

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 7, 2016**

Item 5, Report No. 26, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on June 7, 2016.

**5 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - NOTICE OF COMPLETION  
RUTHERFORD/CARRVILLE ROAD IMPROVEMENTS - JANE STREET TO YONGE STREET  
REGION OF YORK  
WARDS 1 AND 4**

**The Committee of the Whole (Working Session) recommends:**

- 1) That the recommendation contained in the following report of the Deputy City Manager Planning & Growth Management and Director of Development Engineering and Infrastructure Planning, dated June 1, 2016, be approved; and**
- 2) That Communication C18, presentation material titled “Great Streets, Building Roads that Build Community”, dated June 1, 2016, be received.**

**Recommendation**

The Deputy City Manager Planning & Growth Management and Director of Development Engineering and Infrastructure Planning, in consultation with the Director of Transportation Services and Parks Forestry and Operations, recommend:

1. THAT the presentation by York Region staff regarding the Municipal Class Environmental Assessment Study for the Rutherford/Carrville Road improvements between Jane Street and Yonge Street be received.

**Contribution to Sustainability**

York Region's Environmental Assessment for Rutherford/Carrville Road between Jane Street and Yonge Street (RCEA) contributes to sustainability by addressing both the short term and long term transportation needs for all road users (pedestrians, cyclists, transit users and motorists). This is consistent with the City's Community Sustainability and Environmental Master Plan – Green Directions Vaughan, which identified the goal of ensuring the City is easy to get around and has a low environmental impact.

**Economic Impact**

There is no immediate economic impact associated with this report.

**Communications Plan**

York Region conducted a comprehensive consultation, communication and outreach as part of the RCEA study process. A number of public and stakeholder consultation activities were held to provide opportunities for engagement. These key consultation milestones are outlined below:

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<b>Consultation Event</b>	<b>Date</b>	<b>Location</b>
Notice of Study Commencement	Sep 2009	Richmond Hill Liberal & Vaughan Citizen Newspaper
Public Consultation Centre #1 Public Consultation Centre #2	Jun 2010 Sep 2011	Roselawn PS, Richmond Hill & Vellore Village CC, City of Vaughan
GO Workshop #1	Nov 2011	Forest Run PS, City of Vaughan
Notice of Study Update	Nov 2013	Richmond Hill Liberal & Vaughan Citizen Newspaper
Study Update - Open House	Dec 2013	Hillcrest Mall, Richmond Hill Vaughan Mills, City of Vaughan
Public Consultation Centre #3 / Open House	Jan 2015	Langstaff SS, Richmond Hill & Maple HS, City of Vaughan
Public Consultation Centre #4 / Open House	Sep 2015	Roselawn PS, Richmond Hill & Maple HS, City of Vaughan
Notice of Study Completion	March 2016	Richmond Hill Liberal & Vaughan Citizen Newspaper

In addition, City staff participated through the formal study process on the Technical Agencies Committee (TAC) and through a series of coordination meetings with York Region and Metrolinx Staff in regards to:

- Grade separation alternatives at Rutherford GO station
- Coordination of Rutherford Road improvements with Rutherford GO Station expansion
- Considerations of community impacts from both Rutherford Road improvements and Rutherford GO Station expansion

#### **Purpose**

This report is intended to provide an overview of the Municipal Class Environmental Assessment Study for the Rutherford Road improvements and to supplement a presentation from York Region staff on the study process and recommendations.

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

**Rutherford/Carville Road Corridor is one of the few continuous east-west transportation corridors in the Region**

The Rutherford / Carrville Road corridor is an important east-west arterial road in the Region as well as in the City of Vaughan. As one of the few continuous east-west transportation corridors in southern York Region:

- It provides Regional east-west mobility and key connections with north-south road and transit links
- It is a key element of the Transit Priority Network, as it is the only continuous east-west corridor across York Region from the Peel Region boundary to the Durham Region boundary
- It can be considered the “spine” of the Transit Priority Network in southern York Region connecting with the provincial highway network, commuter GO rail services, the Region’s Rapid Transit network, other Transit Priority Corridors, and the local municipal road networks
- It intersects three planned Rapid Transit Corridors – Jane Street, Dufferin Street and Yonge Street providing important transit connections for residents throughout the region

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#### **The Region of York initiated a Class EA Study to identify the necessary short and long term transportation needs along the Rutherford/Carrville Road corridor**

The purpose of this Municipal Class Environmental Assessment (Class EA) study is to determine specific improvements to the Rutherford/Carrville Road corridor between Jane Street and Yonge Street to address short term and long term transportation needs for pedestrians, cyclists, transit users and motorists.

The Rutherford/Carrville Road Class EA was initiated in 2009. The Region of York retained the engineering firm of HDR to conduct the Rutherford/Carrville Road Class EA under Schedule 'C' of the Municipal Class Environmental Assessment process.

In 2013, phase 1 of the Class EA was revisited to allow the project team to address public and stakeholder feedback, refine the vision for the corridor, incorporate a context sensitive approach, re-examine the need and justification for proposed improvements, and update background data within the study corridor.

The study is now completed and the Notice of Completion for the Class EA (Attachment 1) was issued on March 31, 2016, which placed the associated Environmental Study Report on public record for a 30-calendar day public review period.

#### **Under the Class EA, the study corridor was divided into four distinct segments based on their characteristics**

The Study Area and Study Corridor are shown in Attachment 2. The study corridor extends from Jane Street to Yonge Street and totals 8.3 kilometers in length. In recognition of the existing and future characteristics along Rutherford Road, the corridor was divided into four distinct segments under the Class EA. The segments are as follow:

- Segment A: Jane Street to Keele Street, City of Vaughan
- Segment B: Keele Street to Dufferin Street, City of Vaughan
- Segment C: Dufferin Street to Bathurst Street, City of Vaughan
- Segment D: Bathurst Street to Yonge Street, Town of Richmond Hill

The Region's 2016 – 10 Year Roads and Transit Capital Construction Program identifies the timing of the planned road improvements along Rutherford Road as follows:

- Segment A: Jane Street to Keele Street in 2019
- Segment B: Keele Street to Dufferin Street in 2020
- Segment C: Dufferin Street to Bathurst Street in 2022

#### **The recommendations of the Class EA support the development of transit, cycling and pedestrian facilities**

Planning alternatives were evaluated based on the ability of the alternative to address the problem statement, including impacts to the natural, social, economic and cultural environments and impacts on transportation. The first step in the evaluation was to identify the alternative solutions that determined the preferred travel lane alternative option. The preferred travel lane alternative option was then carried forward for evaluation of the cycling facility, pedestrian facility and streetscaping and landscaping opportunities.

Based on the assessment and evaluation of the planning alternatives, the preferred recommended planning solutions for Rutherford Road between Jane Street to Bathurst Street consist of:

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- Travel Demand Management (TDM)
- Transportation Systems Management (TSM)
- Lane widening for HOV / transit priority
- Off-street cycle track with physical buffer on either side
- Sidewalk on either side and planting and furnishing zone on either side

#### **Rutherford Road underpass (road crosses under rail) was recommended at the existing at-grade crossing of Rutherford Road and the Barrie GO Line**

At the existing at-grade crossing of Rutherford Road at the Barrie GO Line, five alternative solutions were considered:

- Option 1 – Maintain At-Grade Crossing with 6-Lane Rutherford Road Platform
- Option 2 – Overpass - Rutherford Road crosses over rail tracks
- Option 3 – Underpass - Rutherford Road crosses under rail tracks
- Option 4 – Hybrid: Modify both rail and road - Rutherford Road crosses over lowered rail tracks
- Option 5 – Hybrid: Modify both rail and road -Rutherford Road crosses under raised rail tracks

Based on an evaluation of the options, it is being recommended in the Class EA that the existing at-grade crossing of Rutherford Road and the Barrie GO Line be replaced with a grade separated underpass option (road crosses under rail) as described in Attachment 3. A number of focused meetings were held amongst the Region, City and Metrolinx to discuss the design of this grade separation and to coordinate the implementation of the road and station works.

Alternative road design concepts have also been developed through the Class EA with consideration for the key constraints and opportunities of each segment, varying right-of-way widths, landscaping opportunities, and property impacts. Based on the existing conditions and constraints, and through consultation with key stakeholders, a high-level screening of several alternatives was completed. Only alternatives which were not screened out through the high-level exercise were formally developed and evaluated.

The formal evaluation resulted in the selection of a preferred design concept for each segment based on impacts to the natural, social, economic and cultural environments and impacts on transportation. The preferred alternative design cross-sections are included in the Executive Summary of the Class EA ESR attached to this report in Attachment 3.

#### **Comments from City Staff were provided to the Region and were considered by the Region in the Final ESR**

Staff from various City departments attended the TAC meetings and provided input that guided the study in developing recommended alternative. The key areas of staff focus included:

- Property impacts along corridor
- Cultural Heritage impacts
- Access consolidation along corridor
- Community impacts associated with the proposed Rutherford Road and GO rail grade separation
- Pedestrian and cycling facilities considerations
- Communication coordination

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The draft ESR was reviewed by various City department staff and comments were provided to the study team, which were considered and incorporated into the final ESR. Accordingly, staff is generally satisfied with the findings and recommendations of the Rutherford/Carrville Corridor Class EA ESR.

#### **Coordination efforts with the York Region, Metrolinx, and City of Vaughan will continue into the detailed design and implementation stages**

Realizing the benefits of coordinating the road improvements with the Rutherford GO station expansion, monthly coordination meetings were carried out throughout the EA process. Such coordination meetings with York Region, Metrolinx, and City of Vaughan continue into the detailed design and implementation stages.

The York Region staff presentation will focus on the background, development and process of the Class EA, the recommended plan, consultation milestones, additional consultation in the community, and next steps.

#### **Relationship to Term of Council Service Excellence Strategy Map (2014-2018)**

This report is consistent with the Term of Council Service Excellence Strategy objectives to:

- Develop transit, cycling and pedestrian options to get around the City
- Improve municipal road network
- Invest, renew and manage infrastructure and assets
- Continue to ensure the safety and well-being of citizens, and
- Continue to cultivate an environmentally sustainable City

#### **Regional Implications**

Rutherford Road is under the jurisdiction of the Region of York and is a key element of the Region's Transit Priority Network.

#### **Conclusion**

It is recommended that the presentation by York Region staff regarding the Municipal Class Environmental Assessment Study for the Rutherford/Carrville Road improvements between Jane Street and Yonge Street be received. City staff will continue to participate in the detailed design phase of the Rutherford/Carrville Road works to ensure City interests are addressed. In addition, the City's Corporate Communication Staff will continue to work with York Region and Metrolinx Staff on a coordinated communication strategy as the study progresses to the implementation stage.

#### **Attachments**

1. Notice of Completion
2. Study Area and Study Corridor
3. Rutherford/Carrville Road Municipal Class Environmental Assessment Executive Summary

#### **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.)