the Growth Plan (2020), the Provincial Policy Statement (2020), York Regions Official Plan Review and the City of Vaughan's Official Plan Review. The VMC Secondary Plan Update will be adopted under the new Regional and City Official Plans.	
2.2.2	As of Fall 2020, the VMC Secondary Plan Update has been underway to review the changes that have already occurred in the study area and to confirm the vision and objectives of the Study. The Plan will also include the development of an implementation strategy for community services and facilities to ensure the plan continues to meet the needs of current and future residents within the area.	
2.2.3	The VMC Secondary Plan is currently at the end of phase one (Background and Issues), of a five-phase plan that is being conducted over approximately 24 months. The Secondary Plan Team has undertaken several key stakeholder meetings, including TAC Meetings, Interviews with Members of Council, Landowner Meetings, in addition to developing a draft Background Study Report.	
2.2.4	The launch of the online VMC Secondary Plan Public Open House is scheduled for February 25, 2021, which will be available online until March 25, 2021.	
2.3	VMC PARKS AND WAYFINDING MASTER PLAN (SLIDES 18 TO 21)	
2.3.1	As of May 2020, CoV is undertaking the Parks and Wayfinding Master Plan for the parks and open space networks within the VMC area. The Study has completed the background analysis and is currently planning the parks scenarios, with a preferred scenario expected to be determined by Summer 2021. The Master Plan document is expected to be complete by the end of 2021 and the Wayfinding Signage Design Strategies to be completed by Spring 2022.	
2.3.2	The Study plans to look at parks and open spaces within and outside the VMC boundary to ensure residents have safe access to parks and convenient connections between park blocks. In addition, the study plans to identify a safe connection for pedestrians and cyclists across the 407ETR, that will provide VMC residents access to several kilometers of green space and trails, including the South York Greenway and the Vaughan Supertrail, as well as potential trail connections beyond the municipal boundary into the City of Toronto.	
2.4	VMC FUNCTIONAL SERVICING STRATEGY REPORT (SLIDES 22 TO 24)	
2.4.1	CoV is currently developing a new Integrated Urban Water Plan (IUWP) that will meet the City's long-term requirements for providing water, wastewater and stormwater managements systems. A review and update of the VMC Functional Servicing Strategy, that was completed as part of the 2012 VMC Master Servicing Plan Class EA, is being undertaken. The review will provide recommendations to improve the hydrologic performance of water, wastewater and stormwater needs for the future conditions. This is the first of 14 study areas.	

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	MEETING NOTES	ACTION
2.4.2	The first online PIC for the IUWP, including the VMC area, was launched on January 27, 2021 and will be available until February 28, 2021.	
2.4.3	As part of updating the VMC Functional Servicing Strategy, a low impact development guidelines and feasibility assessment for the VMC area will be developed, focusing on stormwater management solutions specifically for the south-east quadrant. The Draft Guideline is currently under review and is expected to be available for release to the public in Q2 of 2021.	
2.5	TRANSPORTATION PLANNING CONTEXT	
2.5.1	<p>Several Planning and Policy documents (Regional and Municipal level) set the context of the VMC TMP Update and findings from these plans will be incorporated into the Study. These include, but are not limited to:</p> <ul style="list-style-type: none"> • York Region's 2016 TMP, which provides broader transportation objectives for the Region. A municipal comprehensive review is currently being undertaken to set the future growth target for the Region. • The City of Vaughan's 2012 TMP: A New Path is currently being updated with the Vaughan Transportation Plan (VTP) to provide direction for a complete transportation network that accommodates innovative technologies and prepares for new trends and travel patterns. • The City of Vaughan's Pedestrian and Bicycle Master Plan was recently completed in 2020, which introduces a broader strategy for advancing walking and cycling within the City. • The VMC TMP Update will also build on recommendations from the previous 2012 VMC Secondary Plan while taking into consideration the ongoing Secondary Plan update, recognising the rapid growth that is currently occurring in the VMC area. 	
2.6	VMC TMP OBJECTIVES & OVERVIEW	
2.6.1	A TMP is a long-term 'blueprint' that assists the City with making transportation infrastructure improvements to support future growth and development, through a multi-modal approach that supports all road users. The TMP will satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) Process.	
2.6.2	The VMC population and employment forecasts, developed through the VMC Secondary Plan, will support the TMP traffic analysis that will identify the needs and opportunities of the transportation network in the future, based on an evaluation of preliminary transportation options. The TMP will also complete a mobility review to support the implementation of a complete streets and public realm vision, ensuring that the future VMC roadways support all modes of transportation. Finally, the TMP will develop an implementation plan to help identify the short-term and long-term projects.	
2.6.3	The VMC study area is bounded by Highway 400 to the west, 407ETR to the south, Creditstone Road to the east and Portage Parkway to the north, which includes two potential expansion areas that the Secondary Plan Update will confirm.	
2.6.4	As the Weston 7 TMP study area is located directly to the west of VMC (just west of Highway 400), the traffic modelling and analysis will incorporate both study areas. The York Region's <i>EMME</i> Travel Demand Forecasting (YRTDF) Model will be used to extract the sub-area model that extends from Langstaff Road to the north, Pine Valley Drive to the west, Steeles Avenue to the south and Keele Street to the east.	
2.6.5	An <i>Aimsun</i> -based microsimulation model has been developed and calibrated to complete a detailed vehicular analysis of autos, commercial vehicles and transit within the VMC study area for the existing 2019 conditions, the future 2041 conditions and future conditions of a full-build out scenario based on the VMC Secondary Plan. The <i>Aimsun</i> model boundary extends from Blue Willow Drive / Portage Parkway to the north, Creditstone Road to the east, 407ETR to the south and Ansley Grove Road to the west.	

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2.6.6	A multi-modal level of service analysis to better understand the level of service for pedestrians and cyclists was undertaken. This is a table-based analysis that has been conducted based on the City of Ottawa's Multimodal Analysis Guidelines.	
2.6.7	VMC is currently serviced by an efficient transit network that includes the VIVA Next BRT on Highway 7, TTC Subway, GO Transit, Brampton Transit and major bus terminals. The proposed 407 Transitway will also provide additional transit facilities within the study area.	
2.6.8	The existing road classification within the VMC study area range from Regional arterial roads (Highway 7 and Jane Street) to major and minor collector roads and local streets. Based on the preliminary existing vehicle level of service (LOS) results, the intersections along Highway 7 are operating at capacity, with the Jane Street / Highway 7 intersection experiencing the highest level of congestion, for both the morning and evening peak hours. During the evening peak hour, the ramp terminals at Highway 400 are experiencing higher levels of congestion compared to the morning peak hour. Particularly at the west ramp terminal due to the vehicle volumes on Colossus Drive.	
2.6.9	The existing cycling network within the VMC study area has recently been improved with the addition of new cycling facilities on sections of Highway 7, Applewood Crescent, Apple Mill Road and sections of Millway Avenue. Based on the existing cycling LOS results, Highway 7 has an acceptable number of cycling facilities (excluding intersections), and identifies areas for cycling improvements elsewhere, for example along Jane Street.	
2.6.10	The existing pedestrian network within the VMC study area has sidewalk facilities on the majority of major and minor roads, excluding the industrial areas in the south-east quadrant. A multi-use path is provided on the east side of Applewood Crescent and pedestrian realms are provided on Apple Mill Road and New Park Place surrounding the VMC Bus Terminal and Transit Station. The existing pedestrian level of service demonstrates an acceptable level on Highway 7 (excluding intersections). There may be opportunities to improve sidewalk facilities for sections of Jane Street and other minor roadways.	
2.7	TMP DISCUSSION AND MENTI RESULTS	
2.7.1	<p>The engagement tool Menti was used to provide and capture comments and feedback on the VMC TMP component. A brief summary of the initial feedback for the VMC TMP Update includes, but are not limited to:</p> <ul style="list-style-type: none"> • Majority of the attendees were aware that the VMC TMP Update was being undertaken; • The transportation vision for the VMC outlined in 2012 was considered to no longer resonates for the future of the study area; • Congestion, car-centric, parking, busy, not pedestrian friendly, safety issues, and disconnected were some of the words used to describe current transportation within the VMC; • The TTC Subway and public transit were considered to be some of the most successful transportation facilities within the VMC; • Narrower vehicular lanes, smart infrastructure, streets and roadways designed for active transportation and connectivity were some opportunities identified for future transportation within the VMC. <p>The full results and feedback from Menti are attached.</p>	

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	MEETING NOTES	
3.0	PART 2. ENVIRONMENTAL ASSESSMENT OVERVIEW	
3.1	INTERCHANGE WAY AND MILLWAY AVENUE EA OBJECTIVES AND OVERVIEW	
3.1.1	<p>Based on findings from the VMC TMP Study, an Environmental Assessment (EA) will be undertaken for the proposed extension of Interchange Way and Millway Avenue, following Phases 3 and 4 of the Municipal Class EA process.</p> <p>Interchange Way is proposed to be extended from Jane Street to Creditstone Road, while Millway Avenue is to be extended south of Highway 7 connecting to Interchange Way.</p>	
3.1.2	The needs and justification for both EAs was established under the 2012 VMC TMP. As part of this VMC TMP Update, the needs and justification of these extensions will be confirmed following the identification of the preferred VMC transportation option. Phases 3 and 4 of the MCEA process will include the development of design alternatives for the proposed extensions and the preparation of the Environmental Study Report (ESR) to document the decision-making process of the respective EA studies.	
3.1.3	Engagement opportunities will be identified throughout the study to consult with TAC members. Individual meetings will be identified with relevant technical agencies to discuss specific project requirements.	
3.1.4	Based on site observation, Millway Avenue currently terminates at Highway 7; there is a private property to the south of the intersection. Interchange Way currently connects to Jane Street and continues easterly as Peelar Road and turn to the south and continues as Peelar Road or Exchange Avenue.	
3.2	EA DISCUSSION AND MENTI RESULTS	
3.2.1	<p>A brief summary of the initial feedback for the EA component includes, but is not limited to, the following:</p> <ul style="list-style-type: none"> • Majority of the attendees were supportive of the proposed Millway Avenue and Interchange Way EA road extensions; • Coordination, cost, land acquisition, timing of development applications, connection and accommodation of existing transit facilities were noted as some challenges associated with either extensions; • Connections, changes to land use, LID opportunities and emphasis on streetscape, parks and plazas were some of the opportunities identified for both roadway extensions; and • Better connectivity, ease of congestion, better emergency response, more segregated cycling and pedestrian facilities, and increased capacity were some responses to how the roadway extensions will have an impact within the VMC area. <p>The full results and feedback from Menti are attached.</p>	
3.2.2	<p>A brief summary of the questions and answers that were discussed following the presentation are provided below:</p> <ul style="list-style-type: none"> • Focused technical discussions and associated analysis / information / reports will be shared with relevant technical agencies for review as the study progresses. • An EA was completed in 2016 for the extension of Portage Parkway from Applewood Crescent to Creditstone Road, with the detailed design of Portage Parkway from Applewood Crescent to Jane Street currently being advanced. As part of this VMC TMP Update, the study will determine the implementation timeframe for the remaining extension of Portage Parkway across Black Creek to Creditstone Road. • As part of this VMC TMP Update, the study will consider the rights-of-way requirements on the local and minor roads network, in addition to future considerations for active transportation. • The need for the Colossus Drive overpass across Highway 400 is being reviewed and assessed under the Weston 7 TMP, which was previously identified in the City's 	

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	<p>2012 TMP: A New Path and 2012 VMC Secondary Plan. This review will include considerations for active and sustainable transportation facilities.</p> <ul style="list-style-type: none"> • The Jane Street connection south of 407ETR is not within the VMC study area boundary; however, the VMC TMP Update may consider discussion of high-level opportunities for this crossing, recognising the challenges associated with crossing a major Highway corridor facility. • The VMC Secondary Plan includes limitations to height restrictions, with development applications being reviewed by relevant City staff and agencies, including the aviation agencies. • The VMC TMP Update will be considering opportunities for signal coordination where appropriate with the VMC study area. 	
4.0	NEXT STEPS	
4.1	<p>Next steps in the TMP process and stakeholder engagement include:</p> <ul style="list-style-type: none"> • Finalise the traffic analysis for the existing and future transportation conditions; • Identify problems and opportunities within the study area; • Hold a second TAC Meeting (tentatively) Summer 2021; and • Hold the first PIC (tentatively) Summer 2021. 	



MEETING NOTES

JOB TITLE	VMC TMP – EAs IC Way & Millway Ave		
PROJECT NUMBER	20M-01179-00	DATE	08 December 2022
TIME	9 am – 10:30 am	VENUE	Microsoft Teams
SUBJECT	VMC TMP TAC #2 Meeting		
CLIENT	City of Vaughan		

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MATTERS ARISING

ACTION

1.0 INTRODUCTIONS	
<ul style="list-style-type: none"> - City of Vaughan conducted introductions of himself and the project. Listed out the different stakeholders on the call and presented the Land Acknowledgement. - City of Vaughan conducted a land acknowledgement. <ul style="list-style-type: none"> o Agenda - WSP presented the Agenda. 	
2.0 TRANSPORTATION MASTER PLAN SLIDES	
<ul style="list-style-type: none"> - WSP described the study background, study area, transportation policy and planning context, and municipal class environmental assessment process. - WSP presented the existing transportation conditions, existing pedestrian level of service, existing cycling network, existing cycling level of service, existing transit network, existing road network, existing VMC intersection delay – afternoon peak hour, active transportation challenges, transit challenges, traffic operation challenges, challenges and opportunities, challenges & opportunities statement, and alternative solutions. 	

3.0 ENGAGEMENT ACTIVITIES

Activity #1 – What is your vision?

- WSP asked if stakeholders could provide their ideas for the questions presented on the Miro board.

Feedback includes:

- **1.1 Walking & Cycling**

- Bike share
- Short-term and long-term bike parking/bike lockers
- Shared streets
- Epic streetscapes
- There will be a complete network for pedestrians and cyclists. That also connects to the city-wide bicycle network allowing people from outside the VMC to reach the VMC.
- Dedicated bike lanes
- Sheltered walkways
- Slower car speeds/comfort of walking
- LID/permeable surfaces
- VMC Urban Design Guidelines have well developed cross sections for streets that will have great pedestrian experiences.
- Longer timing for pedestrians for crossing Highway 7
- Fine grid of public spaces
- Well lit and well-maintained routes during all seasons
- Significant tree canopy and pedestrian comfort
- There is an existing cycling network design for the VMC that should be taken into account.
- In boulevard cycling facility along Highway 8 instead of road cycling.
- Wider boulevards with planting that separate cyclists and pedestrians from traffic particularly along major routes such as Highway 7 and Jane Street.
- Enhanced, safe and pleasant connections from VMC to Weston 7.

- **1.2 Riding Transit**

- Highway 7 LRT
- VIVA Silver service implementation on (Jane BRT)
- Affordable and convenient
- Heated bus shelters
- Jane Street BRT
- Safe for pedestrians to walk to Jane/407 station
- VIVA as frequent as subway
- Safer connections/walkways to transit stops from buildings
- Additional and more frequent routes to other destinations outside the VMC
- Primary mode

- **1.3 Driving/ Carpooling**

- Create parking authority
- Pay for parking
- Right sized streets
- Have additional routes for cars to travel rather than taking the highly congested Highway 7
- Connect missing links
- Discourage in VMC – place carpooling lots away from dense areas

- **1.4 Micro-mobility/ Autonomous Vehicles**

- Shared streets
- Bikeshare
- Autonomous micro buses for last mile routes
- Scooters
- Are autonomous vehicles actually going to be a real thing? Maybe they are the least important things to think about?
- The VMC seems like a perfect environment for e-scooters and other micro-mobility options. Would really increase the ease of use or access to the subway.

- WSP to set up a meeting with YRT to ensure proposed ideas are in line with YRT.

MEETING NOTES

- Visiting pioneer
- No more deleted public streets
- More safe cycling/micro mobility facilities that connect to adjacent communities
- York Region suggested that the project team set up an offline meeting with YRT to ensure the proposed ideas is in line with YRT.
 - WSP agreed that could be set up.
- YCDSB stated that travel (modes and behaviours) should reflect the high-density environment that VMC will become.
 - WSP stated that travel behaviour is often habitual; we must make it easier to bike and take transit in order to get people to change behaviour today and in the future.

Activity #2 – What do we want to know from you?

What challenges do we experience for day-to-day travel?

- City of Vaughan highlighted the limited and infrequent options on transit connection routes
 - City of Vaughan replied that some people walk north of the Toronto city line to avoid double fare on TTC / YRT.
- City of Vaughan stated that there needs to be connection south from VMC to the Black Creek Pioneer Village North Lands (identified as a future park) trails, and green spaces beyond. The Jane Street bridge over the 407 and the general conditions on Jane Street need upgrades.
- City of Vaughan mentioned that they see people working in Vaughan who come from Toronto biking in warmer months to avoid double fare.
- City of Vaughan asked how does the South York Greenway play into the TMP? There is an interim alignment that goes through the VMC, does that help?
 - WSP replied that it is part of the solution, South York Greenway is a great opportunity, being able to leverage the investment of the redevelopment. It is not highlighted on today's slides, but it is highlighted in other presentations.
- City of Vaughan stated that gridlock and large volumes of transport traffic due to travel through employment lands, and key transport hubs, consider dedicated truck lanes. Poorly timed traffic lights cause gridlock.
 - City of Vaughan replied and asked if trucks can be diverted around the VMC.
 - WSP replied that as we consider trucks, all options are on the table. Highway 7 & Jane St were expected to be full. That we have heard comments suggesting to divert trucks before, and that we must accommodate them. The Regional road network is designed to accommodate trucks.

What other evaluation criteria should be considered?

- City of Vaughan stated that from the VMC program, the quality of the space is important, not just to move people around and improve the mobility, but to main the road widths, and to accommodate a whole array of different uses.

How do we shift trips from car travel to transit, walking, cycling, and micromobility (example: scooters)?

- City of Vaughan stated that more safe cycling/micromobility facilities that connect to adjacent communities.
- City of Vaughan highlighted that it is important to have a mindset that provides accessibility for all modes and starts from the beginning of planning. All buildings need to accommodate vehicles, but also need to think about how to accommodate for all modes. If we really want people to shift their mode of travel, people must trust the situations they are in. If there is a gap it could discourage someone to use the mode in the future.
- City of Vaughan stated that it starts from land use planning.

MEETING NOTES

<ul style="list-style-type: none"> - City of Vaughan asked if the streets accommodate soil volumes for shaded trees. Evaluating pedestrian comfort could be important. - City of Vaughan stated that location and design matters where it gives advantage to walking/transit/ micromobility - YCDSB mentioned that from a design and built environment perspective, more consideration for elements that make it safer for all genders and ages such as better illumination, wider multi-use paths to accommodate scooters, bikes, strollers, (as opposed to the standard width sidewalk). - York Region highlighted that building complete streets that place an emphasis on streetscape design. Street trees, planting, site furnishings complement a more comfortable and safe travel for peds and cyclists. - York Region mentioned that there needs to be a true mix of uses - not just ground floor retail - shorten the need for trips. - YCDSB stated there should be change in road environment so that it's not conducive to speeding. - City of Vaughan mentioned promoting bike share, and other micro mobility share opportunities. - City of Vaughan stated that completing connections to Weston 7 will be important. Also, the Portage extension to Creditstone. - City of Vaughan mentioned the connection to Vaughan City Hall. - City of Vaughan stated that not everyone in the VMC will live there. People will commute in from different areas. Changing from one municipal transit system to another is costly and not always efficient. Integration of municipal transit systems is needed. - City of Vaughan stated that there is a need to create strong anchors within the VMC to draw in the pedestrians and cyclists. Need more parks and environmental open spaces that will connect to the cycling network. - City of Vaughan mentioned that all connections should have a strong pedestrian and micro mobility component, which is not only safe but pleasant for people of all ages to want to use. <ul style="list-style-type: none"> o City of Vaughan replied that there should also be a consideration for non-vehicle connections and network - non-vehicle connections are cheaper, and important to have - 200m spacing feels very different in a vehicle versus as a pedestrian. - City of Vaughan asked pedestrian grade separations above below Highway 7 and/or planning approaches to minimize need for pedestrians to cross Highway 7? - City of Vaughan asked what is the process for coordinating the design for the interchange crossing over the Black Creek with the Black Creek Renewal team? - City of Vaughan replied that coordination is ongoing. Interchange Way EA is picking up from the approved BCR EA works from 2018. Currently we are working/sharing info when available with the City's ID department to advance the design of both projects the road and Black Creek channel design. 	
4.0 ENVIRONMENTAL ASSESSMENT SLIDES	
<ul style="list-style-type: none"> — WSP presented the slides including environmental assessment studies, existing natural environmental conditions, preliminary alternative designs, cross section, and evaluation criteria. — City of Vaughan asked if an ultimate cross-section will be defined as well, for the future time when less cars travel through the VMC due to enhanced transit (for example elimination of center median in favour wider/better pedestrian areas, or is this the ultimate cross section plan? — YCDSB stated particular enhancements should be considered and designed near school sites. Vaughan is already running Active School Travel pilot programs in certain areas in Vaughan. — City of Vaughan mentioned that there are Council-endorsed urban design guidelines, in the past we have been strict in implementing them. 	<ul style="list-style-type: none"> - 407 ETR requested that 407 ETR continue to be circulated on applicable documents.

MEETING NOTES

- City of Vaughan replied that this is the initial plan, it will be fine tuned moving forward. This is the look out to support the 2051 land use options.
- WSP replied that this is not the final that is why we are here today to hear comments, part of the analysis is vehicular travel. If we reduce the road width maybe we could have wider sidewalks.
- City of Vaughan asked what is the design speed that we are using for both these roadways?
 - City of Vaughan replied that it is typical for collector roads; 60 km, posted at 50 km.
 - City of Vaughan replied consider design speed the same as the intended posted, especially in an urban area like VMC. Maybe shifting location of the cycle track. It is not comfortable to cycle with that speed.
- City of Vaughan stated that the sidewalks are 2.0 m wide and typically also have a 0.5 m frontage zone.
- City of Vaughan stated that they were looking to see a below a Highway 7 pedestrian crossing. It is on the radar.
- City of Vaughan mentioned that it goes to the bus terminal, for people to connect to the south of Highway 7 in a safe manner.
- York Region asked what is the AST pilot?
 - YCDSB stated that there are Active School Travel Pilot at a number of schools in Vaughan. There were additional safety related enhancements such as enhanced line paintings, signs, flexiposts.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

An invitation will be issued if an additional meeting is required.



MEETING NOTES

JOB TITLE	VMC – EAs Interchange Way & Millway Ave		
PROJECT NUMBER	20M-01179-00	DATE	9 November 2023
TIME	1:30 PM – 3:30 PM	VENUE	Microsoft Teams
SUBJECT	VMC TAC #3 Meeting		
CLIENT	City of Vaughan		

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MATTERS ARISING

ACTION

1.0	INTRODUCTIONS	
1.1	City of Vaughan conducted introductions of the team and the project, and listed the different stakeholders on the call.	
1.2	Land Acknowledgement — City of Vaughan conducted a land acknowledgment.	
1.3	Agenda — WSP presented the Agenda and asked attendees to hold questions until end of presentation.	
2.0	PROJECT OBJECTIVE	
2.1	WSP presented the project objective, including focus of this PIC, progress overview of Phases 1-4 of the EA, outcomes of the EA process, and provided confirmation that two Environmental Study Reports (ESRs) will be made available for public review at the end of the studies.	
3.0	OVERVIEW OF PIC #1 + MCEA PROCESS	
3.1	WSP provided an overview of PIC #1, including key items presented and key feedback themes.	
3.2	WSP provided an overview of the Municipal Class Environmental Assessment (MCEA) process and indicated which phase the project is in.	

MEETING NOTES

MATTERS ARISING	ACTION
<ul style="list-style-type: none"> - Currently in Phase 3, at PIC #2 (December 2023) 	
4.0 EXISTING NATURAL ENVIRONMENTAL CONDITIONS	
<p>4.1 WSP presented on the existing natural environmental conditions of the study area.</p> <ul style="list-style-type: none"> — No further cultural heritage assessments are required for this project — Stage 1 archaeological assessment (AA) was completed for Interchange Way and Millway Ave; Stage 2 AA recommended east of Peelar Road and will be completed during Detailed Design Phase 	
5.0 EVALUATION PROCESS + DESIGN OPTIONS + EVALUATION SUMMARY	
<p>5.1 WSP provided overview of the Evaluation Process for assessing alternative designs for Millway Ave and Interchange way</p> <ul style="list-style-type: none"> — Reiterating the project is currently in Phase 3 of the MCEA process 	
<p>5.2 WSP presented through slides that display alternative design options for Millway Ave and Interchange Way</p>	
<p>5.3 WSP described the key criteria used to assess alternative designs and determine the preferred option for each road</p> <ul style="list-style-type: none"> — Evaluation criteria was separated into the following environment categories: Natural, Socio-economic, Cultural, Transportation, and Constructability and Cost. 	
<p>5.4 WSP described the evaluation of alternatives summary for Millway Ave and Interchange Way</p> <ul style="list-style-type: none"> — Overall preferred option for Millway Ave: Option 1 — Overall preferred option for Interchange Way: Option 2 	
<p>5.5 WSP provided overview of the three design options for the intersection of Millway Ave and Doughton Rd to address public comments received</p> <ul style="list-style-type: none"> — Option 1b was selected as the preferred option as it considers stakeholder comments and supports the City's intentions for park space 	
<p>5.6 WSP presented the preferred cross section design for Interchange Way and Millway Ave and described that this design best supports the space needed for different modes of travel on these routes.</p>	
6.0 ENVIRONMENTAL STUDIES	
<p>6.1 WSP provided overview of existing conditions reports that were completed and provided input into the evaluation.</p>	
<p>6.2 WSP provided overview of anticipated environmental effects for each evaluation criteria and recommended mitigation measures and commitments to future work.</p>	
7.0 NEXT STEPS	
<p>7.1 WSP described next steps for technical advisory committee members.</p> <ul style="list-style-type: none"> — Comments are preferred by November 23, 2023; General public comment period will remain open until January 31, 2024 	
8.0 DISCUSSION/QUESTION PERIOD	
<p>8.1 TRCA expressed concerns about Interchange Way crossing Black Creek (located adjacent to Jane St.)</p> <ul style="list-style-type: none"> — Black Creek contains natural heritage features — TRCA requesting road to be located slightly north to minimize impact on Black Creek's natural heritage features and/or additional studies requested to look into this 	

MATTERS ARISING

ACTION

- Requesting that WSP documents this in the report to provide an overview of constraints and limitations about why the road design over Black Creek cannot be altered
- TRCA offered insight about the potential Highway 400 Colossus Overpass
- City of Vaughan explained that the Hwy 400 Colossus Overpass is a future EA study located west of Commerce Way and that they will pass TRCA's comment onto that EA team to engage with TRCA
- TRCA suggested that WSP considers stormwater management in the EA study to comply with TRCA's stormwater management controls, and to consider crossing guidelines for hydraulics and wildlife.
- TRCA inquired if reports other than the hydrological report have been conducted. WSP explained that the Drainage and Stormwater Management Report has not been completed yet
- TRCA expressed concerns about the timeline to provide comments.
- City of Vaughan explained that there will be other opportunities to provide comments including PIC #2 and the 2-month open review period that extends until January 31, 2024, but the team welcomes comments earlier to address before presenting to the general public

- 8.2 York Catholic District School Board (YCDSB) expressed concerns about the size and inclusion of the centre median part of both roads' cross section design.
- YCDSB suggested that the 4.2m centre median is a lengthy crossing for school children and for persons with physical disabilities
- YCDSB expressed concerns about curvature design of Interchange Way and Millway Ave as curvatures potentially make it challenging for drivers to see road lines, particularly in night-time/poor weather conditions. YCDSB also suggested that road curvatures can increase potential for cars to cross over into oncoming traffic which is a concern with trucks and school buses potentially being in lanes next to one another.
- City of Vaughan explained that the centre median is required for a left-turning lane and that the City/WSP reviewed the cross section in detail but 4.2m length for the centre median is required. City of Vaughan explained that the team looked at all different angles to ensure the safest road design and that the design adheres to the City's standards.
- 8.3 City of Vaughan Active Transportation Team inquired if alternative designs were considered for the cross sections and if a wider ROW was considered as part of the study.
- WSP explained that the wider ROW was not considered as a wider street is undesirable and that feedback was received from local landowners that ROWs are too wide
- City of Vaughan Active Transportation Team suggested that the EA should consider protected intersections to reflect the City's planning. Suggestion to review OTC's recently published Protected Intersection Guide.
- City of Vaughan Active Transportation Team inquired how the facilities in the ROW will connect with the Black Creek trail system and if an underpass is being considered. Also requested to consider micromobility and potential to repurpose the sidewalk adjacent to the open park space towards a micromobility lane. Recommendation to increase bike lanes to 2m.
- City of Vaughan Project Team explained that different alignments have been reviewed but that the question can be reviewed in the next phase of design. City of Vaughan Project Team explained that the team is open to working with the Active Transportation Team for the 30% design phase.

MEETING NOTES

MATTERS ARISING

ACTION

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| <p>8.4 Gladki Consultants inquired if urban design and placemaking will be considered in the study.</p> <ul style="list-style-type: none">— WSP explained that the team is trying to match the urban design of Millway Ave to the north (mix of bike lanes/cycle tack), but urban design has not been a focal point of this study yet.— City of Vaughan explained that Millway Ave is a “special collector” road with anchoring transit hubs and explained that the study is attempting to balance the capacity of the road for different needs and placemaking components. | |
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These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

An invitation will be issued if an additional meeting is required.

LANDOWNERS (LOG) MEETING MINUTES



MEETING NOTES

JOB TITLE	VMC TMP – EAs IC Way & Millway Ave		
PROJECT NUMBER	20M-01179-00	DATE	13 December 2022
TIME	9:30 am – 11:30 am	VENUE	Microsoft Teams
SUBJECT	VMC TMP & Class EA - LOG#1 Meeting		
CLIENT	City of Vaughan		

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MATTERS ARISING

ACTION

1.0 INTRODUCTIONS	
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MEETING NOTES

<ul style="list-style-type: none"> - City of Vaughan conducted introductions and conducted the land acknowledgement. <p>Agenda</p> <ul style="list-style-type: none"> - WSP presented the agenda items. 	
2.0 TRANSPORTATION MASTER PLAN SLIDES	
<ul style="list-style-type: none"> - WSP described the study background, study area, transportation policy and planning context, municipal class environmental assessment process, and stakeholders and public consultation. - WSP presented the existing pedestrian network, existing pedestrian level of service, existing cycling network, existing cycling level of service, existing transit network, existing road network, existing VMC intersection delay-afternoon peak hour, active transportation challenges, transit challenges, traffic operations challenges, 2051 population & employment, challenges & opportunity statement, and alternative solutions. 	
<p>ENGAGEMENT ACTIVITIES</p> <ul style="list-style-type: none"> - Graywood Group asked if the slides would be provided to participants after the meeting. WSP replied that it would be provided. <p><u>Activity #1 – What is your vision?</u></p> <ul style="list-style-type: none"> - WSP asked if stakeholders could provide their ideas for the questions presented on the Miro board. <p><u>Feedback from Miro board includes:</u></p> <ul style="list-style-type: none"> • 1.1 Walking & Cycling <ul style="list-style-type: none"> ○ No comments. • 1.2 Riding Transit <ul style="list-style-type: none"> ○ Right now the VMC nearby the subway station still feels dominated by vehicular traffic. We've made significant progress in providing pedestrian crossings and bike lanes, but from a pedestrian perspective when you are walking along Highway 7, it's difficult to figure out where and how to get to the nearest subway station. I would suggest working towards additional wayfinding in the public realm to direct people to the appropriate station/modes of transit. • 1.3 Driving/Carpooling <ul style="list-style-type: none"> ○ Eliminate residential parking requirements ○ Reduce or eliminate residential parking ratios and provide flexibility for lower commercial/office/retail rates for sites located nearby transit ○ Please consider the impact of truck movements along Highway 7 in the context of the proposed residential development (noise, environmental impacts, impacts to pedestrian safety, cyclist safety). Hwy 7 is dominated by truck traffic, particularly during rush hour. • 1.4 Micro-mobility/ Autonomous Vehicles <ul style="list-style-type: none"> ○ Autonomous bus loop in the area for residents and visitors to travel to and from the station to alleviate some drop-off/pickup <p><u>Verbal feedback includes:</u></p> <ul style="list-style-type: none"> - SmartCentres stated that they like the notion of walking and cycling for the last mile solution. Sometimes walking or cycling takes too long. In downtown Toronto it would take 15 minutes to walk to the station. People in VMC have the capacity to walk 5 minutes. People are accustomed to walking 15 minutes in downtown but 	

MEETING NOTES

- not in the VMC area. We should create and promote policies in the TMP that support walking and cycling.
- Menkes stated that we need to turn our minds to the broad spectrum of people that usually use VMC or inhabitants and visitors to the VMC, as well as people that go to VMC on an infrequent basis. Perhaps looks at more urban visitor parking rates because as it appears right now, nothing has really come into fruition. As we move forward and understand how people use the space, are we doing the right thing right now?
 - Mircom Group of Companies asked WSP to clarify in what document the traffic analysis references can be found. The document is available at:
[https://www.vaughan.ca/projects/policy_planning_projects/VMC_Transportation_Master_Plan/General%20Documents/VMC%20TMP%20Existing%20Conditions%20Report_Oct_25_2021%20\(3\).pdf](https://www.vaughan.ca/projects/policy_planning_projects/VMC_Transportation_Master_Plan/General%20Documents/VMC%20TMP%20Existing%20Conditions%20Report_Oct_25_2021%20(3).pdf)
 - Toromont Industries Ltd asked WSP to clarify how more office space in the VMC could reduce traffic
 - WSP replied that we need to provide options on places to work. We do not want simply a “housing shed” with everyone leaving in the morning and returning in the evening.
 - WSP elaborated that we want to give people the option if you live near your work, some people find that as a benefit, when plugging the amount of housing and number of jobs in the technical analysis using the different models, there is a reduction of overall vehicle trips if there are more jobs and housing located close together.
 - Toromont Industries Ltd replied that the demand for office space right now is low. Would it be a wise idea to create some other employment uses such as grocery stores? Maybe some additional retail since a lot of it is going to be disappearing for this residential.
 - WSP replied a mix of land use is desirable and does not all have to be office. We do want some office because we also have to have incomes that will also support people living there as well.
 - Toromont Industries Ltd replied that work-from-home may reduce occupant loads on the subway compared to pre-pandemic.
 - Blackthorn Development Corp stated that comfort is a big factor in getting people to change travel behaviour to more sustainable modes. Walkability of spaces is important.
 - Reduce the right-of-way on Interchange Way to help create a better pedestrian environment.
 - Blackthorn Development Corp agreed with Toromont Industries Ltd’s comment - rethink office space as an employment use. Have more flexibility in the definition of employment use to be employment other than office
 - Blackthorn Development Corp stated there is a need to embrace the secondary plans flexibility with roads and look at creating environments that are going to encourage pedestrianism and not encourage significant use of the automobile. Tie this to the parking standards.
 - Blackthorn Development Corp noted that other places in the world the paramount thought is on creating a pedestrian realm, making it comfortable, encouraging intensification and densities.

MEETING NOTES

Activity #2 – What do we want to know from you?

Feedback from Miro board includes:

- **2.1 What challenges do you experience for your day-to-day travel?**
 - Travelling going south & north along Creditstone between Rutherford & Hwy 7 is tough with so many commercial vehicles occupying the roadway.
 - Traffic flow is far too heavy along Hwy 7 at almost all times of the day.
 - Travelling along Hwy 7, both east/westbound between Creditstone and Weston is performing poorly during business hours.
 - Traveling south along Edgeley from Portage Parkway past Apple Mill Road approaching Hwy 7 is very awkward as the road changes lane assignments.
 - The Portage Parkway bridge connecting Applewood rescent to Chrislea Road seems extremely unsafe for pedestrians. It has been observed that there are no barriers between pedestrians and cars when people cross the bridge with speeding cars (80km+). It is suggested that there should be a railing/barrier protecting pedestrians on major sidewalks/walkways.
- **2.2 What other evaluation criteria should be considered?**
 - Has the province been engaged to explore options of a multi-use trail along the 400/407 buffer areas and linkage between north and south?
- **2.3 How do we shift trips from car travel to transit, walking, cycling, and micromobility (example: scooters)?**
 - No comments.
- **2.4 What connection opportunities within and outside the VMC should be considered?**
 - Connectivity, and frequency of transit service is important. Achieve a neighborhood feel, by offering density, walkability, proximity, and service.
 - Has any work been done on the linkage between VMC and Jane / 407 subway? Improvement to Jane Street overpass? Multi-use linkage across 407?
 - Connection from Colossus Drive to Interchange Way, over Hwy 400, seems crucial to alleviate vehicle traffic.
 - Very supportive of an internal transit loop that links both VMC and 407 stations throughout the centre.
 - A combination of all modes of transportation.

Verbal feedback includes:

2.1 What challenges do you experience for your day-to-day travel?

- Melrose Investments Inc stated that connectivity and frequency of service is very important and that connectivity is lacking between the new developments, existing developments and existing uses, the industrial areas with the road network and getting people to use the transit. It is recommended that to encourage people to use transit, pedestrian facilities and bicycle lanes. It has to be the comfortable and logical choice, right now the logical choice is vehicles.
- Density is important. Walkability, proximity and services are all important key components of getting better usage of transit, bicycle lanes or even

MEETING NOTES

<p>sidewalks. Planning for the long term with densities and services will help with the with reducing vehicular traffic.</p> <ul style="list-style-type: none"> • WSP responded that the term is multi-modal that a trip might involve three or four multiple modes, for example bike to the train station, take the train and then walk the rest of the way, there are different aspects of one single trip and different tools and techniques. <p>- Graywood Group stated that traffic is poor during rush hour. There is a big presence of truck traffic on Hwy 7. It has been observed that there are barely any cyclists along Highway 7, and it is particularly difficult to navigate on the north from the north to the south or the south to the north side of Hwy 7. Graywood Group would like to see the incorporation of wayfinding in the public realm or other ways to encourage multi modes.</p> <ul style="list-style-type: none"> • Graywood Group mentioned that it is important to make it easy for people to change their habits of which mode they use to get to the VMC station and to consider more mid block connections there • Graywood Group is interested to see how this would work in the next couple of years or decades, a reduction in truck traffic, particularly with the large amount of residential development going on. It is not a favourable environment from the noise, environmental, pedestrian and cyclist safety perspective. <p>2.2 What other evaluation criteria should be considered?</p> <ul style="list-style-type: none"> • WSP is considering ways to incorporate equity for different groups such as race, socioeconomic, and gender. How do we try to measure if one option is better than the other? Black Creek is in this area. How do we accommodate that into the equation? 	
<p>ENVIRONMENTAL ASSESSMENT STUDIES SLIDES</p>	
<p>– WSP described the Schedule ‘C’ Class Environmental Assessment Studies, Environmental Investigations, Existing Natural Environmental Conditions, Preliminary Alternative Designs (Millway Avenue & Interchange Way) 3 options each, Primary Cross Section, Evaluation Criteria.</p> <p><u>Activity #3 – What do we want to know from you?</u></p> <ul style="list-style-type: none"> - Do you have suggestions for other alignment and cross section options that should be considered as part of the evaluation? - Do you have any initial feedback on the presented alternative designs? <p><u>Verbal Feedback Includes:</u></p> <ul style="list-style-type: none"> - Blackthorn Development Corp stated the maximum right of way width has been utilized in both cross sections and encourages the study team to take advantage of the minimum and maximum with the Secondary Plan, and would like the files of the alignment study to be shared with the study team. - LEA Consulting asked what criteria is the EA-Team using to develop these alternative alignments? <ul style="list-style-type: none"> • WSP is working within right-of-way limits to reduce private property impact • LEA Consulting would like to know how the horizontal alignment of Interchange Way between Jane and Creditstone is being selected? • LEA Consulting would like to understand the design criteria. • City of Vaughan replied that there are fixed points, Jane St intersection being fixed, the EA that was completed for Black Creek back in 2018 – that point is fixed. We are here to get feedback before we come up with a preferred alignment. 	<ul style="list-style-type: none"> - WSP to share alignments with the Landowner Stakeholders. - City of Vaughan to discuss with Toromont Industries Ltd about the road that is between Dalton and Hwy 7.

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- Toromont Industries Ltd mentioned that the Millway extension runs through the Toromont site and requested that they would like to see PDFs and CAD files and any working drawings that WSP has so that the multifunctional team assesses the options and provides feedback. How did you arrive at the 33-metre width for the Millway extension?
- City of Vaughan replied that the right-of-way is not fixed, however the Secondary Plan identifies it as 33 m right of width. However, that will be determined through traffic modelling work that is still ongoing in the background to determine what is really needed. The goal is to build pedestrian, cycling, transit friendly downtown. All similar roads to Millway and Interchange Way are in the 33m range. For instance, north of Hwy 7 Millway is a 33 m right of way that accommodates all needs including transit, walking, and cycling. Since that decade ago document, there have been updates in the industry to provide wider sidewalks, wider cycling facilities.
- Toromont Industries Ltd asked in the Secondary Plan, there was a road that was shown in between Dalton and Hwy 7 running east west that terminates at Jane, so that would go through their site as well. There is quite a grade change in between the property and Jane.
 - City of Vaughan replied that those conversations have been happening with Toromont and happy to have the conversation offline.
- IBI Group would like to see a northbound left turn lane instated at the Jane / Interchange Way intersection.
 - City of Vaughan replied that northbound left turn lane on Jane St is marked as transit only. This will be reviewed with multiple agencies.
- WSP presented the next steps
- LEA Consulting asked will Council be approving the public information alignments before it goes to the next PIC?
 - Existing conditions and preliminary alignments will be presented at PIC#1
 - Future conditions and the preferred alignment will be presented at PIC#2
 - After PIC#2, the report will go to Council
 - The VMC Subcommittee will also be engaged
- LEA is interested in the cross section and the traffic work and would like to review before the preferred alternative design is selected
 - City of Vaughan replied that traffic analysis will be made available, but after the VMC Secondary Plan team provides a preferred land use for the 2051 horizon. Once that is established, then the traffic and the TMP will be running that traffic analysis to see how we can support the ultimate build out.
 - WSP stated that the project team meets with York Region and other technical agencies, also meeting with the public and Indigenous People.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

NEXT MEETING

An invitation will be issued if an additional meeting is required.



MEETING NOTES

JOB TITLE	VMC – EAs Interchange Way & Millway Ave		
PROJECT NUMBER	20M-01179-00	DATE	16 November 2023
TIME	1:30 PM – 3:30 PM	VENUE	Microsoft Teams
SUBJECT	VMC LOG #2 Meeting		
CLIENT	City of Vaughan		

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MEETING NOTES

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MATTERS ARISING

ACTION

1.0	INTRODUCTIONS	
1.1	City of Vaughan conducted introductions of the team and the project, and listed the different stakeholders on the call.	
1.2	Land Acknowledgement — City of Vaughan conducted a land acknowledgment.	
1.3	Agenda — WSP presented the Agenda and asked attendees to hold questions until end of presentation.	
2.0	PROJECT OBJECTIVE	
2.1	WSP presented the project objective, including focus of this PIC, progress overview of Phases 1-4 of the EA, outcomes of the EA process, and provided confirmation that two Environmental Study Reports (ESRs) will be made available for public review at the end of the studies.	
3.0	OVERVIEW OF PIC #1 + MCEA PROCESS	

MEETING NOTES

MATTERS ARISING	ACTION
<p>3.1 WSP provided an overview of PIC #1, including key items presented and key feedback themes.</p> <p>3.2 WSP provided an overview of the Municipal Class Environmental Assessment (MCEA) process and indicated which phase the project is in.</p> <ul style="list-style-type: none"> - Currently in Phase 3, at PIC #2 (December 2023) 	
4.0 EXISTING NATURAL ENVIRONMENTAL CONDITIONS	
<p>4.1 WSP presented on the existing natural environmental conditions of the study area.</p> <ul style="list-style-type: none"> — No further cultural heritage assessments are required for this project — Stage 1 archaeological assessment (AA) was completed for Interchange Way and Millway Ave; Stage 2 AA recommended east of Peelar Road and will be completed during the Detailed Design Phase 	
5.0 EVALUATION PROCESS + DESIGN OPTIONS + EVALUATION SUMMARY	
<p>5.1 WSP provided overview of the Evaluation Process for assessing alternative designs for Millway Ave and Interchange way</p> <ul style="list-style-type: none"> — Reiterating the project is currently in Phase 3 of the MCEA process — Provided overview of evaluating scoring <p>5.2 WSP presented through slides that display alternative design options for Millway Ave and Interchange Way</p> <p>5.3 WSP described the key criteria used to assess alternative designs and determine the preferred option for each road</p> <ul style="list-style-type: none"> — Evaluation criteria were separated into the following environment categories: Natural, Socio-economic, Cultural, Transportation, and Constructability and Cost. <p>5.4 WSP described the evaluation of alternatives summary for Millway Ave and Interchange Way</p> <ul style="list-style-type: none"> — Overall preferred option for Millway Ave: Option 1 — Overall preferred option for Interchange Way: Option 2 <p>5.5 WSP provided overview of the three design options for the intersection of Millway Ave and Doughton Rd to address public comments received</p> <ul style="list-style-type: none"> — Option 1b was selected as the preferred option as it considers stakeholder comments and supports the City's intentions for park space per the existing VMC Secondary Plan <p>5.6 WSP presented the preferred cross section design for Interchange Way and Millway Ave and described that this design best supports the space needed for different modes of travel on these routes.</p>	
6.0 ENVIRONMENTAL STUDIES	
<p>6.1 WSP provided overview of existing conditions reports that were completed and/or are anticipated to be completed to provide input into the evaluation.</p> <p>6.2 WSP provided overview of anticipated environmental effects for each evaluation criteria and recommended mitigation measures and commitments to future work.</p>	
7.0 NEXT STEPS	
<p>7.1 WSP described next steps for landowners group members and provided contact information to submit comments to.</p> <ul style="list-style-type: none"> — PIC #2 will be taking place on December 5, 2023 — Comments are requested by January 31, 2024 	
8.0 DISCUSSION/QUESTION PERIOD	

MEETING NOTES

MATTERS ARISING

ACTION

- 8.1 Representative for Omega Developments inquired about the decision to make Option #2 of Interchange Way as the preferred alternative design.
- WSP explained that based on the analyses, the intention is to split the impacts of the road on the north and south side of Interchange Way
 - Representative from Omega Developments agreed that Option #2 is reasonable
 - City of Vaughan explained that this is one of three alignment options and the project team had to consider numerous factors including alignments identified in the TMP Secondary Plan and fixed points along the route
- 8.2 Toromont inquired if the Project Team has considered moving the cycling lane part of Millway Road onto the adjacent park to improve cyclist safety.
- WSP explained that the on-road cycling lane would be the most efficient route of travel which is favoured by commuters.
 - City of Vaughan noted that the project team will consider Toromont's comment but that there are constraints on the east side of Millway Road where the cycling lane on the east side of the road would not have the same opportunity to relocate.
- Toromont expressed concern regarding Option 1b for Millway Ave and Doughton Rd intersection that it poses issues for setbacks on their property as it will potentially inhibit the development of 3 towers. Toromont inquired if there is still time for consideration of this alternative design option.
- WSP explained how the option is not set yet as the project team is here to consult and are trying to balance stakeholder and the City's interests.
 - WSP expressed that the Project Team is open to having additional meetings with Toromont to discuss this issue.
 - City of Vaughan explained that the City does want development to occur in this area, but are trying to balance interests and needs.
 - Toromont confirmed that he will take this info back to his team.
- 8.3 Representative for Omega Development inquired about the cross section design of Interchange Way between Creditstone Rd and Jane St, specifically asking about the number of lanes chosen.
- WSP explained that based on population and employment forecasts for the area, it is in the City's best interest to maintain all four (4) lanes to support all modes of travel.
 - Representative from Omega Development noted that in the original Transportation Master Plan (TMP), the ROW being considered was 28m and inquired where the change to 33m cross section is coming from. It was also inquired if traffic studies will be made available prior to the December 5th PIC #2.
 - WSP explained that while the Project Team is trying to accelerate the time to complete the environmental assessment studies that the traffic volume studies are not likely to be released before December 5th.
- 8.4 Smart Centres inquired if any modifications are being proposed for TTC entrances.
- WSP confirmed that no modifications will be made to TTC entrances or facilities.
- 8.5 Bousfield inquired if a CAD file of the alternative designs will be made available.
- City of Vaughan confirmed that a CAD file can be shared after the conclusion of this round of consultation when the preferred alignments are confirmed
- 8.6 Representative for Omega Development expressed concern about the width of the centre median part of the road cross section and about the viability of maintaining trees on the centre median. It was suggested to consider shrubs and grass for vegetation as part of the centre median and to reduce the width to 3m.
- WSP explained that the inclusion of trees is a topic of discussion among the Project Team and will be considered moving forward.

MEETING NOTES

MATTERS ARISING

ACTION

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| <p>8.7 Graywood Group inquired about the cross section design and if there was any further rationale available for the private setback to provide opportunities for developments.</p> <ul style="list-style-type: none">— City of Vaughan explained that the Project Team is trying to design a generous pedestrian realm as possible to enhance the pedestrian ROW. City of Vaughan also explained that future sidewalk width requirements and the uses of medians (i.e., snow plowing) need to be considered. It was noted that trees on centre medians have done well in other roadways in Vaughan but the project team will consider raising the median and looking further into this in later parts of the study. It was also noted that the 4.2m centre median is required to allow for left turn lanes. | |
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NEXT MEETING

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