

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

Item 7, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 27, 2014.

**7**

**SITE DEVELOPMENT FILE DA.13.105  
REGIONAL MUNICIPALITY OF YORK  
WARD 4 – VICINITY OF MILLWAY AVENUE AND REGIONAL ROAD 7**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, Interim Director of Planning/Director of Development Planning, and Manager of Development Planning, dated May 13, 2014, be approved; and**
- 2) That the coloured elevation drawings submitted by the applicant be received.**

**Recommendation**

The Commissioner of Planning, Interim Director of Planning/Director of Development Planning, and Manager of Development Planning recommend:

1. THAT Site Development File DA.13.105 (Regional Municipality of York) BE APPROVED, to permit the development of the Vaughan Metropolitan Centre (VMC) Median Station within the Regional Road 7 right-of-way, as shown on Attachments #3 to #9, subject to the following conditions:
  - a) the final site plan, landscape plan, and station elevations shall be approved to the satisfaction of the Vaughan Planning Department;
  - b) the final site plan must incorporate tactile walking surface indicators, in accordance with the Accessibility for Ontarians with Disabilities Act (2005), to the satisfaction of the Vaughan Development/Transportation Engineering Department;
  - c) the Region shall satisfy the following, to the satisfaction of the Toronto Transit Commission (TTC):
    - i) prior to the issuance of the first or any Building Permit(s) by the City of Vaughan and starting any construction, the Region shall satisfy all conditions of the TTC;
    - ii) prior to the issuance of the first or any Building Permit(s) by the City of Vaughan for the entrance connection to the VMC Subway Station platform, the Region shall satisfy all conditions of the TTC and enter into, or consent to enter into, an Entrance Connection Agreement with the TTC;
    - iii) prior to the issuance of a shoring and excavation permit(s) for the construction of any portion, phase or stage of the median station that is on or is directly adjacent to, or otherwise affects the TTC VMC Station operations or property, the Region shall enter into a construction agreement(s) with the TTC; and,
  - d) the Region shall satisfy all requirements of PowerStream Inc.

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

Item 7, CW Report No. 21 – Page 2

#### **Contribution to Sustainability**

The application implements the following Goals and Objectives of Green Directions Vaughan:

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

- Objective 1.1: To reduce greenhouse gas emissions and move towards carbon neutrality for the City of Vaughan's facilities and infrastructure
- Objective 1.2: To promote reduction of greenhouse gas emissions in the City of Vaughan

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.2: To develop Vaughan as a City with an urban form that supports our expected population growth
- Objective 2.3: To create a City with sustainable built form

Goal 3: To ensure that Vaughan is a City that is easy to get around with low environmental impact

- Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation
- Objective 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit
- Objective 3.3: Reduce single occupant vehicle (SOV) trips by supporting active transportation, carpooling, and public transit

In accordance with the goals and objectives identified above, the Region has advised that the following, but not limited to, sustainable site and building features will be included in the proposed development:

- The station will facilitate high order transit infrastructure to support a compact urban form and offer an alternative mode of transportation to the single occupant vehicle
- Bicycle lanes to promote an alternative mode of transportation, shown on Attachment #3
- Treated roof material that reflects heat from the station; light coloured pavers in the boulevard areas that reduce the heat island effect
- Permeable paving materials to reduce run-off and allow water absorption and infiltration
- Underground hydro lines to facilitate lower maintenance costs

#### **Economic Impact**

There are no requirements for new funding associated with this report.

#### **Communications Plan**

N/A

#### **Purpose**

To seek approval from the Vaughan Committee of the Whole on Site Development File DA.13.105 (Regional Municipality of York) for the subject lands shown on Attachments #1 and #2, to permit a 24 m wide by 100 m long Vaughan Metropolitan Centre (VMC) Median Station within the Regional Road 7 right-of-way, as shown on Attachments #3 to #9, inclusive. York Region Rapid Transit Corporation (YRRTC) is completing the median station as part of York Region's VivaNext Bus Rapid Transit (BRT) project.

## CITY OF VAUGHAN

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

Item 7, CW Report No. 21 – Page 3

#### **Background - Analysis and Options**

##### Location

The VMC Median Station will occupy a 2,400 m<sup>2</sup> area (24 m by 100 m) within the Regional Road 7 right-of-way at the intersection of the re-aligned Millway Avenue, as shown on Attachment #2.

##### Background

The VMC Median Station is part of York Region's VivaNext Bus Rapid Transit (BRT) Regional Road 7 project that extends from Highway 50 in the City of Vaughan to Cornell in the City of Markham. The York Region Rapid Transit Corporation (YRRTC), a wholly owned subsidiary and share capital corporation of the Regional Municipality of York, manages the project. The YRRTC is responsible for the planning, design and construction of the rapid transit network and related infrastructure and for the strategic management of the VivaNext operations. The expected completion of construction of this median station is October 2016.

The VMC Median Station is part of a dedicated rapidway that is being completed along the Regional Road 7 right-of-way. A portion of the rapidway is currently opened from Highway 404 to Yonge Street. The BRT service uses buses or "rapid transit vehicles" (RTV's) that make use of bus-only lanes and roads to avoid traffic. When behind schedule, the RTV's are given priority at traffic signals.

##### Official Plan and Zoning

The subject lands are identified as "Highway 7/Avenue 7" by in-effect OPA #500 (Vaughan Corporate Centre Plan), as amended by OPA #528, OPA #529, and OPA #663 (Avenue 7 Land Use Future Study Plan). The Official Plan includes policies to establish a higher order transit link/hub to York University and the Spadina Subway line; to improve the local transit network; and to encourage and facilitate the approval and construction of higher order transit facilities in or near the Spadina Subway extension area. The proposed median station conforms to the in-effect Official Plan.

The Vaughan Metropolitan Centre Secondary Plan (VMC Plan) identifies the subject lands as "Potential Hwy 7 Rapidway Stations". The VMC Plan forms part of Volume 2 of the Vaughan Official Plan 2010 (VOP 2010) and is pending approval from the Ontario Municipal Board. The VMC Plan identifies Regional Road 7 as a 54 m wide right-of-way and contemplates a median (VivaNext) station in the centre of Regional Road 7 at Millway Avenue. The proposed median station conforms to the VMC Plan.

City of Vaughan Zoning By-law 1-88 does not regulate transit structures within road rights-of-ways, and therefore, zoning requirements are not applicable.

##### Site Plan Review

The proposed median station is serviced by two 3.8 m high maintenance buildings located at both the north and south platforms, shown on Attachment #3. The station is situated above an underground tunnel link from the VMC Subway Station that is currently under construction by the TTC (Toronto York Spadina Subway Expansion or TYSSE) and is part of a larger transit hub. Direct pedestrian access from the median station platform to the VMC Subway Station will be from 2 escalators, 2 stairways, and 2 elevators, as shown on Attachment #8.

The median station is a one-storey above ground, partially enclosed bus terminal (vision glass) with an elliptical dome canopy design (solar blue tinted vision glass) that blends elements of the

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

Item 7, CW Report No. 21 – Page 4

VMC Subway Station geometry with the VivaNext Median Station shelter program. The median station will be operated by York Region's VivaNext program and access to the VMC Subway Station will coincide with the regular subway operating hours.

The median station's curved canopy is 50 m in length and 22 m in width and is unenclosed on the east and west sides. The north and south edges of the platform parallels Regional Road 7 and is protected by a concrete barrier wall, which functions both as a crash barrier to protect station patrons, and as a foundation to anchor the steel structure supporting the roof canopy.

The Planning Department is satisfied with the proposed median station, as shown on Attachments #3 to #9, subject to the final design (materials and treatment) of the concrete barrier walls along Regional Road 7 and the elevator building being improved and that additional information be provided on elements that enhance the identity of this transit hub, including the finalization of the landscape plan and street furniture details. The Region is aware of these comments. A condition to this effect has been included in the recommendation of this report.

The Vaughan Development/Transportation Engineering Department has no objection to the proposal provided the Region incorporates tactile walking surface indicators on the Regional Road 7 pedestrian crossing curb ramps and depressed curbs within the median, in accordance with the Accessibility for Ontarians with Disabilities Act. The Region is aware of this requirement. A condition to this effect has been included in the recommendation of this report.

The Vaughan Public Works Department has no objection. Waste and recycling generated at the median station, which utilizes a three-stream waste program, will be removed off-site daily by York Region.

PowerStream Inc. has reviewed the proposal and indicated that it is the Region's responsibility to contact PowerStream and discuss all aspects of the proposal with respect to electrical supply. A condition to this effect is included in the recommendation of this report.

The TTC (TYSSE) has provided their comments on the proposed median station and advised that there will be post-approval conditions, which will be provided to the Region at an appropriate time in the future that will address the Entrance Connection Agreement, land requirements, survey requirements, document registration, and any other items that may be deemed appropriate by the TTC.

Vaughan Design Review Panel

The Vaughan Design Review Panel considered the median station proposal on January 31, 2013. The Panel made several recommendations to create an urban space where pedestrians are first, including, but not limited to:

- i) The proposed concrete barrier walls that extend the length of the station will block views and sightlines and will create an undue visual barrier and significantly diminish the quality of the streetscape:

Response: The concrete barrier walls were designed with the physical and psychological safety of the pedestrians in mind and are in accordance with the Ministry of Transportation Highway Traffic and Safety standards. The walls were originally proposed with a height of 1.4 m, and through the detailed design process, reduced to 1.3 m.

- ii) There should be greater effort to create a more efficient space that results from the disjointed collection of objects (i.e. service buildings, windscreens, furniture, etc.) underneath the station canopy:

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

#### **Item 7, CW Report No. 21 – Page 5**

Response: There has been a general effort to minimize objects on the station platform in order to maximize space for patrons of the station.

- iii) A better solution should be sought to avoid having two above grade service buildings on the terminal platform in order to avoid negative visual impacts on the station design:

Response: The service buildings have been reconfigured from a 6 m by 6 m square shape to a 6 m by 3.7 m rectangular shape, thereby minimizing visual impacts, but allows for the functional operations of the station.

- iv) Public art should be incorporated into the windscreens in order to capitalize on art-integration opportunities:

Response: YRRTC has advised that public art will be incorporated into the windscreens and will be part of the funding and commission process with York Region Transit.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

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

- i. Lead and Promote Environmental Sustainability

The Owner will be incorporating the sustainable site and building features identified in this report.

The proposed development includes a three-stream waste disposal system that will be removed daily off-site by York Region, which will contribute to increasing the waste diversion targets as part of the Greening Vaughan strategy.

The proposed landscape plan includes drought tolerant plant material/grey water irrigation/xeriscaping to promote water efficiency.

- ii. Plan and Manage Growth & Economic Vitality

The proposed development implements the City's current Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010.

The development facilitates the expansion of the public transportation system and provides an alternative mode of transportation located on a designated Regional Intensification Corridor within a Regional Centre (the Vaughan Metropolitan Centre planning area), which is a designated Urban Growth Centre and a key strategic development area in the City of Vaughan. The area will support a high capacity subway extension and future bus rapid transit infrastructure (the median station).

#### **Regional Implications**

The Region of York is the applicant of Site Development File DA.13.105, which is the subject of this report, and is the owner and operator of the median station. The development proposal is subject to the recommendations in this report.

#### **Conclusion**

Site Development File DA.13.105 has been reviewed in consideration of the policies of the Official Plan, Zoning By-law 1-88, the comments from City Departments and external public

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014**

Item 7, CW Report No. 21 – Page 6

agencies, and the area context. The Vaughan Planning Department is satisfied that the proposed VMC VivaNext Median Station is appropriate and compatible with the existing and permitted uses in the surrounding area and conforms to the Official Plan. Accordingly, the Planning Department can support the approval of Site Development File DA.13.105, subject to the conditions of approval in the recommendation of this report.

**Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. North and South Elevations
6. East and West Elevations
7. Cross Section (South Elevation)
8. Floor Plan
9. Street Level Perspective

**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.)