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TRANSPORTATION STUDY FOR VAUGHAN METROPOLITAN CENTRE AND SURROUNDING AREAS, CITY OF VAUGHAN

The Transportation Services Committee recommends the adoption of the recommendation contained in the following report dated January 21, 2011, from the Commissioner of Transportation Services.

1. RECOMMENDATION

It is recommended that:

1. Regional Council authorize staff to partner in a joint transportation planning study for the Vaughan Metropolitan Centre and surrounding areas with the City of Vaughan, to be equally cost-shared by York Region and the City of Vaughan.

2. PURPOSE

This report requests Regional Council approval for staff to partner with the City of Vaughan on a joint transportation study for the Vaughan Metropolitan Centre and surrounding areas. The study area is generally bounded by Major Mackenzie Drive to the north, Dufferin Street to the east, Steeles Avenue to the south and Weston Road to the west, in the City of Vaughan.

3. BACKGROUND

The Vaughan Metropolitan Centre is one of the four Regional Urban Growth Centres proposed under the Region's Official Plan and is located on the east side of the Highway 400/Highway 7 interchange in the City of Vaughan

The Vaughan Metropolitan Centre is one of four Regional Centres that is identified in the Regional Official Plan. This centre was also identified in the *Provincial Growth Plan for the Great Golden Horseshoe (Places to Grow)* as an Urban Growth Centre. The Vaughan Metropolitan Centre as identified in the City of Vaughan's draft Official Plan extends from Highway 400 at the west to Creditstone Road at the east and from Portage Parkway at the north to Highway 407 to the south. The Vaughan Metropolitan Centre is located northeast of the Highway 400 and Highway 407 interchange (*see Attachment 1*). In addition to the so defined Vaughan Metropolitan Centre lands, the Vaughan Official Plan also defines the former Vaughan Corporate Centre area into lands west of Highway 400 and east of Weston Road as a Primary Centre; and lands east of Creditstone Road and west of the CN rail lands are designated as an Employment Area. Attached is an aerial photograph, (*see Attachment 2*).

The City of Vaughan has approved a secondary plan intended to guide the development of the Vaughan Metropolitan Centre which recommended a number of transportation improvements

The Vaughan Metropolitan Centre Secondary Plan that constitutes a part of the City of Vaughan Official Plan was approved by the City of Vaughan Council in September 2010 and replaces all previous Official Plan Amendments applicable to the Vaughan Metropolitan Centre, including OPAs 500, 528, 529 and relevant parts of 663. The

Secondary Plan is intended to guide and regulate development of the Vaughan Metropolitan Centre.

The Vaughan Metropolitan Centre Secondary Plan area is served by the 400 series highways comprised of Highway 400 to the west and Highway 407 to the south. The Regional roads comprise Highway 7 in the east-west direction and Jane Street in the north-south direction that run centrally through the Vaughan Metropolitan Centre. The existing major local roads within the Vaughan Metropolitan Centre that currently service existing land uses are Portage Parkway, Edgeley Boulevard/Interchange Way, Millway Avenue, Creditstone Road and Colossus Drive.

Transportation analysis carried out by the City's Secondary Plan study team suggested a number of additional local road improvements to existing roads and proposed new road sections within the Vaughan Metropolitan Centre to enhance the connectivity with the provincial and regional roads. The new road sections include an extension of Interchange Way east of Jane Street to Creditstone Road and across Highway 400, the Doughton Road extension west of Jane Street to Interchange Way, the Portage Parkway extension east of Jane Street to Creditstone Road, the Millway Avenue extension south of Highway 7, the re-alignment of the northbound Highway 400 on-ramp from Highway 7 to the proposed Vaughan Street, and the alignment of the Applewood Crescent extension opposite the northbound Highway 400 off-ramp. Beyond the immediate Vaughan Metropolitan Centre area, improvements were also suggested at the interchange of Langstaff Road and Highway 400, and connecting Langstaff Road between Creditstone Road and Keele Street. These improvements are depicted in a further attachment (*see Attachment 3*).

The key transit improvements connecting the Vaughan Metropolitan Centre to other centres in the neighbouring municipalities are the Highway 7 rapid Transitway, the Highway 407 Transitway and the extension of the Spadina subway line northerly to Highway 7 along the Jane Street corridor.

The suggested transportation improvements involve infrastructure under the jurisdiction of the City of Vaughan, York Region, the Ontario Ministry of Transportation and CN Rail

The road network identified to support the development of the Vaughan Metropolitan Centre Secondary Plan includes roads under the jurisdiction of the provincial, regional and municipal levels of government. The identified improvements and changes will require involvement and approval of the Ontario Ministry of Transportation. Implementation will therefore be contingent on a successful partnership by all three levels. The regional transportation systems will require involvement from York Region and the applicable agencies where the facility extends within their corridor control such as the 400 series highway corridors and lastly, the suggested connection of Langstaff Road through, over, or

under the CN Railway lands would only be accomplished through successful partnership with the Canadian National Railways.

While the secondary plan suggests these transportation improvements, it does not consider the feasibility of implementation nor the sensitivity of the overall network if some of these improvements cannot be successfully implemented

The supporting Vaughan Metropolitan Centre Transportation Plan document that assessed the required transportation improvements suggested transportation network improvements to accommodate the forecasted travel demand for the ultimate projected Vaughan Metropolitan Centre population and employment growth. The Vaughan Metropolitan Centre Transportation Plan did not however identify the transportation challenges or levels of service that would result if any of the suggested improvements were found to be not feasible or unable to be implemented. It also did not identify the time horizons for each phase of the transportation improvements required as the development of the Vaughan Metropolitan Centre progress.

4. ANALYSIS AND OPTIONS

The Region and the City of Vaughan staff recognize that both municipalities have a stake in the success of the Vaughan Metropolitan Centre and the surrounding transportation network and are recommending a comprehensive joint study to review the existing and future transportation network within the Vaughan Metropolitan Centre and surrounding areas

The Region is currently undertaking transportation network studies for the Western Vaughan area and the Langstaff Richmond Hill Urban Growth Centre as shown in

Attachment 4. These studies are being undertaken to analyze the transportation network and successfully plan for transportation services required to cater to the forecasted growth in population and employment for these areas, in a greater amount of detail than was addressed in the Region's Transportation Master Plan.

Likewise, the development of the Vaughan Metropolitan Centre and the potential redevelopment of some of the surrounding areas are vital objectives for both the City of Vaughan and York Region. It is important that the feasibility and sensitivity of the network impacts be fully analyzed to ensure the transportation infrastructure is properly planned and the implementation managed with all partners to optimize potential for success.

The proposed study will establish a framework for the transportation infrastructure requirements to support the planned development levels of the Vaughan Metropolitan Centre at various planning horizons, confirm the feasibility of the planned transportation improvements and develop contingency strategies

The proposed joint transportation study will provide a framework of the transportation infrastructure required to support the planned development levels of the Vaughan Metropolitan Centre at different planning horizons. The joint Transportation Study will also look at the feasibility of providing some of the key recommended infrastructure within the Vaughan Metropolitan Centre and adjacent road network. Given some of the implementation challenges already known to exist, the study will also identify how the transportation network could be managed if any of the improvements are not implemented, and develop alternate strategies as might be necessary. The transportation improvements that will be assessed will include the Highway 400 ramp improvements and the potential Langstaff Road extension across the CN Rail corridor.

Regional staff are prepared to award an assignment for the required transportation engineering services to a qualified engineering consultant

A public RFP was issued to solicit interest from as broad a consulting industry as possible to provide transportation engineering and planning services. Three engineering consulting firms submitted proposals. The firms included Yolles Partnership Doing Business as Halcrow (Halcrow), Genivar Consultants LP and Delcan Corporation.

Proposals were reviewed in accordance with the provisions of the Region's Purchasing By-law.

The assessment and evaluation of the technical proposals was undertaken by a committee comprised of Region and City of Vaughan staff. The proposal submitted by Halcrow represents the best overall value for York Region and the City of Vaughan.

5. FINANCIAL IMPLICATIONS

The upset limit fee for the joint Transportation Study is \$160,352 excluding HST.

The Region and City of Vaughan will equally share the cost of the Transportation Study

The Region is partnering with the City of Vaughan in carrying out the joint Transportation Study, and as such, the City of Vaughan will be contributing to 50% of the consulting fee.

The award is contingent on the City of Vaughan obtaining Vaughan Council approval to jointly undertake the study and equally share the cost

City of Vaughan staff will be requesting City of Vaughan Council approval in March of 2011 to undertake this proposed joint transportation study with York Region and to equally share in the cost of the study. The Region's award of the consulting assignment to Halcrow will be contingent on the City of Vaughan Council approving the joint study and the contribution to cost-share equally in the cost of the study.

The Region's funding for this study will be financed from a combination of tax levy and development charges

The Region's share of 50% of the upset limit fee for the joint Transportation Study is \$80,176 excluding HST. This work will be funded at 10% from tax levy and 90% from development charges.

6. LOCAL MUNICIPAL IMPACT

This study will be jointly led by City of Vaughan staff and Region staff

The study is required to identify the development levels of the Vaughan Metropolitan Centre and the planned developments within the neighbouring lands to the Vaughan Metropolitan Centre that can be supported by the planned regional and municipal transportation infrastructure improvements at the various planning horizons. The transportation study will also identify the required infrastructure to support further development of the Vaughan Metropolitan Centre to the desired levels within the planned horizon scenarios.

The study will provide the City of Vaughan and York Region with information vital to ensuring that the transportation network is managed and appropriate contingency measures are planned for in the event that some of the currently suggested improvements are not implemented. This will allow for the most successful planning and

implementation of the transportation services for the growth planned for both the Vaughan Metropolitan Centre and the surrounding redevelopment.

Throughout the course of this assignment, Regional staff will work with staff from the City of Vaughan to address local municipal requirements.

7. CONCLUSION

It is recommended that Region staff be authorized to collaborate with the City of Vaughan staff and jointly undertake a Transportation Study for the Vaughan Metropolitan Centre and Surrounding Areas to be cost-shared equally with the City of Vaughan, contingent on Vaughan Council approval of the same.

For more information on this report, please contact Paul Jankowski, General Manager, Roads at Ext. 5901.

The Senior Management Group has reviewed this report.

(The 4 attachments referred to in this clause are attached to this report.)

REGIONAL CONTEXT MAP

VAUGHAN METROPOLITAN CENTRE

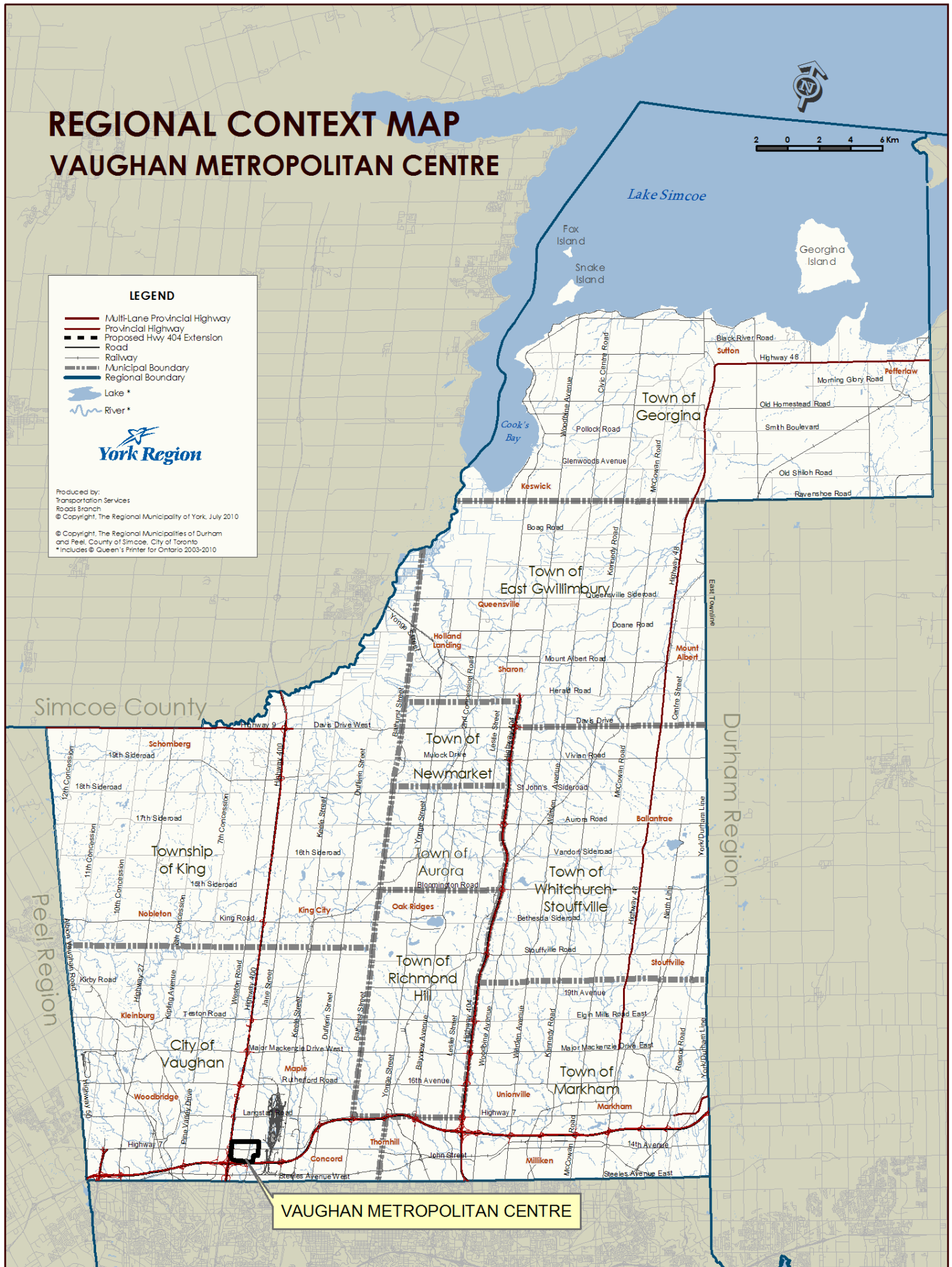
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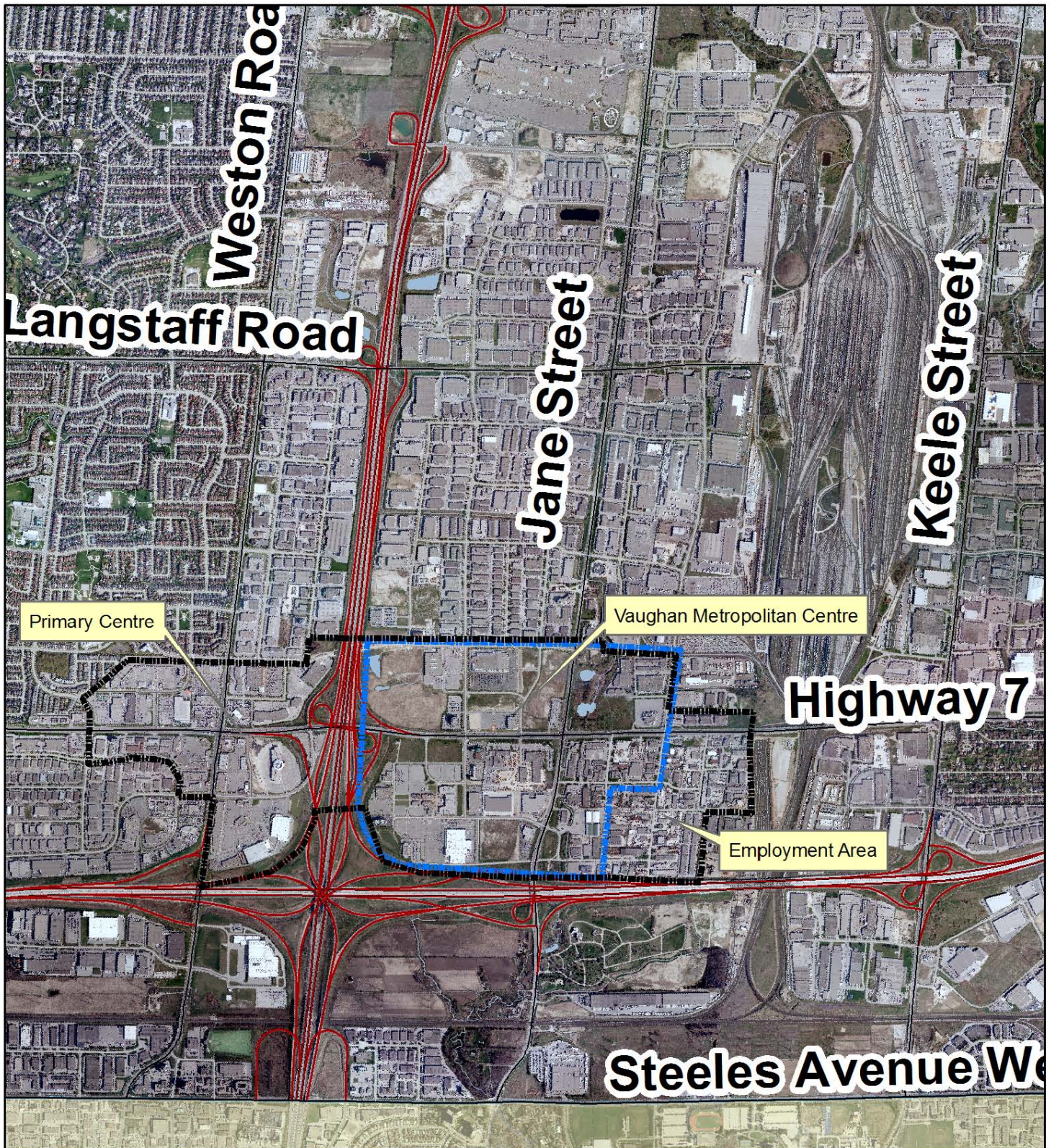
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- Provincial Highway
- Proposed Hwy 404 Extension
- Road
- Railway
- Municipal Boundary
- Regional Boundary
- Lake *
- River *



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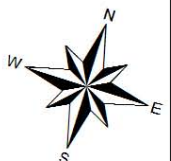
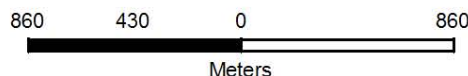


VAUGHAN METROPOLITAN CENTRE

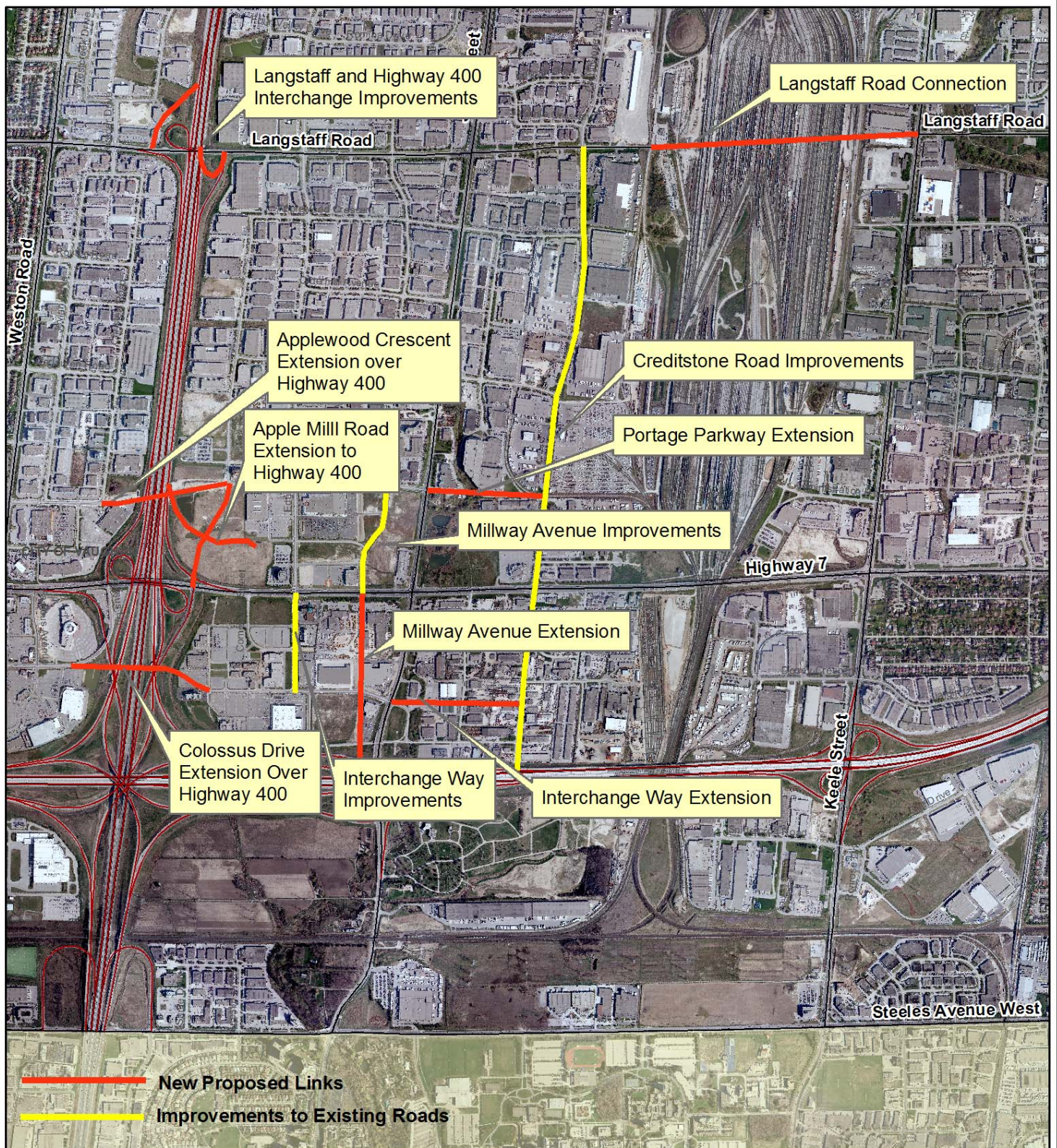
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VMC SECONDARY PLAN IMPROVEMENTS

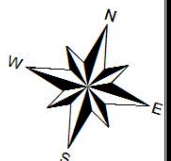
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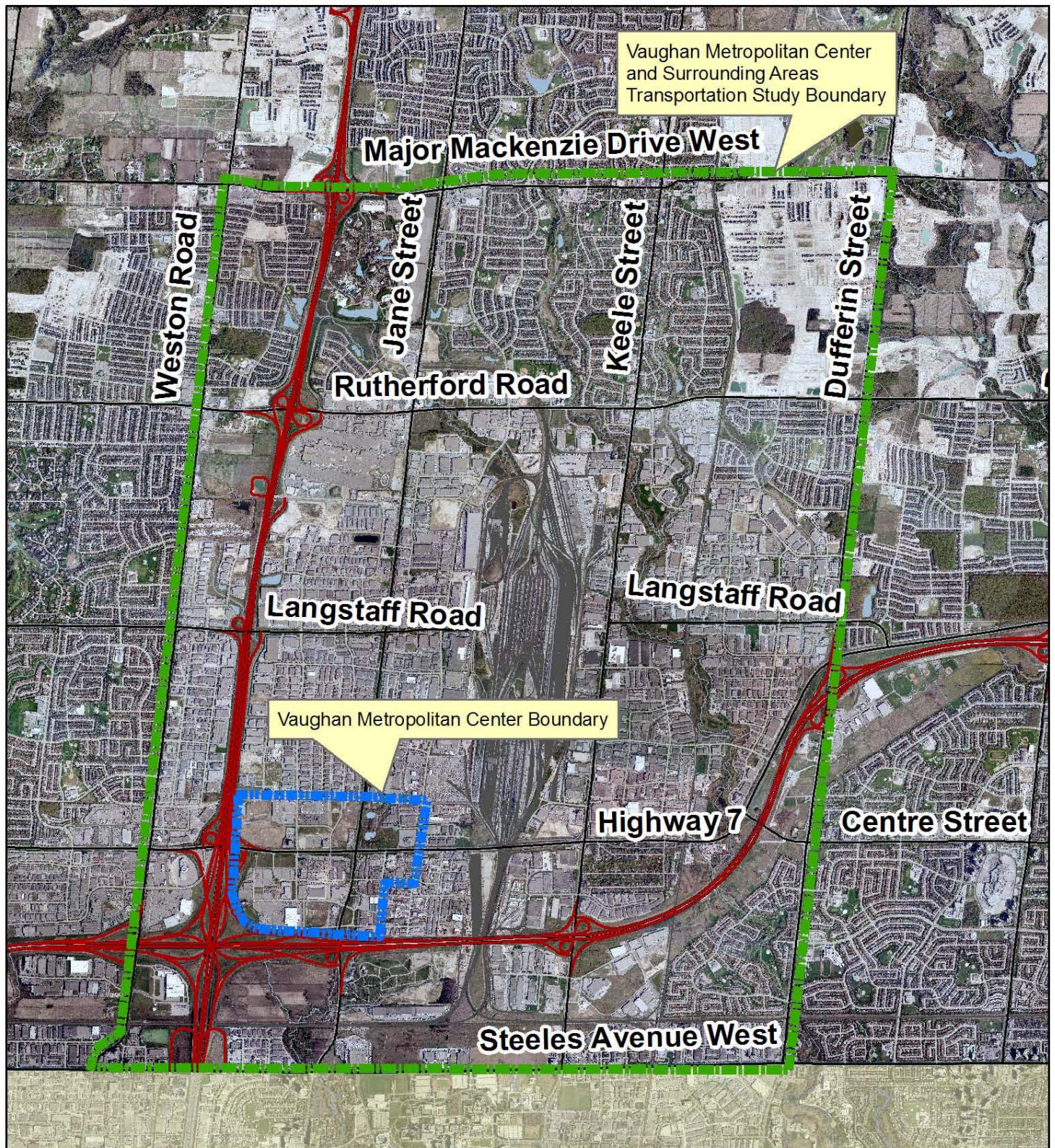


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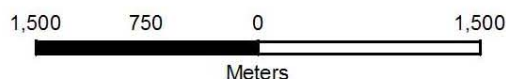
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STUDY AREA MAP

Vaughan Metropolitan Centre
and Surrounding Areas
Transportation Study



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