

City of Vaughan Official Plan Amendment No. 620

Comments from York Region Planning and Development Services Department,
Infrastructure Planning Branch

A) Transportation

The Steeles Avenue Corridor Study prepared by Marshall Macklin Monaghan dated November 30, 2005 assesses traffic impacts related to OPA 620 and increased density scenarios developed by Urban Strategies. The increased density scenario would result in 1,150 inbound and 2,000 outbound trips in the am peak hour and 1,800 inbound and 1,600 outbound trips in the pm peak hour. OPA 620 scenario equates to approximately two-thirds of the traffic generated resulting from the increased density scenario. The trip generation rates used were adjusted based on the distance from the transit station.

The study concluded that both the OPA 620 and Increased Density scenarios, the adjacent arterial roadways are expected to be at or over the capacity. It should also be noted that the background scenario (York University lands with no through traffic growth) also resulted in the adjacent arterial roadways to be at or over capacity.

OPA 620 supports and capitalizes on the existing and planned transit investments and that the proposed Spadina Subway extension and associated infrastructure will allow for alternative transportation mode choices for residents and workers, and such infrastructure will enhance the overall person carrying capacity and level of service of the transportation system within the corridor and surroundings.

Further, OPA 620 identifies policies that support the following:

- Capitalize on planned transit investments
- A compact mixed use precinct concentrating worker and residents population in the vicinity of the Steeles West Station
- Establishes a pedestrian-friendly environment
- Balanced transportation system
- Facilitate and promote Travel Demand Management measures
- Transit supportive parking standards
- Implementation/Monitoring

In summary, OPA 620 was found to be comprehensive and a transit supportive plan,

1. Major Capital Projects

There are a number of capital projects included in our current Regional Roads Construction Programme which will be required to accommodate planned future development to support the Steeles Avenue Corridor OPA. However, it should be noted that traffic related to development in the Steeles Avenue Corridor OPA area is not the sole contributor to the future need for these major transportation improvements. Planned

and/or approved development elsewhere in Vaughan, King, Richmond Hill, and Toronto also contributes to the requirement for certain transportation improvements. The following improvements have been identified in the current 10 Year Regional Roads Construction Programme:

- Jane Street widened from 4 to 6 lanes including a widening of the rail grade separation from Steeles Avenue to Highway 7, 2012,
- Keele Street widened from 4 to 6 lanes including a widening of the rail grade separation from Steeles Avenue to Highway 7, 2012.

2. Other Improvements

Road improvements that have not been specifically identified in the Regional Road Construction Programme but identified in Steeles Avenue Corridor OPA include the following:

- Traffic Control Signals at Jane Street and the east-west major collector road; and
- Traffic Control Signals at Keele Street and the east-west major collector road.

The timing of these improvements will be dependent on development phasing and signal warrants.

The Regional Municipality of York and the City of Toronto are in ongoing discussions for a cost sharing arrangement for Steeles Avenue. The Steeles Avenue Corridor OPA identified the need for seven traffic signals across Steeles Avenue.

3. Transit Infrastructure

The Secondary Plan recognizes that public transit will play a key role in the transportation plan in the area. To support this initiative, the plan is built around a future transit hub that will be constructed as part of the Spadina Subway extension to Highway 7. In addition to the subway station, the future transit hub will include 7 bus bays, passenger pick up and drop off areas and 1,000 commuter parking spaces.

B) Water Supply

The Region prepared a Long Term Water Master Plan (LTWMP) in 2004 to accommodate projected growth through the year 2036. This LTWMP forms the basis of the Region's 10-year Capital Plan. The LTWMP did not incorporate the population growth projected under OPA 620. The next update of the LTWMP is scheduled to occur in 2008 and it will incorporate these lands. At that it will be better known what infrastructure is required to accommodate OPA 620.

The OPA is located within Pressure District No. 6. Based on the information from the 2004 LTWMP, the full build out of the area will require additional water supply from the City of Toronto and/or Peel Region. The water supply from Toronto and/or Peel Region may require the Markham By-pass watermain and Pumping Station (2011 completion),

the Toronto Cost Shared Work (2021 completion), the Peel Cost Shared Works (2021 completion) and the Peel Buy-In Payments (2011 completion).

C) Sanitary Servicing

The Region prepared the York-Durham Sewerage System Master Plan Update in 2002 to accommodate projected growth through the year 2036. This Master Plan Update forms the basis of the Region's 10-year Capital Plan. The 2002 Master Plan Update did not incorporate the population growth projected under OPA 620. The next update of the Master Plan is scheduled to occur in 2008 and it will also incorporate these lands. At that it will be better known what infrastructure is required to accommodate OPA 620.

Based on the information from the 2002 Master Plan Update, the full build-out of the area will require the completion of the Southeast Collector Trunk Sewer (2010 completion) and the Duffin Creek WPCP Phase 3 Expansion (2010 completion).