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TRAFFIC REDUCTION PROPOSAL – BLOCKS 11, 12 AND 18 IN VAUGHAN

The Planning and Economic Development Committee recommends the adoption of the recommendations contained in the following report dated June 5, 2007, from the Commissioner of Planning and Development Services:

1. RECOMMENDATIONS

It is recommended that:

1. Staff continue to work with the developer group for Blocks 11, 12 and 18 and the City of Vaughan staff to advance the proposed transportation demand management applications and other required transportation improvements in concert with the phasing of development in these blocks.
2. The Regional Clerk forward a copy of this report to the Clerk of the City of Vaughan.

2. PURPOSE

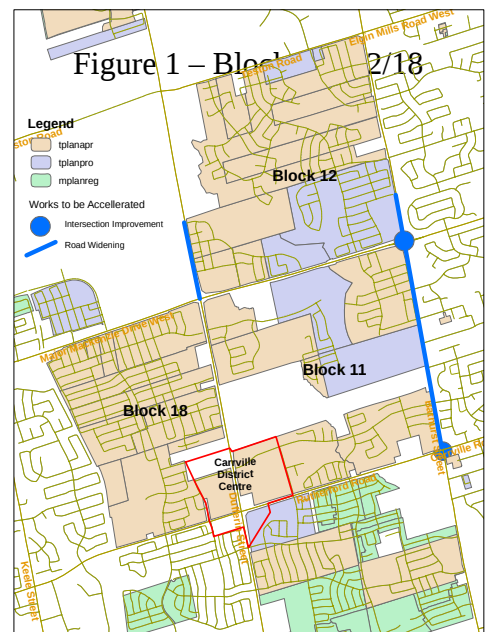
To inform Council on the piloting of transportation demand management (TDM) applications as another measure to address travel demand from development and growth.

3. BACKGROUND

Blocks 11, 12 and 18 in the City of Vaughan make up the northern portion of the Carrville Urban Village 2. These blocks generally cover the area from Bathurst Street to the GO Newmarket railway line and from Rutherford Road to Teston Road as shown in Figure 1. Full build-out of these blocks will include 13,029 residential units.

3.1 Planning Considerations

Blocks 11/12/18 currently have draft approval for 7,200 residential units with servicing allocation. However, transportation capacity issues require up-front financing agreement for road improvements for any of these units to be registered. The developers are now proceeding on phase 1 construction of 4,000 units based on



a pre-paid development charge credit agreement for improvements to:

- Intersection improvements at Bathurst Street & Rutherford Road and Bathurst Street & Major Mackenzie Drive
- Widening of Dufferin Street to 4 lanes from Major Mackenzie Drive to the second collector road north of Major Mackenzie Drive
- Widening of Bathurst Street to 6 lanes from south of Rutherford Road to Major Mackenzie Drive

More transportation capacity improvements are needed for the next phase of 1,800 units. In the DC financing agreement, the developers are required to fund part of additional transportation works necessary for further capacity improvements. This report details the developer proposal for transportation demand management measures that will form part of the additional transportation improvements necessary for the approval of the 1,800 units.

4. ANALYSIS AND OPTIONS

Traffic analysis submitted by the developers of Blocks 11, 12 and 18 for Phase 1 indicate that very little, if any, road capacity is available for the next phases of development. With Phase 1 under construction, the developers are looking for ways to provide additional transportation capacity to allow the next phase of development to be approved.

In discussion with staff, the developers have proposed TDM measures as a possible component of additional works that could provide the necessary capacity to allow the next 1,800 units to be approved. Consistent with the Region's managing transportation congestion strategy, TDM measures are alternatives that maximise and optimise existing resources.

4.1 Proposed TDM Measures

In discussion with staff, the developers have proposed the following:

- Enhancements to current sidewalk, path and trail system.
- Bicycle network opportunities.
- Direct connections to transit.
- Pedestrian accessibility opportunities from high density developments.
- Transit and building street front integration.
- Carpool spots.
- Portal of information on alternative mode choices.

These measures are consistent with the Region's *Transit Oriented Development Guidelines* and also with the Canadian Institute of Transportation Engineers' 2005 publication on *Promoting Sustainable Transportation Through Site Design*.

Most TDM measures are usually provided individually as standalone applications. One exception is the Smart Commute Initiative, a TDM program covering the Greater Toronto Area and the City of Hamilton. Through transportation management associations such as SC 404-7, SC North Toronto Vaughan and SC Central York, Smart Commute is offering and delivering combinations of TDM measures such as ride-matching service, carpool parking stalls, transit monthly pass discounts and cycling incentives. In its three years of operations, Smart Commute has managed to:

- Avoid more than 17,400 tonnes of greenhouse gas emissions
- Prevent over 100 tonnes of air pollution
- Eliminate 75.7 million kilometres of car travel (at 9¢ per vehicle-km)
- Avoid nearly 1.3 million single occupant vehicle (SOV) trips
- Removed almost 10,000 cars from local roads and highways per workday

However, Smart Commute is geared towards work trips, focussing on businesses and worksites as opposed to residential subdivisions. The unique feature of the Block 11/12/18 proposal is that it is being applied to a largely residential setting. Further, the proposed web portal on alternative travel modes, if implemented, is likely the first of its kind in North America.

4.1.1 The Portal Concept

One of the key components of the TDM proposal is the web portal concept. Being unique in North America, it will have several innovative features. The overall features of the proposed web portal concept are:

- It will be available in the homeowner's residence on a continuous basis.
- "Aware" of homeowner, the portal will be particular to each residence and will carry the profiles of household residents.
- The key is to minimize the effort from residents in getting transportation information.
- Various information will be available on the site such as:
 - Public Transit information and alerts
 - Carpool Zone ride-matching website
 - Real Time Traffic Alerts and Camera Monitor Concept
 - Real Time Weather Alerts
 - Personalized Web Services Concept
 - My schedule, My community, My To Do, My School Page
 - Interactive maps of the community, school, work, store locations

Computer screen-shots of the conceptual portal is provided in *Council Attachment 1*.

4.2 Longer Term Objective

The ultimate goal of pursuing this proposal is to get residents to use alternative modes of travel instead of the standard single occupant vehicle. With the proposed TDM works and the web portal, residents will have easier access to other modes of travel such as transit, carpooling, cycling and walking to community destinations as well as destinations

further away. To enhance the probability of success, it is important to have the TDM measures in place before people move into the subdivision.

If this first application of TDM measures applied to a large-scale residential development is successful in having an impact in managing travel demand, it could be packaged as a template for application in other parts of York Region where traffic capacity is also a major concern. With this in mind, coordinated through the Planning department, staff from various Regional departments are working with the developers to ensure that all necessary input from the Region are provided in a timely manner.

Staff will continue to work with the developers and City of Vaughan staff to pursue the implementation of this unique proposal. As progress is being made in the implementation, staff will report to Council when milestones are achieved such as at the launch of the web portal and on future maintenance and monitoring of it. Staff have begun the coordination of Regional departments to ensure proper data sharing and scheduling.

4.3 Relationship to Vision 2026

With rapid growth continuing across York Region, innovative ways must be found to address transportation demands arising from growth. The proposal from the developers of Blocks 11, 12 and 18 is one example of how working together can create interesting solutions. If implemented, the proposal will help address the following goals of Vision 2026:

- Responding to the needs of our residents
- Infrastructure for a growing region
- Engaged communities and a responsive region

5. FINANCIAL IMPLICATIONS

There is no direct costs to York Region as part of this proposal by the Blocks 11/12/18 developers. Costs are being borne by the developers. However, the responsibility for the on-going operation of the web portal has yet to be discussed.

6. LOCAL MUNICIPAL IMPACT

New ways must be found to address transportation needs from growth and development. Capacity improvements through widening of roads and provision of transit services have their limits. This proposal will have the potential to provide some traffic capacity relief and increasingly may have to be a constant part of future development applications.

Staff are working with City of Vaughan staff to pursue the implementation of this important initiative.

7. CONCLUSION

The developers from Blocks 11, 12 and 18 in the City of Vaughan, in consultation with staff, have proposed a package of transportation demand management measures to help address traffic capacity issues for the second phase of development. The proposal represents a new creative way of providing transportation capacity in a residential setting and could potentially be developed into a template for application elsewhere in the Region.

In addition to proposing infrastructure improvements to encourage transit use, walking and cycling, the developers are also proposing a web portal where residents can have immediate and easy access to real-time transportation information in the comfort of their homes.

For more information on this report, please contact Loy Cheah, Manager, Transportation Planning at 905-830-4444 ext. 5024 or loy.cheah@york.ca.

Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)