

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 19, 2013

Item 2, Report No. 12, of the Committee of the Whole (Working Session), which was adopted, as amended, by the Council of the City of Vaughan on March 19, 2013, as follows:

By approving the following in accordance with Communication C9, from the Commissioner of Planning, dated March 12, 2013:

- 1. That the following Recommendation No. 3, be added to Item No. 2 of Report No. 12 of Committee of the Whole (Working Session) March 5, 2013, “Steeles Avenue Corridor Urban Design Streetscape Plan Study”:**

That staff be directed to review the site specific policies in Volume 1 and Volume 2 of the Official Plan pertaining to the UPS operations located on the north side of Steeles Avenue with any changes to be addressed in the final report of the Steeles Avenue Corridor Urban Design Streetscape Plan Study; and

By receiving Communication C16, from T. W. Bermingham, Blake, Cassels & Graydon, Barristers & Solicitors, Bay Street, Toronto, dated March 15, 2013.

2 STEELES AVENUE CORRIDOR URBAN DESIGN STREETSCAPE PLAN STUDY
FILE 15.42.2
WARD 4

The Committee of the Whole (Working Session) recommends approval of the recommendation contained in the following report of the Commissioner of Planning, dated March 5, 2013:

Recommendation

The Commissioner of Planning recommends:

1. THAT the staff report and consulting firm presentation on the Steeles Avenue Corridor Urban Design Streetscape Plan BE RECEIVED.
2. THAT staff be directed to refine the preliminary funding approach for the Steeles Avenue Corridor Streetscape Plan upon completion of the “Vaughan City-Wide Streetscape Implementation Manual and Financial Plan”, and report back to a future Committee of the Whole meeting with respect to phasing and delivery options.

Contribution to Sustainability

The Steeles Avenue Corridor Urban Design Streetscape Plan contributes to the goals and objectives within “*Green Directions Vaughan*”, the City’s “*Sustainability and Environmental Master Plan*”, specifically:

Goal 1: To significantly reduce our use of natural resources and the amount of waste we generate

- Objective 1.3 “To support enhanced standards of storm water management at the City and work with others to care for Vaughan’s watersheds”

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.2 “To develop Vaughan as a City with maximum green space and an urban form that supports our expected population growth”

Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact

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- Objective 3.1 “To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation”
- Objective 3.3 “Reduce single occupant vehicle (SOV) trips by supporting active transportation, carpooling and public transit”

Goal 4: To create a vibrant community for citizens, businesses and visitors

- Objective 4.1 “To foster a city with strong social cohesion, an engaging arts scene, and a clear sense of its culture and heritage”
- Objective 4.2 “To ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base, and continuing prosperity into the 21st century”

Goal 5: To be a leader on sustainability issues

The Steeles Avenue Corridor Urban Design Streetscape Plan promotes the following goals, which directly relate to those of *Green Directions Vaughan*, specifically:

- a) Promote a high quality design within the area including streetscape, open spaces, public parks, and private buildings and amenities in order to create a comfortable, sustainable and memorable urban centre;
- b) Commence environmental sustainability by encouraging localized and integrated stormwater management strategies, native and drought resistant planting, heat island reduction, renewable energy usage, energy efficiency, district energy heating and cooling systems, as well as Black Creek Valley system protection and watershed management;
- c) Facilitate comfortable and safe pedestrian and cyclist access to the subway station and its components;
- d) Provide a balanced street network and layout that is convenient, comfortable and safe for pedestrians, cyclists, public transit users, and personal vehicle travelers; and,
- e) Ensure that retail commercial development is planned to support a street-related, pedestrian-oriented and transit-supportive development.

Economic Impact

There are no immediate budgetary impacts resulting from this report and presentation. However, the implementation of streetscape plans can create a significant financial impact recognizing current revenue sources. Overall, the capital expenditure required to fully implement the streetscape enhancements in the Steeles Avenue Corridor Streetscape Plan is estimated at approximately \$19.2 million over the life of the plan, not including public art. The implementation of the plan will be primarily triggered and funded by development, and municipal streets will involve coordination and contribution from private partners for both capital and maintenance costs.

The preliminary estimated capital cost of streetscape works for the Steeles Avenue Corridor Streetscape Plan is summarized in the table below. Costing includes boulevard hardscape, boulevard soft landscaping, furnishings, and budget allocations for gateway treatments.

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Table 1
Cost of Streetscape Improvements

Component	Cost of Streetscape Improvements (excluding HST)	Project Partners
Mid-Block Greenway	\$5,881,129	- Condition of Development Approval
Minor Gateways at Jane and Street C	\$100,000	- Condition of Development Approval
Street 'C'	\$498,813	- Component of City of Vaughan Capital Project
Steeles Avenue West (North Side)	\$3,364,457	- Condition of Development Approval
Major Gateways at Jane, Street C, Street F and Keele Streets	\$400,000	- Condition of Development Approval
Minor Gateways at Street A and Street G	\$100,00	- Condition of Development Approval
Street 'X'	\$2,057,580	- Component of City of Vaughan Capital Project
Minor A – Higher Order Street (23m) (Street 'G')	\$1,592,555	- Condition of Development Approval
Minor B – Lower Order Street (20m)	\$4,141,409	- Condition of Development Approval

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Jane Street (East Side Only)	\$862,206	<ul style="list-style-type: none">- York Region Capital Roads Project- York Region Municipal Streetscape Partnership Program
Keele Street (West Side Only)	\$253,817	<ul style="list-style-type: none">- York Region Capital Roads Project- York Region Municipal Streetscape Partnership Program
TOTAL Streetscape Enhancements	\$19,251,964	

City-Wide Streetscape Implementation Manual and Financial Strategy Plan

The City of Vaughan currently does not have a long term financial strategy to support the additional operating and capital funding that will be required in future years to successfully implement and maintain the higher streetscape service levels associated with Vaughan's planned intensification areas, including the Steeles West District. However, the City is currently undertaking the Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy Plan Study, which will provide an updated standardized, streamlined and improved process to guide the design, funding, construction and maintenance for streetscape projects within intensification areas in the City of Vaughan. This study is scheduled to be brought forward by staff to the City Committee of the Whole (Working Session) meeting on June 17, 2013, and will provide the necessary framework to inform and assist City Council and staff in managing and prioritizing limited resources for streetscaping, as the City sets its direction in the corporate planning process, department business plans and multi-year budgets.

Communications Plan

A stakeholder meeting was held on July 7, 2010, and a Public Meeting was held at City Hall in May, 2012. Notifications for the stakeholder and public meetings were communicated through invitations by mail and by email to stakeholders, surrounding ratepayer associations, and landowners located within the study area boundary. Meeting notifications and study progress documents were also posted on the City of Vaughan website.

In addition, City staff communicated with City of Toronto, York University, Toronto Transit Commission and York Region Transit throughout the study process to ensure coordination with their respective interests.

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Purpose

The purpose of this report is to present the findings and recommendations of the Steeles Avenue Corridor Urban Design Streetscape Plan, and seek Council direction to proceed with the implementation strategy of the Steeles Avenue Corridor Urban Design Streetscape Plan upon the completion of the Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy Plan.

Background - Analysis and Options

In June 2009, City Council approved the terms of reference for the Steeles Avenue Corridor Urban Design Streetscape Plan Study, and directed that the Development Planning Department initiate the process to retain the required consulting services to undertake the required work.

In February 2010, the City retained the services of Sweeny Sterling Finlayson & Co Architects Inc. to undertake the Steeles Avenue Corridor Urban Design Streetscape Plan Study.

Transit planning initiatives located within the study boundary area are a Toronto Transit Commission subway station, and the York Region Rapid Transit bus terminal - both with planned opening dates of 2016.

The Steeles Avenue Corridor Urban Design Streetscape Plan Study is in accordance with the structure, principles and objectives of the Steeles West Secondary Plan (OPA 620). The Steeles Corridor – Jane Street to Keele Street Plan, OPA 620, was approved by Council on February 29, 2008, with the general intent that the plan becomes the focus for higher order transit improvements and high-density land uses within the Steeles Corridor area. This intensification district has been planned to transform the area into a major transit and urban centre with a compact physical form that is sustainable, accessible, pedestrian-oriented and cyclist friendly. Considering the close proximity to York University and availability of higher order transit, a mixed-use urban form will provide opportunities for more intense commercial uses, office spaces and high-density residential forms of development.

The preferred alternative identified in the City of Vaughan OPA 620 Proposed East-West Collector Road Class Environmental Assessment has been included in the Study.

The preferred alternative identified in the City of Vaughan Steeles Corridor: Jane to Keele OPA 620 Municipal Servicing Master Plan Class Environmental Assessment Study (October 2011) has been included as information in the document.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the priorities set forth in Vaughan Vision 2020/Strategic Plan, through the following initiatives, specifically:

Service Excellence:

- Lead & Promote Environmental Sustainability
- Preserve Our Heritage & Support Diversity, Arts & Culture

Organizational Excellence:

- Manage Corporate Assets
- Ensure Financial Sustainability
- Manage Growth & Economic Well-being

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Regional Implications

Jane Street is identified in the *Regional Official Plan (2010)* as a Regional Rapid Transit Corridor.

Keele Street is identified in the *Regional Official Plan (2010)* as a Regional Transit Priority Network. In 2006, the Regional Municipality of York initiated a Class Environmental Assessment study to determine existing and future road needs and improvements on Keele Street from Steeles Avenue to Rutherford Road in the City of Vaughan.

The Steeles Avenue Corridor Streetscape Plan will enable the City of Vaughan to apply to York Region's Municipal Streetscape Partnership Program for future partnership funding on streetscape enhancements on Keele Street and Jane Street.

Conclusion

As directed by Council, staff have collaborated and participated with the community, York University, York Region Rapid Transit, Toronto Transit Commission, and the City of Toronto on the Steeles Avenue Corridor Urban Design Streetscape Plan. This initiative demonstrates the City's commitment to provide leadership to coordinate the future public realm for the Steeles West Intensification District.

Attachments

1. Steeles Avenue Corridor Urban Design Streetscape Plan - Location Map
2. Steeles Avenue Corridor Urban Design Streetscape Plan (Under Separate Cover)

Report prepared by:

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)