

Vaughan Metropolitan Centre (VMC)

Schedule 'C' Municipal Environmental Class Assessment - Extensions of Millway Avenue and Interchange Way

Public Information Centre (PIC) #2

December 5, 2023

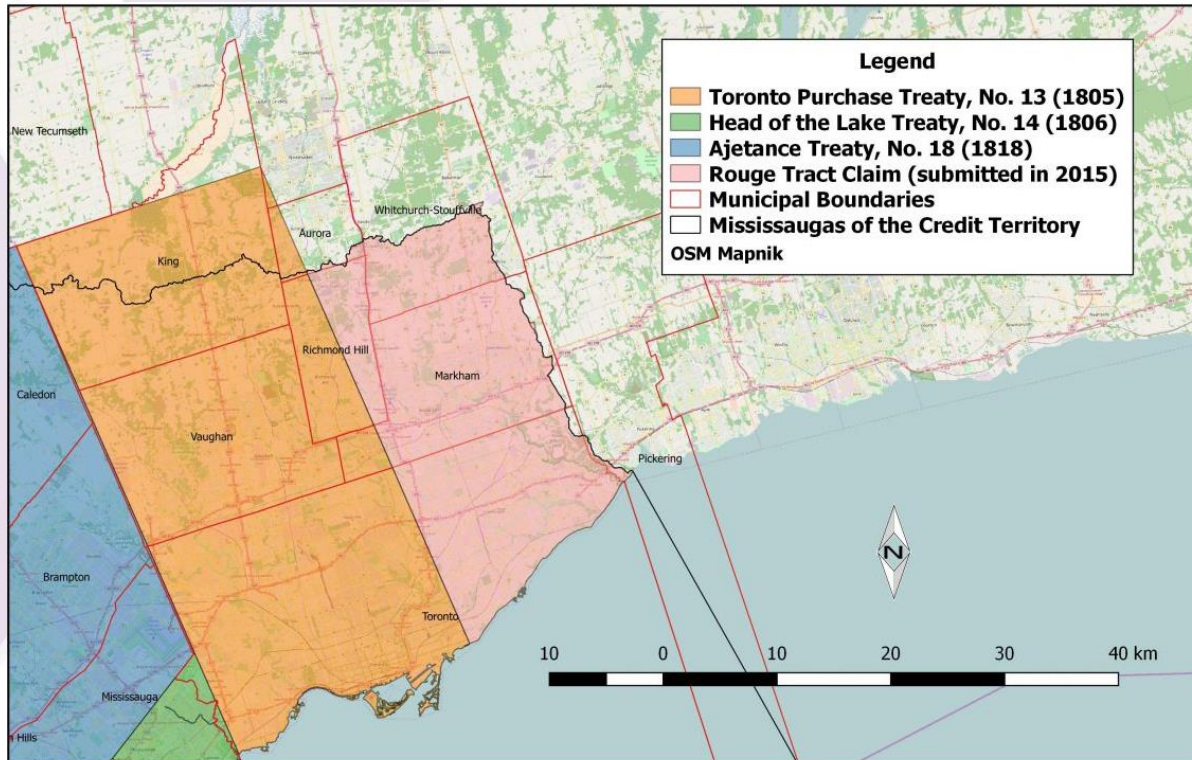


DOWNTOWN

vaughan

METROPOLITAN CENTRE

Land Acknowledgement



Municipal Boundaries Related to the Toronto Purchase Treaty, No.13 (1805)

- We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today.
- We are grateful to have the opportunity to work and live in this territory.

Project Objective

This Public Information Centre (PIC) is focusing on the two Schedule 'C' Municipal Class EA studies that are being carried out concurrently advancing the planning and design of the extensions of the following roads:

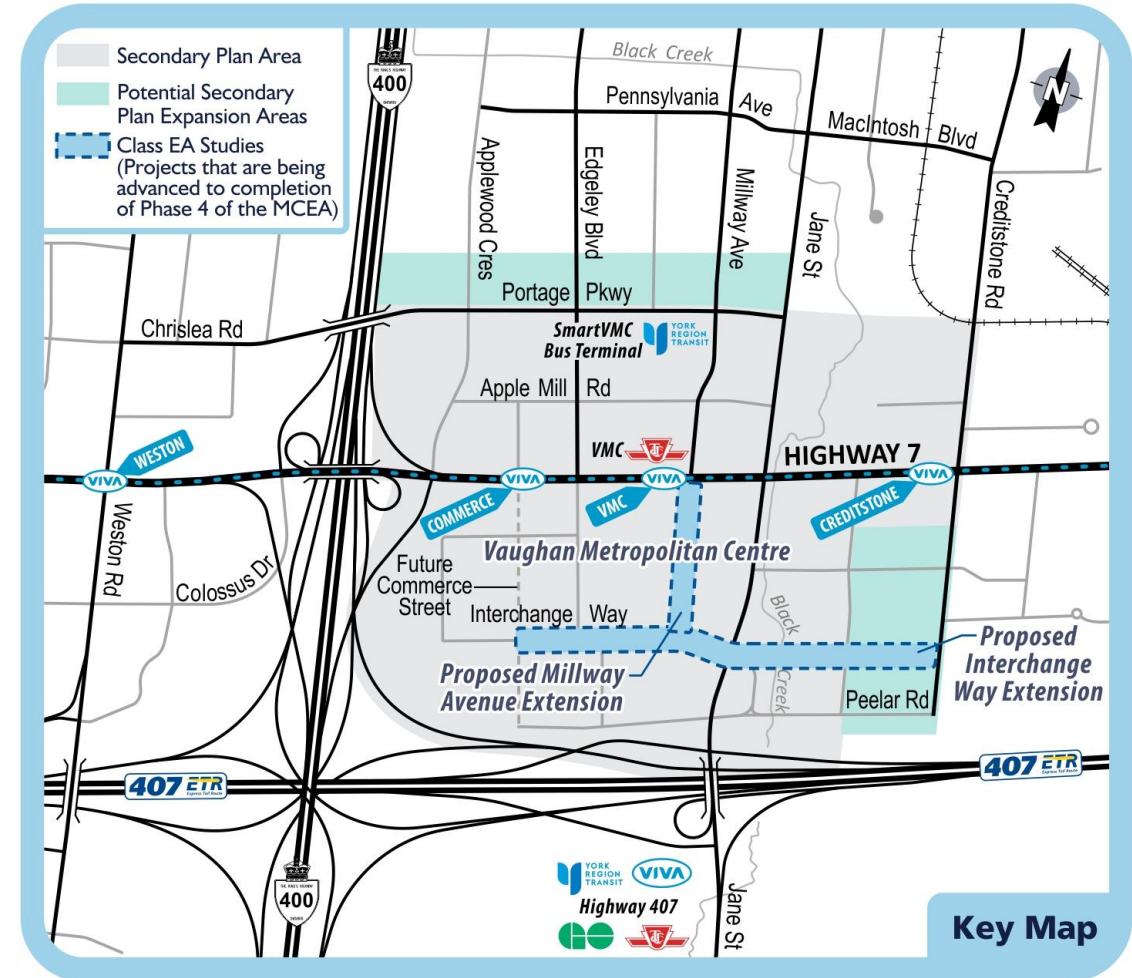
- Millway Avenue, from Highway 7 to Interchange Way.
- Interchange Way, from Commerce Street to Creditstone Road.

Phases 1 and 2 of the EA process have been completed through the City's 2012 TMP.

Phases 3 and 4 of the EA process will be completed as part of the MCEA Studies for the extension of Millway Avenue and Interchange Way. Phase 3 is summarized in today's presentation.


Through this process, the study team will confirm needs, evaluate alternative designs and select a preferred design, examine impacts on the social, cultural and natural environments and identify measures to mitigate those impacts, all in consultation with regulatory agencies and the public.

At the end of the studies, two Environmental Study Reports (ESRs), which document the decision-making process, will be made available for public review. These fulfill Phase 4 of the EA process.




Overview of Public Information Centre (PIC) #1

PIC #1 was held in-person on February 16, 2023. The PIC presented on:

- 
- The Transportation Master Plan (TMP) Update & Extension of Millway Avenue and Interchange Way;
 - An update on the TMP will be provided at the next Public Information Centre (PIC) in Q1/Q2 2024. The Project Team is currently evaluating the TMP alternatives, and a TMP preferred alternative will be shown at PIC #3.
 - Study purpose, and study background & area;
 - The Municipal Class EA process and study timeline;
 - An overview of the existing conditions;
 - Challenges and Opportunities;
 - Alternative Solutions; and
 - Future (2051) population and employment.

Key feedback themes related to the Environmental Assessment Studies were:

- 
- General interest in alternative alignments for Millway Avenue and Interchange Way;
 - Number of comments received noting preferences towards road alignments options;
 - Comments on the location of Doughton intersection to be revisited later in the presentation.
 - Inquired the City to consider new access points off the Interchange Way Extension to specific properties; and
 - Encouraging all modes of transportation.

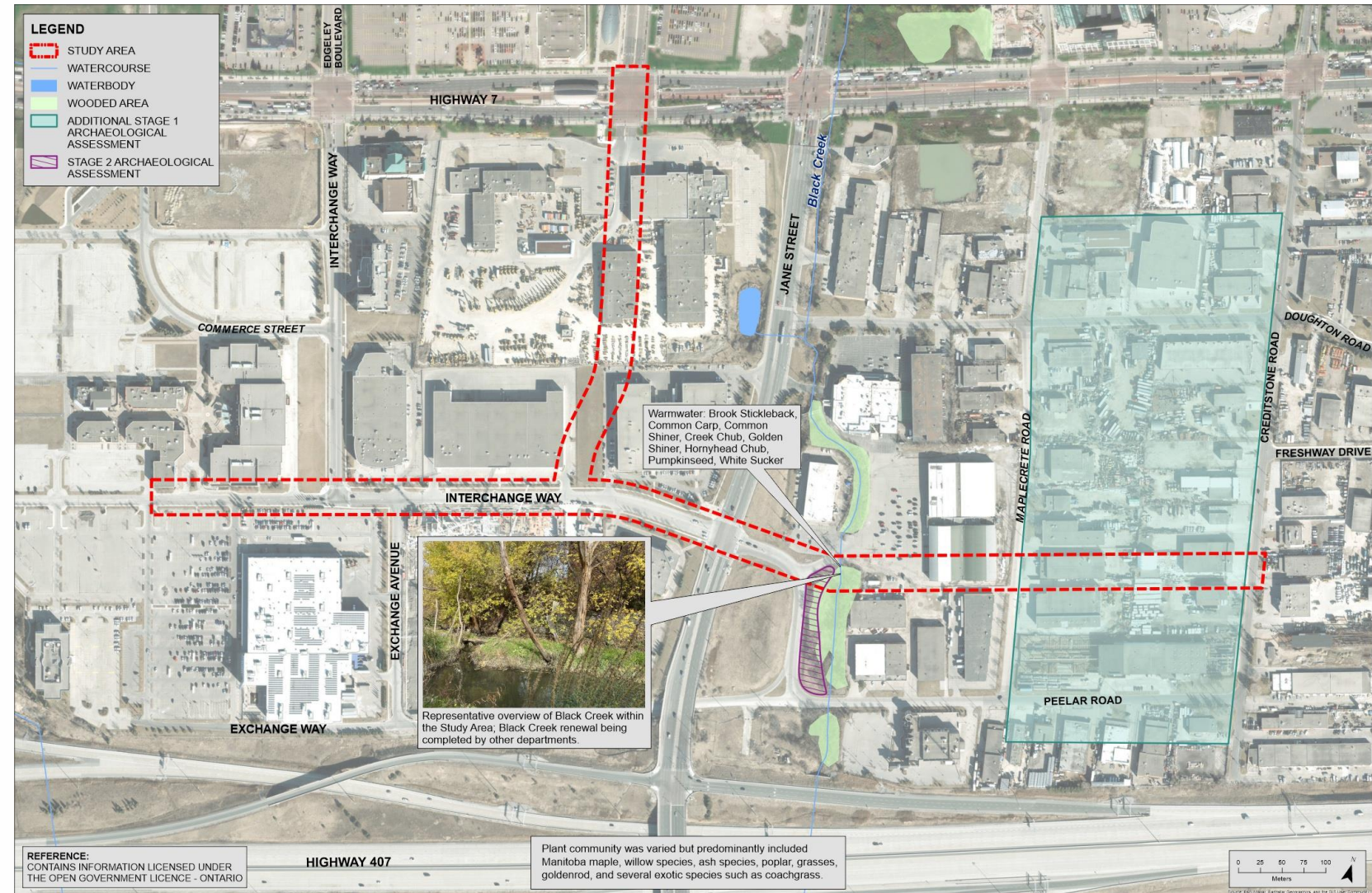
Municipal Class Environmental Assessment Process

- The studies are following the **Municipal Class Environmental Assessment (MCEA)** process, which is a process set out by the Province with established phases and requirements for data collection, notification of stakeholders, public consultation and engagement, and reporting.
- There are five phases in an EA process. This study is a Schedule 'C' project, which includes Phases 1 through 4. Phase 5 of the EA process is the implementation.
- The needs and justification for both EAs was established under the 2012 VMC Transportation Master Plan (TMP). As part of the VMC TMP Update, the needs and justification of these extensions have been confirmed.



Existing Natural Environmental Conditions

- No further cultural heritage assessments are required for this project.
- Stage 1 archaeological assessment (AA) was completed for Interchange Way and Millway Avenue and recommended Stage 2 AA east of Peelar Road. The Stage 2 AA will be completed during Detail Design.
- The area between Maplecrete and Creditstone was not included in the Stage 1 AA and this assessment will be completed this Fall 2023.
- Phase II Environmental Site Assessments are recommended to be completed to characterize soil and groundwater conditions that may impact soil management and disposal, dewatering and other aspects related to the road extensions of Interchange Way and Millway Avenue for the Vaughan Metropolitan Centre. This will be completed during Detailed Design.



Phase 3 of the MCEA process

Evaluation Process



Refine alternative designs, as required, from PIC #1 based on public/stakeholder input.



Confirm the Evaluation Criteria established through public input, similar projects, provincial guidelines, and existing conditions.



Identify potential impacts on the natural, cultural, and socio-economic environments and technical and financial criteria.

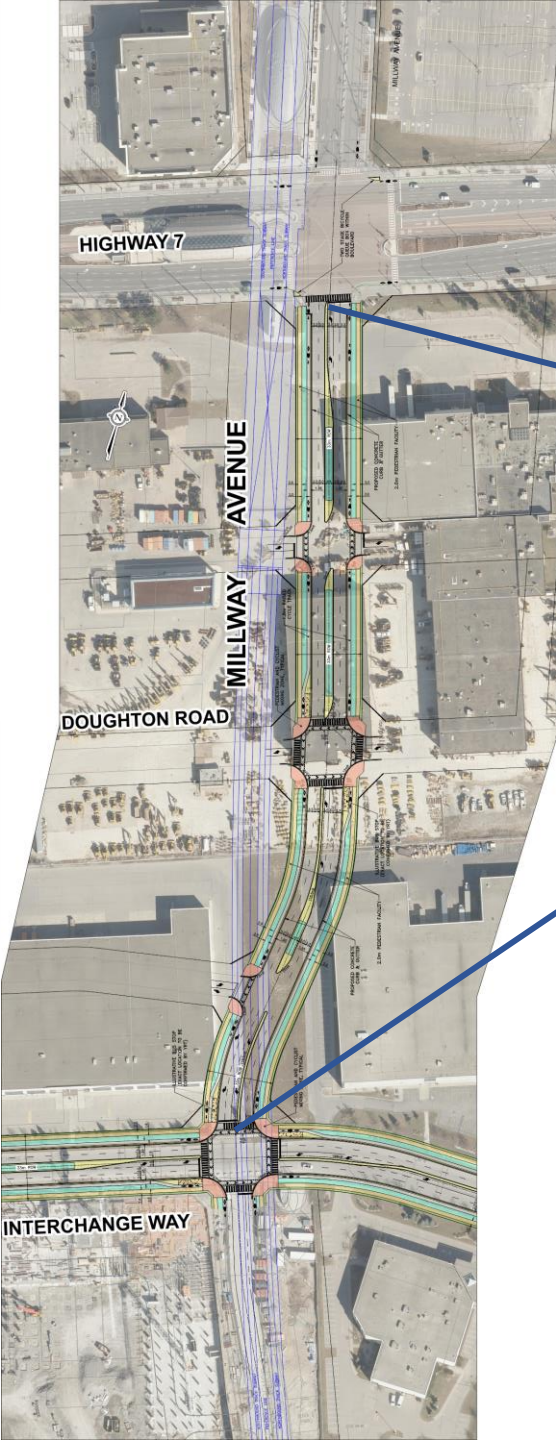


Evaluate the alternative designs, for both Millway Avenue and Interchange Way, according to their relative advantages and disadvantages and provide a score for each evaluation criteria. A score of 3 would be given for minimal to no impacts, 2 would have moderate impacts and 1 would have significant impacts.



Identify a preferred alternative design for both Millway Avenue and Interchange Way based on the alternative that has the highest score.

Alternative Designs Millway Avenue - Option 1

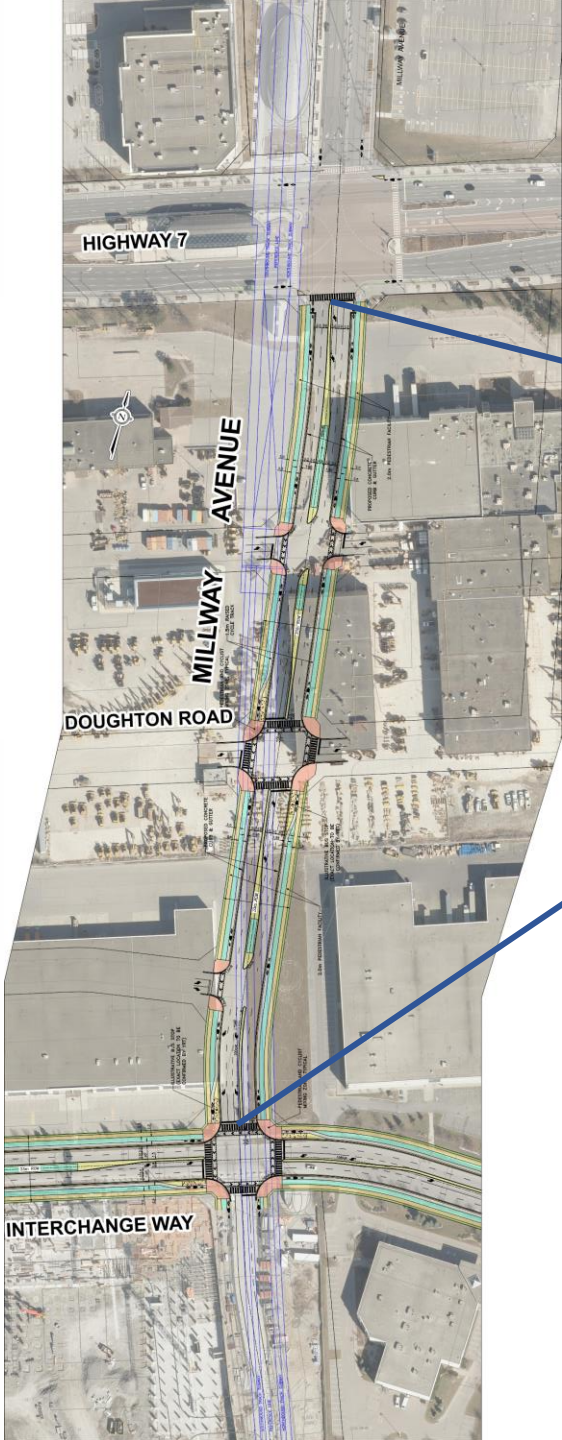


Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities
- TTC Tunnel

Alternative Designs Millway Avenue - Option 2

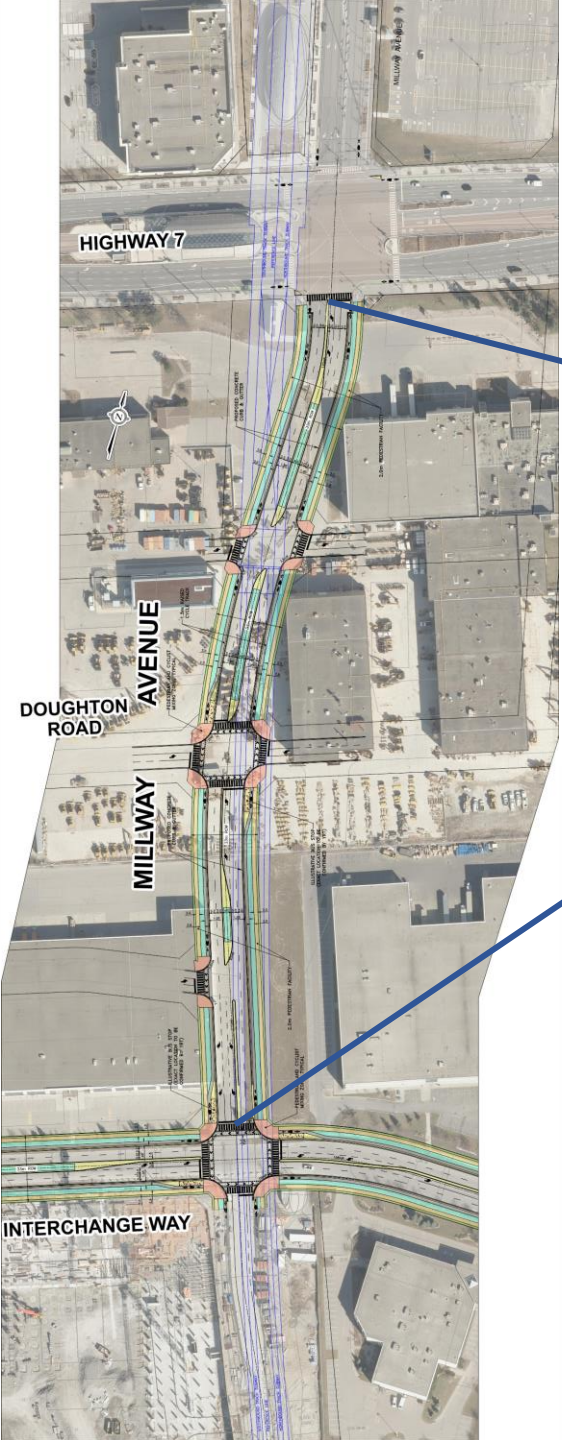


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Alternative Designs Millway Avenue - Option 3



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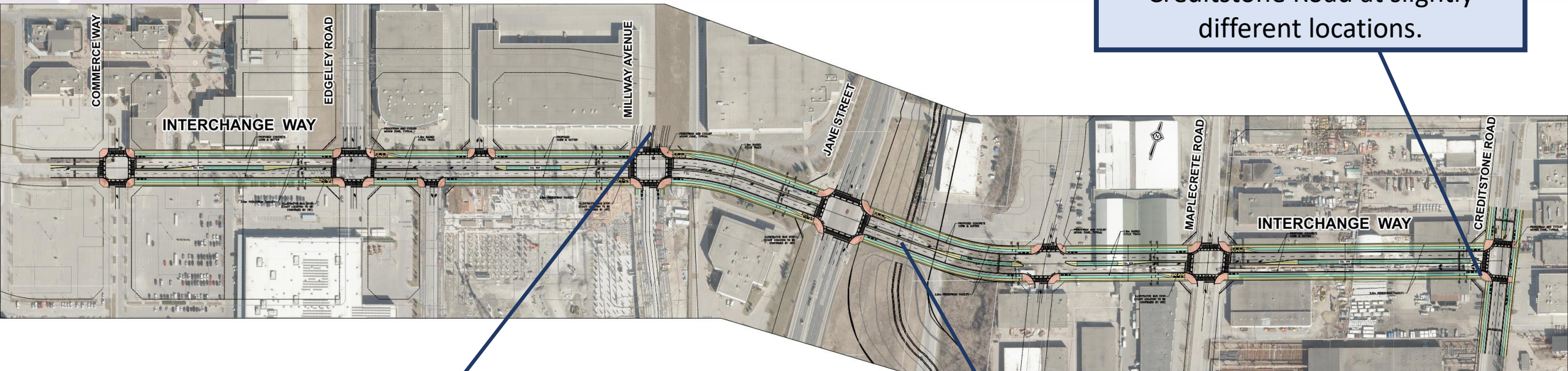
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Alternative Designs Interchange Way - Option 1

West of Jane Street all options are the same as the options follow the existing road alignment.

All options intersect with Creditstone Road at slightly different locations.



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- Grass or Concrete Buffer
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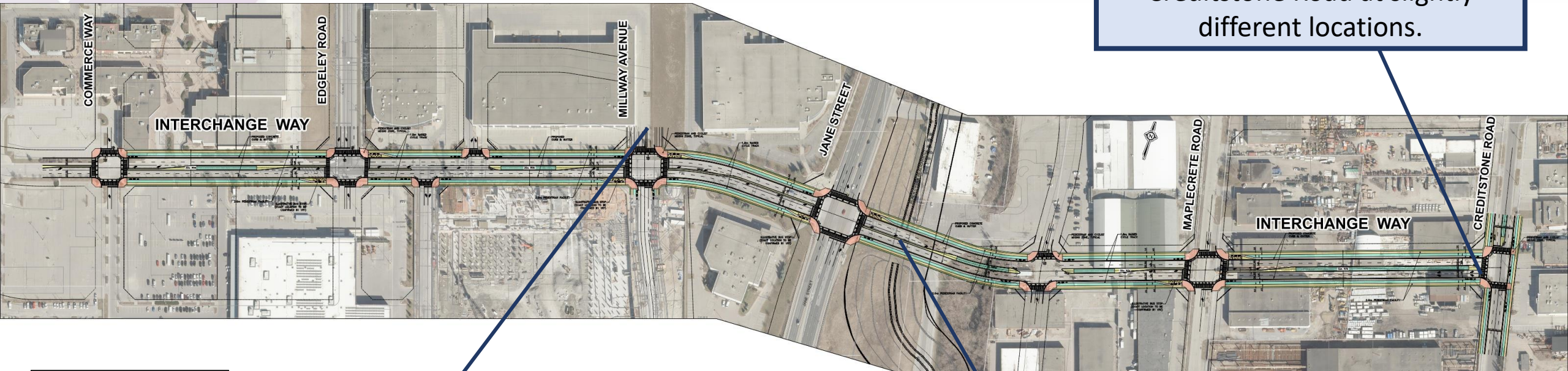
To be determined as part of the Millway Avenue Extension EA

Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.

Alternative Designs Interchange Way - Option 2

West of Jane Street all options are the same as the options follow the existing road alignment.

All options intersect with Creditstone Road at slightly different locations.



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- Concrete Median
- Pedestrian Facility
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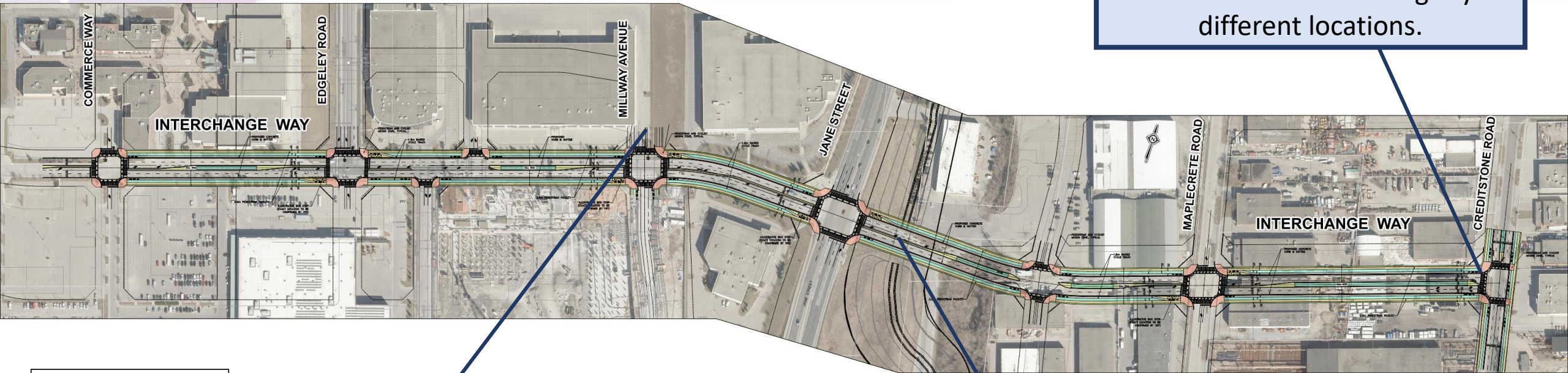
To be determined as part of the Millway Avenue Extension EA







Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.

Alternative Designs Interchange Way - Option 3

West of Jane Street all options are the same as the options follow the existing road alignment.

All options intersect with Creditstone Road at slightly different locations.






LEGEND	
	Concrete Median
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To be determined as part of the Millway Avenue Extension EA

Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.

Evaluation Criteria for Alternative Designs

<u>Natural Environment</u>	<u>Socio-Economic Environment</u>	<u>Cultural Environment</u>
<ul style="list-style-type: none"> • Vegetation and Natural Heritage Features • Wildlife and Species of Concern <ul style="list-style-type: none"> ○ Impacts to wildlife habitats and movement corridors • Watercourses <ul style="list-style-type: none"> ○ Impacts to watercourses, fish and fish habitat, including the Black Creek • Groundwater • Stormwater Management <ul style="list-style-type: none"> ○ Impacts to stormwater run-off (water quantity) • Air Quality & Greenhouse Gas Emissions <ul style="list-style-type: none"> ○ Impacts to local sustainability and greenhouse gases. ○ Impacts to air quality through exhaust and dust • Potentially Contaminated Lands • Floodplain 	<ul style="list-style-type: none"> • Property <ul style="list-style-type: none"> ○ Property requirements ○ Property access - impacts to private driveways and maintaining access are also important as changes to access will impact properties being affected and potentially adjacent properties. • Noise and Nuisance <ul style="list-style-type: none"> ○ Impacts to Noise Sensitive Areas (NSAs) • Compliance with Federal, Provincial, Regional and City Policies and Guidelines • Ability to Provide Streetscape Amenities and Landscape Elements • Future Public Park(s) and/or Facilities as Identified in the VMC Secondary Plan 	<ul style="list-style-type: none"> • Built Heritage Resources and Cultural Heritage landscapes • Archeological Resources 

Evaluation Criteria for Alternative Designs

Transportation

- Promotion of Comfortable Cycling and Walking Routes
 - Opportunities for transportation choices other than vehicle use
 - Address the challenges associated with new growth in the City,
 - Provide a multi-modal vision of “sustainable mobility” that can accommodate vehicles, transit, cyclists and pedestrians in a healthy community
 - Considerations for the City Active Transportation Plan
- Safety for All Modes of Travel
- Accessible Network for All Ages and Abilities
- Provide Equitable, Safe and Reliable Access to High Quality, Efficient Transit
- Road Capacity and/or Traffic Flow
- Network Resiliency for Emergency Services
 - Potential to improve response time/accessibility for emergency vehicles due to changes in travel time.
- Protect for Future Transportation Trends
 - Promotes autonomous vehicles
 - Promotes micromobility
 - Promotes drone technology



Constructability and Cost

- Construction Costs
- Existing Utilities
- Construction Phasing
- Constructability Complexity
 - Construction of soil conditions, geometrics etc.



Evaluation Summary of Alternatives Millway Avenue

Most Preferred **3** **2** **1** Least Preferred

Factor/Indicator	Alternative Design - Do Nothing	Millway Avenue Alternative Design - Option 1	Millway Avenue Alternative Design - Option 2	Millway Avenue Alternative Design - Option 3
Natural Environment				
Evaluation (scoring out of 24)	23	19	19	19
Summary	<p>The Do Nothing option is preferred from a natural environment perspective since it does not have any additional environmental impacts, although it would have an increase of air emissions likely with congestion in the study area expected with population growth.</p> <p>Options 1, 2, and 3, are equally positioned behind the Do Nothing option. Although the result of the comparison is a slightly larger section of the manicured lawn retained for Option 3, the lawn is highly disturbed and offers very little in the way of natural habitat.</p>			
Socio-Economic Environment				
Evaluation (scoring out of 15)	10	15	12	12
Summary	<p>The Do Nothing option does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to advance extension of Millway Avenue as part of the broader planned street network within the VMC.</p> <p>Option 1 emerged as the preferred alternative from a socio-economic perspective as it provides for greater development potential and more regular development blocks.</p> <p>Generally, Options 2 and 3 have an adverse impact on development potential and regularity of development blocks along this corridor.</p>			
Cultural Environment				
Evaluation (scoring out of 6)	6	6	6	6
Summary	<p>All options are equal from a cultural environment perspective. There is no preference between any options as there are no archaeological or built or cultural heritage impacts.</p>			

Evaluation Summary of Alternatives Millway Avenue

Most Preferred **3** **2** **1** Least Preferred

Factor/Indicator	Alternative Design - Do Nothing	Millway Avenue Alternative Design - Option 1	Millway Avenue Alternative Design - Option 2	Millway Avenue Alternative Design - Option 3
Transportation				
Evaluation (scoring out of 21)	7	21	21	21
Summary	The Do Nothing option does not improve transportation aspects/criteria and increases traffic and emergency response times.	Options 1, 2, and 3 are equally weighted from a transportation perspective as they all improve safety, cycling, future transportation trends, and network resiliency.		
Constructability and Cost				
Evaluation (scoring out of 12)	12	8	8	8
Summary	The Do Nothing option is preferred from a constructability and cost perspective since it has no additional costs or construction.	Options 1, 2, and 3 are all equal in constructability and cost comparison.		
Overall Evaluation (scoring out of 78)				
	58 Do Not Carry Forward	69 Carry Forward	66 Do Not Carry Forward	66 Do Not Carry Forward
Summary	Do Nothing does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to accommodate mobility needs, with a focus on street connectivity, accessibility and support for multi-modal mobility, and integration of Transportation Demand Management (TDM).	Option 1 emerged as the preferred alternative since it improves the transportation and socio-economic aspects/criteria, and it provides for greater opportunity for development potential and more regular development blocks. Therefore, Option 1 is recommended to be carried forward.	Options 2 and 3 are not preferred since they both have an adverse impact on development potential and regularity of development blocks along this corridor.	





Evaluation Summary of Alternatives Interchange Way

Most Preferred **3** **2** **1** Least Preferred

Factor/Indicator	Alternative Design - Do Nothing	Interchange Way Alternative Design - Option 1	Interchange Way Alternative Design - Option 2	Interchange Way Alternative Design - Option 3
Natural Environment				
Evaluation (scoring out of 24)	23	17	17	17
Summary	Do Nothing option is preferred from a natural environment perspective since it does not have any additional environmental impacts, although it would have an increase of air emissions likely with congestion in the study area expected with population growth.	Options 1, 2, and 3 are equally weighted. There are no environmental impacts between the three options that would make one more acceptable over another.		
Socio-Economic Environment				
Evaluation (scoring out of 15)	10	12	13	12
Summary	Do Nothing option does not support the Socio-Economic aspects/criteria and does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to advance extension of Interchange Way as part of the broader planned street network within the VMC.	Option 1 does not support the Socio-Economic aspects and it creates more adverse impacts to the development potential of the northern properties in comparison to the southern properties, east of Jane Street.	Option 2 is preferred from a socio-economic perspective as it balances the impacts between the north and south properties, as compared to options 1 and 3, east of Jane Street.	Option 3 does not support the Socio-Economic aspects and it creates more adverse impacts to the development potential of the southern properties in comparison to the northern properties, east of Jane Street.
Cultural Environment				
Evaluation (scoring out of 6)	6	5	5	5
Summary	Do Nothing is preferred from a cultural environment perspective since it does not impact archaeological resources or built or cultural resources.	Options 1, 2, and 3 all require Stage 2 archaeological assessments.		

Evaluation Summary of Alternatives Interchange Way

Most Preferred **3** **2** **1** Least Preferred

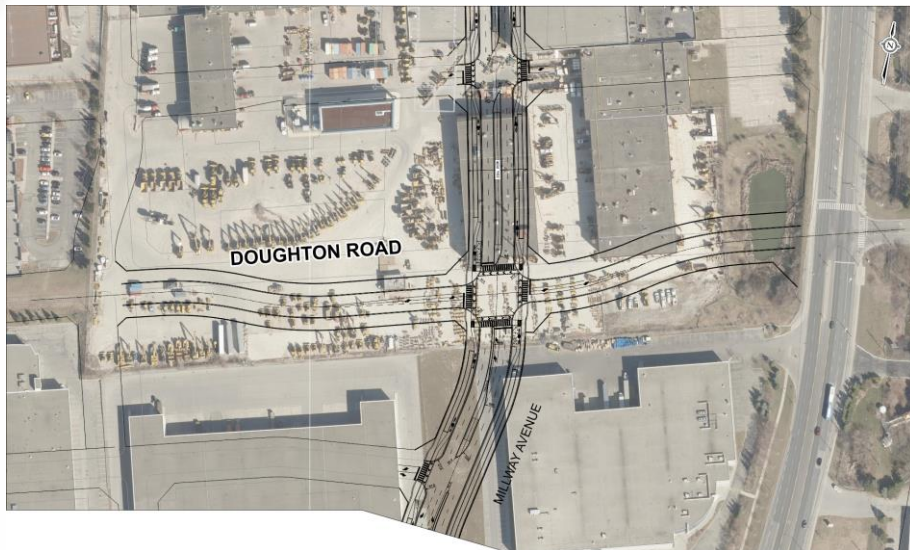
Factor/Indicator	Alternative Design - Do Nothing	Interchange Way Alternative Design - Option 1	Interchange Way Alternative Design - Option 2	Interchange Way Alternative Design - Option 3
Transportation				
Evaluation (scoring out of 21)	7	21	21	21
Summary	Do Nothing option does not improve these transportation aspects, increases traffic and emergency response times.	Options 1, 2, and 3 are equally weighted from a transportation perspective as they all improve safety, cycling, future transportation trends, network resiliency.		
Constructability and Cost				
Evaluation (scoring out of 12)	12	8	8	8
Summary	Do Nothing is preferred from constructability and cost perspective since it has no additional costs or construction.	Options 1,2,3 are all equal in constructability and cost comparison.		
Overall Evaluation (scoring out of 78)				
	58  Do Not Carry Forward	63  Do Not Carry Forward	64  Carry Forward	63  Do Not Carry Forward
	Do Nothing does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to accommodate mobility needs, with a focus on street connectivity, accessibility and support for multi-modal mobility, and integration of Transportation Demand Management (TDM).	Option 1 is not preferred since it more adversely impacts the development potential of the northern properties in comparison to the southern properties, east of Jane Street.	Option 2 is the preferred alternative as it balances the impacts between the north and south properties, as compared to options 1 and 3, east of Jane Street.	Option 3 is not preferred since it more adversely impacts the development potential of the southern properties in comparison to the northern properties, east of Jane Street.

Millway Avenue and Doughton Road Intersection

Option 1 (Alternative a)



Option 1 (Alternative c)

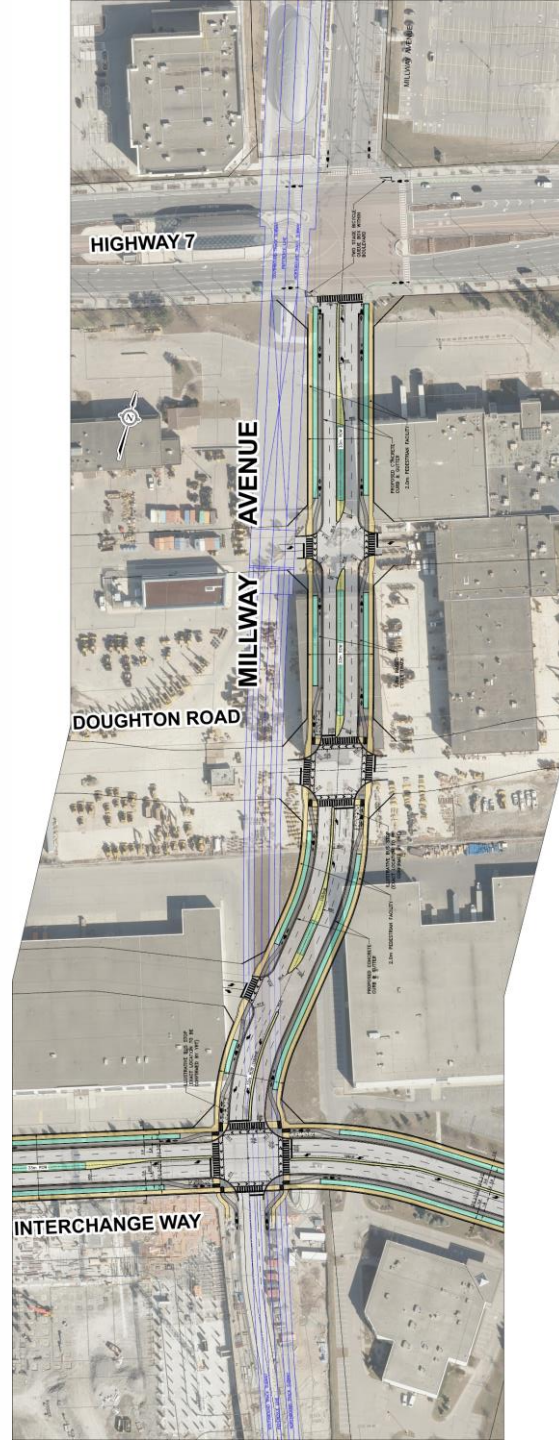


Option 1 (Alternative b)



Option 1 (Alternative b) was selected and presented on the Millway Avenue Preferred Option as it best addresses stakeholder comments while supporting the City's intentions for park space per the existing VMC Secondary Plan.

Option 1 (Alternative b) Preferred Alternative Design Millway Avenue



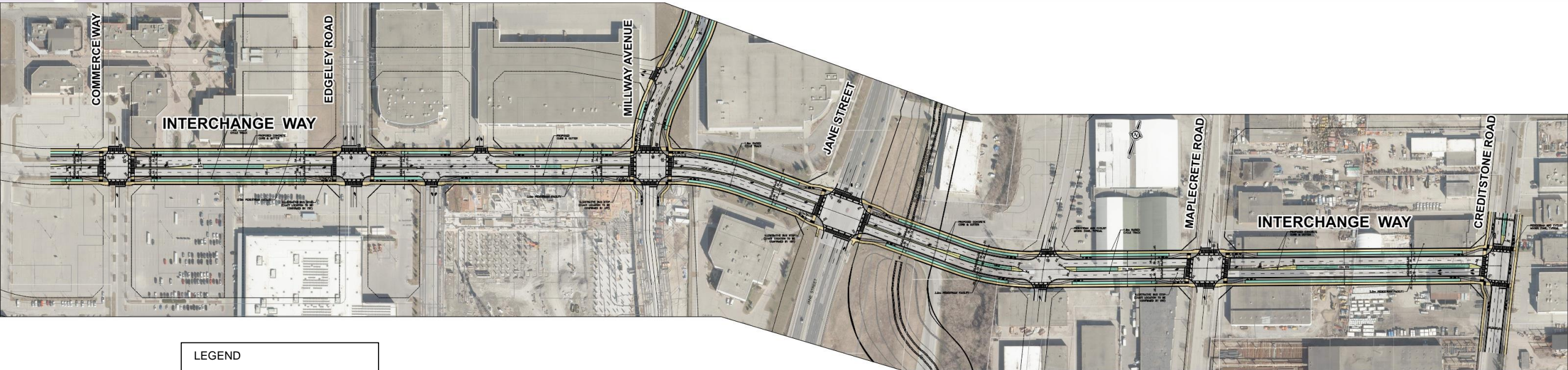
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




Option 2

Preferred Alternative Design

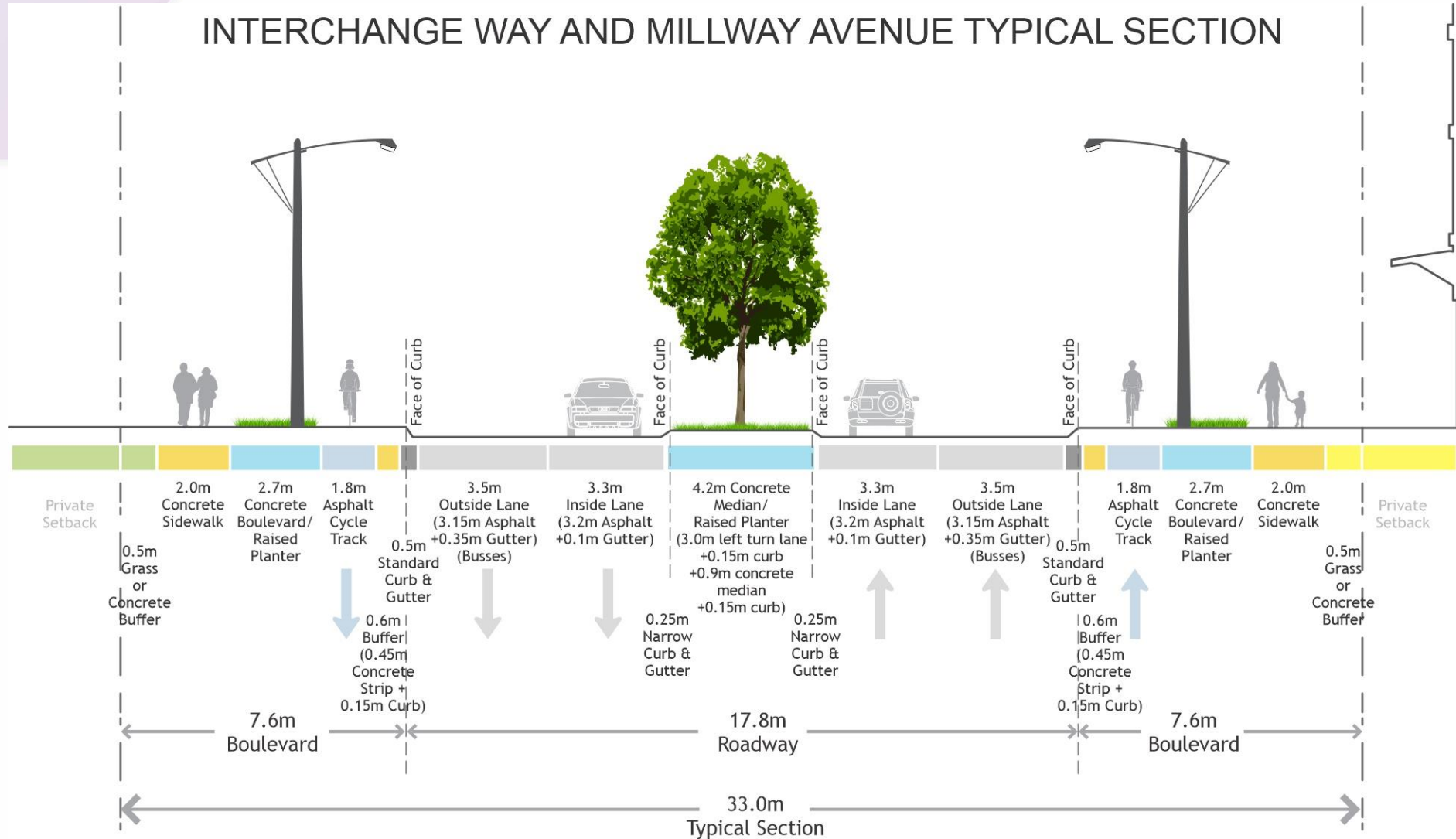
Interchange Way



LEGEND

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-  Cycling Facilities

Interchange Way and Millway Avenue Preferred Cross Section



Environmental Studies

Existing conditions reports were completed prior to the evaluation of alternatives and provided input into the evaluation.

Further detailed technical analyses to assess impacts of the Preferred Alternatives for Millway Avenue and Interchange Way will be completed as a part of these EA Studies. The below studies are being or will be completed:



Terrestrial Ecosystems



Cultural Heritage



Noise



Fish and Fish Habitat



Archaeology



Air Quality



Groundwater



Socio-Economic



Site Contamination

These reports will be summarized as a part of the Environmental Study Reports (ESR) being completed for both EA studies.

Summary of Preliminary Environmental Impacts and Proposed Mitigation for Millway Avenue and Interchange Way Preferred Alternatives

Anticipated Environmental Effects		Recommended Mitigation Measures and Commitments to Future Work
Natural Environment	Impacts to vegetation (e.g., tree and vegetation communities)	<ul style="list-style-type: none"> • Impacts to trees will be minimized to the extent possible through the design. • Impacts to vegetation communities will be minimized through avoidance & protection measures (e.g., ESC fencing).
	Potential impacts to wildlife	<ul style="list-style-type: none"> • Impacts to wildlife during construction will be minimized / avoided (e.g., using timing windows for vegetation removals to avoid impacts to nesting migratory birds, and implementing incidental encounter protocols to avoid wildlife harassment).
	Potential to impact contaminated soils during construction	<ul style="list-style-type: none"> • All impacted contaminated soils will be properly managed and disposed of during construction in accordance provincial and municipal standards.
	Potential to impact drainage features	<ul style="list-style-type: none"> • A Drainage and Stormwater Management Report will be completed on the preferred alternative and mitigation measure will be considered if necessary. • Work to rehabilitate Black Creek is being completed as a separate project.
	Potential impacts to groundwater quality and quantities during construction	<ul style="list-style-type: none"> • Contractor shall be responsible for treatment of contaminated groundwater prior to release and in accordance with applicable regulations during construction. • The Contractor will obtain all required permits prior to start of construction (e.g. water-taking permit).
Socio-Economic Environment	Property requirements to construct recommended plan	<ul style="list-style-type: none"> • The City will continue to correspond with impacted property owners throughout the study. • The City will continue to reduce property impacts wherever possible.
	Change in noise during construction and following completion of road	<ul style="list-style-type: none"> • Construction will be completed in accordance with the Municipal Noise By-laws and their standard construction measures for noise. • A noise impact assessment is being prepared.
	Change in air quality during construction and following completion of road	<ul style="list-style-type: none"> • Emissions from construction operations will be managed through best management practices for construction operations and monitoring and mitigation requirements will be considered. • An air quality impact assessment is being prepared.

Summary of Preliminary Environmental Impacts and Proposed Mitigation for Millway Avenue and Interchange Way Preferred Alternatives

Anticipated Environmental Effects		Recommended Mitigation Measures and Commitments to Future Work
Cultural Environment	Potential impacts to areas of archaeological potential and archaeological resources	<ul style="list-style-type: none"> A Stage 1 archaeological assessment has been completed for the study area. Further archaeological assessments will be completed on areas with potential as early as possible during detailed design and prior to any ground disturbing activities. If previously undocumented archaeological resources be discovered, work will cease and a licensed archaeological will carry out an archaeological assessment. The appropriate Indigenous Communities and agencies will be contacted for direction. Should human remains discovered, all activities will cease immediately and the police or coroner will be notified.
	Potential impacts to areas with potential for built heritage resources and cultural heritage landscapes .	<ul style="list-style-type: none"> A cultural heritage existing conditions report has been completed for the study area. No further cultural heritage assessments are required for this project.
Transportation Considerations	Emergency access	<ul style="list-style-type: none"> Advanced notice will be provided to emergency service providers notifying them of construction start and anticipated lane closures, if required.
	Traffic interruptions and delays	<ul style="list-style-type: none"> Advanced signage will be provided to motorists to notify them of construction start, and any lane closures, and detour routes required for construction.
	Construction staging	<ul style="list-style-type: none"> Advanced notice will be provided to property owners to notify them of construction start and any disruptions to existing accesses, as well as construction contractors and/or City's contact information. Access to all properties will be maintained.

Next Steps

After this Public Information Centre #2, the following activities will take place:



- Review the comments received prior to and following PIC #2 and respond to comments.
- Comments are kindly requested by **January 31, 2024**;
- Incorporate any refinements into the Preferred Alternative based on public and agency input;
- Complete Technical Reports;
- Continue to discuss with impacted property owners and arrange meetings as needed;
- Prepare Environmental Study Reports (ESR) summarizing the environmental investigation findings, mitigation measures, and features of the Preferred Alternatives; and,
- Anticipate filing two (2) ESRs for a 30-day public and agency review and comment period in Spring 2024.



We encourage you to provide comments online by January 31, 2024:



Contact Information

Visit vaughan.ca/VMCTMP, for all project information.

To be added to the study's mailing list email vmctmp@wsp.com or reach out to:

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Email: jillian.britto@vaughan.ca

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