

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 28, 2016

Item 14, Report No. 27, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 28, 2016.

**14 CLASS ENVIRONMENTAL ASSESSMENT STUDY NOTICES OF COMPLETION
PORTAGE PARKWAY WIDENING AND EASTERLY EXTENSION TO WEST
OF BLACK CREEK (PART A); AND PORTAGE PARKWAY EXTENSION FROM WEST
OF BLACK CREEK TO CREDITSTONE ROAD (PART B)
WARD 4 - VAUGHAN METROPOLITAN CENTRE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management and the Director of Development Engineering and Infrastructure Planning, dated June 21, 2016:

Recommendation

The Deputy City Manager, Planning and Growth Management and the Director of Development Engineering and Infrastructure Planning recommend:

1. THAT staff issue Notices of Completion and place the respective Environmental Study Reports on public record for the minimum 30 day review period in accordance with the Municipal Class Environmental Assessment process for :
 - a) Portage Parkway Widening and Easterly Extension to West of Black Creek (Part A)
 - b) Portage Parkway Extension from West of Black Creek to Creditstone Road (Part B)

Contribution to Sustainability

Consistent with the Goals and Objectives of the City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan), the Environmental Assessment Study advances and completes the planning and design process concurrently for the Portage Parkway Widening and Easterly Extension to West of Black Creek and Portage Parkway Extension from West of Black Creek to Creditstone Road, the projects will contribute to:

- transformation of the transportation network and system supporting intensification, sustainable growth and development of the Vaughan Metropolitan Centre (VMC)
- establishing a green and complete street network of sidewalks, paths and trails that support all modes of non-vehicular transportation
- developing a network of primary roads that support efficient and accessible public and private transit
- reducing single occupant vehicle trips by supporting active transportation, carpooling and public transit

Economic Impact

The Class Environmental Assessment Study for the Portage Parkway Widening and Easterly Extension to Creditstone Road is being funded from approved Capital Projects DT-7073-11 and DT-7071-11 with funding from City-wide Development Charges.

The estimated project cost associated with the recommended Preliminary Preferred Design for the Portage Parkway widening, extension and improvements, including engineering, construction, utility relocations and other project costs is approximately \$15.4 million as detailed below:

- \$9.2 million for Portage Parkway Widening and Easterly Extension to West of Black Creek (Part A)

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- \$6.2 million for Portage Parkway Extension from West of Black Creek to Creditstone Road including \$3.2 million for the crossing of the Black Creek channel (Part B)

Estimated project costs for the recommended Preliminary Preferred Design do not include property acquisition and are subject to adjustment and refinement through the completion of detailed design and engineering.

The Portage Parkway improvements are included as a project in the 2013 Development Charges Background Study at an estimated cost of \$14.34 million. Accordingly, the increase in the estimated project cost will be captured in the next update of the Development Charge Background Study, which is scheduled for 2018.

Funding for the completion of detailed design and engineering for the reconstruction of Portage Parkway from Applewood Crescent to Jane Street is programmed under Capital Project DT-7114-16 from City-wide Development Charges.

Communication

Key to study communication is the implementation of a comprehensive and responsive Consultation Plan, to ensure meaningful consultation with internal and external stakeholders while meeting mandatory points of contact in accordance with Municipal Class EA for Schedule C projects. The Consultation Plan, organized around study phases, included public information centres, stakeholder engagement and participation of technical review/ regulatory agencies at study milestones. The City's website, printed media and correspondence provide information on the Study's progress and notice of key Study milestones. Draft Executives Summaries, attachments 1 and 2 respectively, provide further details.

The Consultation Plan was led by the Portage Parkway EA project team comprised of CIMA+ and City staff. Integral to the Consultation Plan was internal stakeholder communication that included coordination with the VMC Project Management team with respect to ongoing and emerging projects and initiatives in the VMC.

A Technical Agencies Committee (TAC) comprised of interested representatives of regulatory and review agencies was established upon project commencement. The TAC met at key study milestones and ahead of Public Information Centres. The Consultation Plan provided for separate and focused technical meetings with approving authorities as required to review project impacts, mitigation measures and approval requirements.

A Stakeholder Group (SG) comprised of property owners/ representatives of property owners and development applicants generally within 200 metres of the Portage Parkway corridor were invited to participate. The SG met at key study milestones and ahead of Public Information Centres. The Consultation Plan provided for focused one- on-one meetings with affected property owners as required. The Portage Parkway EA project team and City staff continues to consult and actively dialogue with stakeholders and affected property owners with respect to minimizing and mitigating impacts while finalizing the Environmental Study Reports.

Notices were communicated to the public through direct mailing to a broader notice area bounded by Langstaff Road (north), Highway 407 (south), CN MacMillan Yard (east) and Weston Road (west) and by publication in the Vaughan Citizen and Thornhill Liberal.

Purpose

This report summarizes and highlights the findings and recommendations of the Class Environmental Assessment Study so that a Notice of Completion can be issued in accordance with Municipal Class Environmental Assessment process for:

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- Portage Parkway Widening and Easterly Extension to West of Black Creek (Part A)
- Portage Parkway Extension from West of Black Creek to Creditstone Road (Part B)

Background - Analysis and Options

The City of Vaughan Transportation Master Plan (TMP) – A New Path - identified Portage Parkway Widening and Easterly Extension to Creditstone Road as a strategic improvement and key element in support of the Vaughan Metropolitan Centre

With subway service to the Vaughan Metropolitan Centre Subway Station set to begin in late 2017 and VIVAnext Highway 7 / West Vaughan's first phase of fully dedicated Rapidway from Edgeley Boulevard to Bowes Road near completion, the timely implementation of the planned supporting street network that addresses travel demand, capacity and mobility needs of all users, with priority to transit and non-auto based modes of travel, is a key element of the transformation and building of the Vaughan Metropolitan Centre.

Council's adopted Official Plan (2010) and companion Transportation Master Plan (TMP) A New Path (2012) and focused area transportation studies, in support of the Vaughan Metropolitan Centre Secondary Plan, identified strategic road improvements to support regional initiatives and future development areas in accordance with the sustainable strategy for growth.

The TMP recommended improvements to Portage Parkway, a major collector road, as part of the Vaughan Metropolitan Centre grid network supporting intensification and transit-oriented development in Vaughan's centre and future Downtown. The easterly extension to Creditstone will provide a direct link from the industrial area east of the VMC to the planned relocated northbound on-ramp to Highway 400, thus facilitating the diversion of truck traffic from Highway 7.

The TMP recommends the completion of the Municipal Class EA for the Portage Parkway Widening and Easterly Extension to Creditstone Road

The TMP A New Path, having addressed Phases 1 and 2, recommended completing the planning and design phase (Phases 3 and 4) in accordance with the Municipal Class Environmental Assessment.

Portage Parkway is an east-west road from its westerly connection at Chrislea Road and is currently built to a 4-lane urban cross section (2 lanes in each direction) from Applewood Crescent to Edgeley Boulevard. The right-of-way through this section is approximately 26 metres. East of Edgeley Boulevard to Jane Street, Portage Parkway is currently built to 2 lane urban cross section to the terminus at the signalized intersection with Jane Street. The right-of-way through this section is approximately 23 metres. Portage Parkway west to Chrislea Road features an overpass structure crossing Highway 400 - a strategic connection in the City's transportation network and system that opened in late 2010.

The VMC Secondary Plan and focused area supporting plans and studies, in the context of broader area, provided a robust planning and design framework for advancing and completing the EA (planning and design) Study process. These principally included:

- Vaughan Metropolitan Centre Transportation Plan (June 2012) and VMC and Surrounding Areas Transportation Study (March 2013)
- Vaughan Metropolitan Centre Municipal Servicing Class Environmental Assessment Master Plan (November 2012)
- Black Creek Stormwater Optimization Study Municipal Class Environmental Assessment Master Plan (February 2012) and ongoing Black Creek Renewal EA
- VMC Streetscape and Open Space Plan (November 2015), City wide Streetscape Implementation Manual and Financial Strategy (November 2014) and Design Criteria and Standard Drawings

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In May 2015, CIMA+ was retained to complete the Environmental Assessment Study, for two interrelated parts, the project limits of which were subject to refinement through the study process

In May 2015, the City retained CIMA+ to complete the Class Environmental Assessment Study Parkway Widening and from Applewood Crescent to Jane Street (Part A) and Portage Parkway Extension from Jane Street to Creditstone Road (Part B) - as two interrelated parts.

The EA Study has proceeded in accordance with the Municipal Class Environmental Assessment 2000 as amended in 2007 & 2011 and is now substantially complete.

CIMA and City staff, over the course of the year has substantially completed the Class EA Study and refined project limits for:

- **Portage Parkway Widening and Easterly Extension to West of Black Creek (Part A)**
- **Portage Parkway Extension from West of Black Creek to Creditstone Road (Part B)**

The total distance of the EA Study area corridor is approximately 1.5 km. The Study and recommended Preliminary Preferred Design is supported by multi-disciplinary and comprehensive technical review and study of transportation, natural, socio-economic and built environment of the area corridor.

As the study progressed part limits were refined with Part A, which was initially planned to Jane Street, extended to west of Black Creek to include the Jane Street intersection and to provide for staging of the extension to an interim terminus of Portage Parkway at Black Creek. It is noted that for design and evaluation purposes, both Part A and Part B needed to consider the alignment immediately east of Jane Street.

Draft Environmental Study Reports for the respective Schedule C projects have been prepared documenting the planning and design process and have been provided to the Technical Agencies Committee and Stakeholders Group for review and comment. An executive summary of each study report are included as Attachments 1 and 2 to this report.

The EA Study corroborates the need to improve and extend Portage Parkway as a multi-modal street

The Portage Parkway widening, extension and associated improvements for a 4-lane major collector from Applewood Crescent to Creditstone Road designed as a multi modal street will:

- address travel demand and mobility needs of all users with priority to non –auto based modes of travel
- improve connections to the Vaughan Metropolitan Centre subway station (regional) and York Region Rapid Transit Bus Terminal (local) transit infrastructure
- advance the implementation of an alternate route to Highway 7 and Jane Street facilitating another route for trucks, which is a key stakeholder concern
- strengthen the grid network in support of the VMC and surrounding employment area development.

Part A Portage Parkway Widening and Easterly Extension to West of Black Creek

The recommended Preliminary Preferred Design for the Portage Parkway Widening and Easterly Extension to West of Black Creek is based on a reasonable range of alternatives, identification and consideration of effects on all aspects of the environment and a systematic evaluation. (See Attachment 1)

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Alternative design options were generated based on the existing street centre line as a fixed point, constraints presented by the existing stable built form on the north side and consideration to the emerging transformation of the VMC. Five alternative design concepts (including Do-Nothing) for a widening to 33 metres were generated with horizontal alignment varying amongst options.

Widening the right-of-way asymmetrically to the south, emerged as the preferred design concept carried forward in consultation with the stakeholders, technical agencies and with public input. Key findings are as follows:

- avoids and minimizes impacts to existing on-site private parking on the north side
- provides flexibility for a logical and orderly staging of the widening and improvements to Portage Parkway in step with near term transformation of the VMC
- provides for seamlessly staging and advancing near term implementation of improvements in coordination with and in the context of the VMC planned street network

The recommended Preliminary Preferred Design is comprised of the following key and functional elements:

- widen and improve Portage Parkway to a 33 metre right-of-way from comprised of the following functional elements:
 - active transportation facilitates – including cycle tracks
 - 4 general purpose lanes (2 in each direction) designed with a wider curb lane for transit vehicles and trucks in keeping with policies of the VMC
 - auxiliary centre/left turn lane facilitating vehicular travel demand, movements and operations
- improvements to existing and future signalized intersections including Applewood Crescent, Edgeley Boulevard and as coordinated with the realigned Millway Avenue.
- new municipal local road right-of way facilitating in the near term the extension from Jane Street to an interim terminus at a cul-de-sac west of the Black Creek. (It is noted that implementation of this functional segment is concurrently being advanced in the context of planning application OP.15.003 and Z.15.003 located at the south east quadrant of Jane Street and Portage Parkway)

Part B Portage Parkway Extension from West of Black Creek to Creditstone Road

The recommended Preliminary Preferred Design for easterly extension to Creditstone Road is based on a reasonable range of alternatives, identification and consideration of effects on all aspects of the environment and a systematic evaluation. (See Attachment 2)

Alternative design concepts were generated with consideration to challenges and constraints and iteratively short listed to a reasonable range of context sensitive alternative design options (for the section east of Jane Street to west of Black Creek) and were carried forward for evaluation. It is noted the extension east from Jane Street to west of the Black Creek was under Part B for the purposes of generating alternative design concepts and evaluation.

Challenges and constraints in generating alternative design concepts for a new road right-of-way included:

- Transport Canada's Grade Crossing Standards (July 2014) with respect to restrictions on the proximity of intersections and driveways to public grade crossings (all design concepts that did not meet this restriction were screened and not carried forward)
- existing stable built form/ uses and associated access and operations principally at the north east corner of Jane Street and Portage Parkway
- imminent proposed development in the VMC at the south east quadrant of Jane Street and Portage Parkway

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An option, extending east from the Jane Street intersection narrowing gradually from 33 metres to 25.7m at the Black Creek crossing and gradually widening to 33 metres easterly on the approaches to the future Maplecrete Road extension and Creditstone Road intersections, emerged as the preferred design concept carried forward in consultation with the stakeholders, technical agencies and with public input.

The crossing of the Black Creek was the subject of a separate set of alternative design options and evaluation for a preferred structure crossing of the Black Creek. It is noted that the EA Study provided for ongoing consultation, exchange of information and focused technical meetings with the Toronto Region Conservation Authority (TRCA) with respect to the crossing of the Black Creek channel that is a TRCA regulated area. Five preliminary design concepts were considered for the crossing grouped under culverts (2) and bridges (3). Culvert options not meeting flood criteria were dismissed from further consideration.

Notwithstanding that there are no current plans for active transportation facilities extending north from the VMC Secondary Plan area along the Black Creek channel, all alternative design options at the crossing consider and do not preclude the opportunity for north-south continuous pedestrian and cycling linkages consistent with Council's approved Term of Council Priorities.

Key findings for the preferred alternative are as follows:

- provides flexibility for a logical and orderly staging of the widening and improvements to Portage Parkway facilitating and in step with the longer term transformation of the VMC
- provides for seamlessly advancing near term implementation in coordination with and in the context of the VMC planned street network

The recommended Preliminary Preferred Design is comprised of the following key and functional elements:

- horizontal alignment that accommodates a new right-of-way ranging from approximately 25.7m - 33m provides for a future intersection at the future Maplecrete Road extension and curves south on the approach to the future signalized intersection at Creditstone Road
 - active transportation facilities – including cycle tracks
 - 4 general purpose lanes (2 in each direction) designed with a wider curb lane for transit vehicles and trucks taking into account the policies of the VMC Secondary Plan
 - auxiliary centre/ left turn lane facilitating vehicular travel demand, movements and operations
 - provision of a standard streetscape consistent with the City wide Streetscape Implementation Manual and Financial Strategy and the VMC Streetscape and Open Space Plan
- crossing of the Black Creek - 12 m wide ConSpan structure with consideration and not precluding opportunity for future planning of north- south continuation of pedestrian and cycling linkages in the broader context of the VMC Secondary Plan Environmental Open Space

The EA Study recommends advancing a staged implementation of the Parts

The EA Study recommends advancing an Implementation Plan giving priority to Part A, particularly in the vicinity of the mobility hub/VMC subway station. The following highlights the key components of the Implementation Plan;

- advance detailed design and engineering for the reconstruction of Portage Parkway from Applewood Crescent to Jane Street as programmed under Capital Project DT – 7114-16

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- program and allocate funding accordingly for Part A dovetailing (where possible) with the ongoing and emerging detailed design of intersecting north-south VMC streets
- obtain approvals(permits, etc.) and acquire property (where necessary) in a timely manner

In addition, staff have been working with the development proponents to ensure the Portage Parkway project is protected for in the design of projects within the VMC.

Filing the Environmental Study Reports for agency and public review is the next step in the study process

The next steps in the study are as follows:

- finalize the Environmental Reports based on comments from the review, regulatory agencies and stakeholders
- issue a Notice of Study Completion and place the Environmental Study Reports for the minimum 30-day public review period (Phase 4 of the Municipal Class Environmental Assessment process)

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

The completion of the EA Study for the two projects advances Council's priorities with respect to:

- Improve municipal road network
- Continue to develop transit, cycling and pedestrian options to get around the City
- Facilitate the development of the VMC

Regional Implications

Region of York staff have participated through all phases of the EA Study as part of the formal Technical Agencies Committee and specifically as it relates to intersection design and access to Jane Street as Jane Street is under the Region's jurisdiction. The EA study recommends, in minimizing and mitigating impacts, the unavoidable need to relocate the existing off-set driveway access at the Jane Street intersection to the property on the north east quadrant of Jane Street and the Portage Parkway extension. It is recognized that all access to Jane Street is subject to the findings of the York Region's future Rapid Transit Corridor Environmental Assessment.

Conclusion

The Class EA Studies for the Portage Parkway widening and extension to Creditstone Road have now been completed and submitted to the Technical Agencies Committee and Stakeholders Group for their final review and comment. Upon completion of the review, it is recommended that the Environmental Study Reports be finalized and associated Notices of Completion be issued for the following Schedule C projects:

- Portage Parkway Widening and Easterly Extension to West of Black Creek (Part A)
- Portage Parkway Extension from West of Black Creek to Creditstone Road (Part B)

Issuing the Notice of Completion places the respective Environmental Study Reports on public record for the minimum 30 day review period in accordance with the Municipal Class Environmental Assessment process.

The City may proceed with the detailed design and construction of the road works after the Class EA studies have received final approval.

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Attachments

1. Portage Parkway Widening and Easterly Extension from Applewood Crescent to West of Black Creek – Draft Environmental Study Report Executive Summary
2. Portage Parkway Extension from West of Black Creek to Creditstone Road – Draft Environmental Study Report 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.)