

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 1, Report No. 35, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 24, 2017.

1 STRATEGY FOR SUPPORTING AND ADVANCING TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS IN THE JANE STREET CORRIDOR AND ASSESSING THE FUTURE LAND USE IMPLICATIONS WARDS 1 AND 4

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager of Planning and Growth Management, and the Deputy City Manager of Public Works, dated October 3, 2017:

Recommendation

The Deputy City Manager of Planning and Growth Management, and the Deputy City Manager of Public Works recommend that the following be approved:

1. That City staff work with York Region, Metrolinx and the affected agencies to advance the following transportation initiatives:
 - i. The Municipal Class Environmental Assessment Study for Major Mackenzie Drive from Highway 400 to Jane Street;
 - ii. The planning, design and construction of the Transit Terminal located in the southerly quadrants of the Major Mackenzie Drive and Wellness Way intersection, consistent with the 2017 Capital Plan; and
 - iii. The planning, design and construction of the upgrading of the transit service on Jane Street from Highway 7 to Major Mackenzie Drive and on Major Mackenzie Drive from the Transit Terminal to Leslie Street to Viva Curbside Service, consistent with the 2017 Capital Plan.
2. That Metrolinx be advised the City of Vaughan supports:
 - i. The Region's Viva Expansion Plan to upgrade the Viva Curbside Service on Jane Street and Major Mackenzie Drive to Bus Rapid Transit within the 2041 timeframe;
 - ii. The identification of the Jane Street and Major Mackenzie Drive corridors for Bus Rapid Transit services by 2041 as shown in the draft Metrolinx Transportation Plan (September 2017);
 - iii. The identification of a higher order Transit hub (Gateway Hub) at the Vaughan Mills Mall, to support the upgrading of Rapid Transit Services, designed with the consideration of accommodating the ultimate extension of subway service; and
 - iv. The introduction of Regional-scale Bus Services (e.g. GO) to the Major Mackenzie Drive/Wellness Way Transit Terminal by way of Highway 400 as part of the "Frequent Regional Express Bus" service identified in the draft Metrolinx Regional Transportation Plan (September 2017).
3. That the City of Vaughan:
 - i. Supports the principle of Section 5.4.1 P17 of the York Region Transportation Master Plan (2016), which provides that the Region be responsible for environmental assessments, design and construction of future interchange ramp extensions, with the City maintaining the responsibility for its operation and maintenance; and that City staff work with York Region Staff to advance the development of a Regional Policy for "Interchange Ramp Extensions" for the approval of Regional Council, as soon as possible, consistent with the Region's Transportation Master Plan;

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- ii. Requests that York Region advance the approval process for the Major Mackenzie Drive Ramp extension into the Vaughan Health Care Centre Precinct Area in order to achieve greater certainty in the further planning of the area, consistent with the City's Official Plan and the Vaughan Health Care Centre Precinct Plan; and
 - iii. Requests that York Region staff work with City staff to develop a work plan that will provide certainty of process and timely delivery of Environmental Assessment approval of the Highway 400 off-ramp Ramp Extension, including consideration of alternatives associated with the current EA process for Major Mackenzie Drive.
4. That the City initiate a Jane Street Corridor Land Use Study from the Vaughan Metropolitan Centre to Major Mackenzie Drive to assess the land use implications of the transportation improvements; and that such study be undertaken as part the City's Municipal Comprehensive Review and be expanded to include Major Mackenzie Drive from Jane Street to Bathurst Street as warranted (Capital Budget Project PL-9550-16).
5. That the Policy Planning and Environmental Sustainability Department, in consultation with the Economic Development Department, initiate a first phase economic assessment of the Jane Street corridor, including the City-owned lands in the Vaughan Health Care Centre Precinct, to consider its current and future role as part of a major employment area of GTA-wide significance; and that funding for this study be drawn from the Capital Budget for the Municipal Comprehensive Review (PL- 9550-16).
6. That staff report back on the individual initiatives identified above, as required, for the purposes of providing updates or obtaining further direction.
7. That this report and Council minute be forwarded to York Region and Metrolinx for their consideration and action.

Contribution to Sustainability

The matters discussed in this report and resulting recommendations are consistent with Goal 2 of *Green Directions Vaughan*, "To ensure sustainable development and redevelopment" and Goal 3 "To ensure that Vaughan is a city that is easy to get around with a low environmental impact".

Economic Impact

The recommended land use studies will ultimately contribute to and be part of the City's Municipal Comprehensive Review. Funding for the MCR was approved in the 2016 Capital Budget (Project PL-9550-16). It is noted that the budget for the MCR will need to be revisited due to the many changes to the Provincial Plans that resulted from the Provincial Coordinated Plan Review. This will entail an expanded scope of work for the City's MCR, beyond what was anticipated when the 2016 Capital budget was prepared. The transportation improvements are largely the responsibility of the Region. Any further budgetary impacts in this area will be identified in the consultation process with York Region.

Communications Plan

Each initiative identified in the Recommendation section will require implementation and outreach strategies. In some cases, this will be the responsibility of the Region, like the Class EA processes; and in other instances, such as the land use studies, it will be the responsibility of the City. As such, the City may lead or be a participant depending on the circumstances. In either situation, the communication strategies will need to fulfill all statutory requirements and engage the public, the technical agencies and other stakeholders as appropriate.

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Purpose

This report has four purposes as follows:

- To outline a City strategy for advancing a series of transportation studies and initiatives that will improve transportation services in the Jane Street and Major Mackenzie Drive corridors;
- Identify important City interests that need to be considered and indicate/confirm the City's support for such improvements;
- To identify complementary land use planning measures to take advantage of Jane Street's growing prominence as an intensification and employment corridor and the planned transportation improvements; and
- To obtain Council direction to proceed with the implementation of the strategy.

Background - Analysis and Options

Location

This strategy focusses on the Jane Street corridor between the Vaughan Metropolitan Centre (VMC) and the Vaughan Health Care Centre Precinct (VHCCP) at Jane Street and Major Mackenzie Drive. It also considers the evolution of the Major Mackenzie Drive corridor between Jane Street and Bathurst Street, the broader East Vaughan Transportation Grid, the supportive role that the grid plays and how this network may be enhanced in the future.

Background

Jane Street is evolving into an important multi-use corridor of regional importance

The Jane Street corridor, between the VMC and the VHCCP, presents a unique opportunity for the City. It connects the City's new downtown with a major health care facility and it hosts several major economic drivers and an evolving residential sector. The following characteristics are of note.

Jane Street, south of Rutherford Road is the central north-south arterial of the Tor-York West Employment Megazone, as defined by the Neptis Foundation (June 2017). Extending south into the City of Toronto and spanning Vaughan from Weston Road and Pine Valley Drive to Dufferin Street, it accommodated an estimated 140,000 jobs (2011), many of which were in the manufacturing sector. In addition, Jane Street also hosts the Vaughan Mills Mall and Canada's Wonderland, which are major retail/recreational destinations with drawing power that extends beyond the Greater Golden Horseshoe.

The Jane Street axis, up to Major Mackenzie Drive, also serves as a logical extension of the Spadina Subway education/economic corridor, which reaches into downtown Toronto following the newly extended subway line to the VMC. The subway provides rapid transit access to and from major economic drivers including three of the largest universities in Canada, Toronto's financial and entertainment districts and the University Avenue health care cluster. It also makes available a large Toronto-based labour pool that can bring a broad array of expertise and experience to the local business community. Policy and transportation initiatives north of the VMC should build on this foundation.

Jane Street is one of the main north-south arterials serving the Maple residential community and an expanding residential base around the Vaughan Mills Mall (the Vaughan Mills Centre Secondary Plan area). The Vaughan Health Care Centre Precinct Plan (VHCCP Plan) and the

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Mackenzie Vaughan Hospital (MVH) will be providing a major source of employment starting in 2020. Opportunities for more employment growth are also provided by the City-owned lands west of the MVH for uses complementary to the hospital.

The significance of this corridor is already recognized by the City and the Region in terms of the need for continuing improvement to the transit system and the evolution of the land uses. Based on current policy in the Vaughan Official Plan 2010, this portion of Jane Street is poised to play an increasingly important role in Vaughan's urban structure.

The significance of the corridor is reflected in the Vaughan Official Plan

The Vaughan Official Plan 2010 recognizes Jane Street, between Highway 7 and Major Mackenzie Drive, as a multi-functional intensification corridor composed of the following elements, from south to north:

- The Vaughan Metropolitan Centre (Regional Centre) provides the southerly anchor at Highway 7 as the City's mixed-use downtown and the current terminus of the Subway, with the supporting interface with the Viva Highway 7 Bus Rapid Transit Service;
- From the VMC to Rutherford Road, Jane Street is identified as a "Primary Intensification Corridor within Employment Areas";
- The southwest quadrant of the Jane-Rutherford intersection is identified as a "Primary Centre" (one step below the VMC in the intensification hierarchy). It is the location of the Vaughan Mills Mall Secondary Plan area, and is undergoing targeted residential intensification;
- From Rutherford Road to Major Mackenzie Drive the corridor is identified as a "Primary Intensification Corridor" (not including Canada's Wonderland);
- Canada's Wonderland is located in the southwest quadrant of Major Mackenzie Drive and Jane Street and is subject to site specific policies permitting the theme park operation and ancillary uses; and
- The northerly extent of this corridor is defined by the "Primary Centre" in the northwest quadrant of the Jane Street and Major Mackenzie Drive intersection. This Primary Centre is the location of the Vaughan Health Care Centre Precinct, featuring the Mackenzie Vaughan Hospital and the yet to be developed City-owned parcels primarily between the hospital and Highway 400.

It is recognized that the evolution of Jane Street will be a long-term process. VOP 2010 represents the plan to 2031. Opportunities to review the planning for this part of the Jane Street corridor will need to be addressed in consideration of the new Provincial Growth Plan, either on an individual basis or as part of the City's forthcoming Municipal Comprehensive Review to 2041. However, implementation work on the basis of the current plan needs to continue, particularly the provision of infrastructure and advancing any strategically important land use studies.

Transportation Planning for this area has already identified a range of improvements that will be necessary for this corridor to meet its land use potential to 2031 and beyond

The improvements to the Jane Street include:

- The extension of the Spadina Subway to the VMC, is now approaching completion with the initiation of service planned for the end of this year;
- The potential for a rapid transit service along Major Mackenzie Drive, "with links to the Highway 7 Corridor", was identified in Metrolinx's inaugural Regional Transportation Master Plan (the "Big Move");

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- The York Region Transportation Master Plan 2016 (YRTMP) identifies Jane Street from the VMC to the VHCCP for the commencement of “Viva Curbside Service” by 2027. This service is the precursor to rapid transit, which entails Viva level service in mixed traffic. This reflects the level of service now provided on Highway 7 and Centre Street in advance of the BRT;
- The Viva Curbside Service would evolve into a “Dedicated Rapidway” (i.e. Viva Bus Rapid Transit) in the 2027-2031 time horizon;
- For the 2032-2041 period Jane Street is to be considered for a “Potential Subway Extension to be determined by Future Study”;
- VOP 2010 also supports the possible future extension of the Toronto-York Spadina Subway in the Jane Street right of way and adjacent properties;
- In recognition of the potential for this area, the approval process for the VHCCP resulted in the City/Region securing the site for a transit station on the south side of Major Mackenzie Drive to support both the public transit service and private services related to Canada’s Wonderland; and
- Provision has also been made in the Vaughan Health Care Precinct Plan for a direct ramp connection into the Health Care Precinct, on the north side of Major Mackenzie Drive, at the existing signalized intersection with the northbound Highway 400 off-ramp.
- The completion of Bass Pro Mills Drive from Jane Street to the Highway 400 interchange and ultimate connection to Weston Road;
- The completion of Portage Parkway from Jane Street to Creditstone Road;

Implementation of these measures will have a transformative effect on land use planning over time. In addition, the Jane Street Corridor is part of a broader network that will also be evolving. Continuous improvement of the supporting East Vaughan Transportation Grid (see Attachment 2) will contribute to improved network performance and the broadening of service options for both residents and employees.

A robust multi-modal transit and road network grid is emerging in East Vaughan

In combination, transportation and land use planning by Metrolinx, York Region and the City of Vaughan is supporting the implementation of a multi-modal transportation grid in the easterly half of the city. Rapid transit is generally focused on the Regional Centres and Corridors. However, a secondary tier of links provides the dual role of supporting the Regional level system (i.e. connecting to the spine system to support the subway and BRT) and providing opportunities for the secondary corridors, like Jane Street, to play a prominent economic role as a source of jobs and as a provider of a wider variety of residential uses. Being a grid network, it can be expanded to the north to ultimately service areas such as north Maple, Block 27 (potentially focused on the Kirby GO station) and the Highway 400 North Employment Area. Completing this grid network in a timely fashion and providing the appurtenant infrastructure to make it function at its optimum potential should be an on-going objective. The main elements of the grid system are illustrated in Attachment 2.

The Planned and Potential Improvements to the East Vaughan Grid will be the foundation for the City’s long-term evolution

A number of planned or potential transportation initiatives have the potential to improve the network and influence the City’s land use future. These include:

- The potential extension of Langstaff Road over the CN MacMillan Yards to provide greater east-west network porosity;
- The upgrading of Rutherford Road to the standards of the “Regional Transit Priority Network”, which will support a convenient link to the Rutherford GO Rail station, which is just over two kilometres east of Jane Street;

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- The upgrading of Major Mackenzie Drive to Viva Curbside Service (ultimately to BRT), will serve to enhance the connection to the Maple GO station. This will be a point of attraction for potential employees working in the Health Care Precinct and patrons and employees of Canada's Wonderland;
- The potential for a Concord GO Rail station on the Barrie Line at Highway 7, which will support region-wide accessibility to the VMC;
- The Kirby GO Rail station on the Barrie Line. This will be subject of future public hearing report dealing with the Block 27 Secondary Plan;
- The design, funding and construction of the Yonge Street Subway extension.

The Jane Street Corridor will be an immediate and long-term beneficiary of the improving transportation network.

The Jane Street Corridor represents Vaughan's next wave of major city-building initiatives

The conditions are being put in place to allow this portion of the Jane Street corridor to play a more prominent role in the Region's and City's urban structure. The current framework was established through the York Region Official Plan and the Vaughan Official Plan 2010. As such there are immediate investments that need to be pursued to ensure the planned outcomes. Priority should be given to measures that will take advantage of the arrival of the subway, address some of the current transportation challenges facing the community and support the operation of the Hospital and the Health Care Precinct.

From a longer-term perspective, more detailed consideration of the corridor's land use future should be reviewed through a targeted "Avenue Study" to confirm the vision for the area. This should be integrated into the City's Municipal Comprehensive Review, which will guide growth and development to 2041. An initial sub-study is recommended to examine the economic potential of the Jane Street corridor. This would support the preparation of the main study and address issues that may require more immediate attention. For example: the City-owned lands, west of the hospital, could be examined to provide more focused direction on the role of these lands in the future, in the context of the existing approvals. This could form the basis for a for more detailed development and marketing plans to realize the identified objectives.

The first step should be to ensure that the required infrastructure is put in place. The transportation network will develop over many years through sequential investments. It is the intention that the strategy recommended herein support the delivery of the transportation measures required to implement the current planning program as well providing the foundation for the long-term land use evolution of the corridor.

Transportation Improvements are Moving Forward: The Role of the City

The City is a relatively small player in the provision of transit and transportation services. The City is primarily a land use regulator that is responsible for local roads. Conventional and rapid transit services, arterial roads and 400-series highways fall under the jurisdiction of the Region and the Province. The City will work with the Region to ensure that sidewalks and other pedestrian amenities are in place to support the transit stops and stations.

However, the City needs to play a role in the planning processes for the transportation infrastructure, especially where it affects the City's interest in land use planning, economic development or where there is a direct property or financial interest. The initiatives discussed below are welcomed and the City should engage with the appropriate authorities to secure its interests and advance the implementation of these improvements.

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York Region is moving ahead with a Municipal Class Environmental Assessment for Major Mackenzie Drive from Highway 400 to Jane Street: Securing Improved access into the Vaughan Health Care Centre Precinct

On June 29, 2017 York Region issued a Notice of Commencement for a Municipal Class Environmental Assessment (MCEA) for Major Mackenzie Drive from Highway 400 to Jane Street. The purpose of the MCEA is to review traffic operations and the need for transportation and infrastructure improvements on Major Mackenzie Drive. A Public Information Centre is being scheduled for October of 2017, with the overall process being completed by the end of 2018.

From the City's perspective, a key piece of transportation infrastructure is the extension of the Highway 400 northbound off-ramp at Major Mackenzie Drive north of Major Mackenzie Drive directly into the Vaughan Health Care Centre Precinct. The need for the ramp extension was identified in the planning for the health care precinct. It will support both the hospital and the City-owned lands west of the hospital.

Through transportation analyses undertaken during the development process, a maximum gross floor area was established for the entire site (both the Hospital and the remaining City-owned lands), with specific maximums applied to each development block. The zoning for the Health Care Centre Precinct provides that the maximum gross floor area may be increased subject to the submission of a Traffic Impact Study, Parking Study and Transportation Demand Management Plan and a further amendment to the zoning by-law. The ramp extension will play an important role in improving current conditions and freeing up capacity that may allow for greater densities on this strategic site.

To inform the planning of this area, confirming the availability of the ramp is a priority that would be best achieved through the approval of an EA. Confirmation by way of an EA approval would allow the City to proceed with more detailed planning for the area and to confirm the land needs associated with the ramp.

Therefore, the City is seeking certainty of process on how best to proceed with the EA and to confirm its timing. Recommendations have been provided requesting that the Region advance the approval process for the ramp; and that Region and City staff work together to develop a plan for moving forward. Given the opportunities presented by the current MCEA process, ways to build on the work already undertaken should be considered.

The York Region Transportation Master Plan recognizes the importance of 400-Series Highway Ramp Extensions

The York Region Transportation Master Plan supports ramp extensions from 400-series Highways. This is consistent with the Region's "Finer Grid Network Strategy", which provides: "At some interchanges on 400-series highways the off-ramps terminate where they intersect with Regional roads. Extension of these ramps would provide direct access to nearby development areas. The Region will take a leadership role in pursuing such ramp extensions, where traffic thresholds warrant, in collaboration with local municipalities."

Recommendation P17 in Section 5.4.1. of the YRTMP, also states that the Region will: "Be responsible for environmental assessments, design and construction of future interchange ramp extensions, with local municipalities responsible for operation and ownership." These principles do not represent Regional policy at this time. They will be implemented by a policy that is developed by the Region and formally submitted to Regional Council for approval. A recommendation has been provided requesting that York Region advance the approval of the implementing policy as soon as possible.

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There are alternatives to advancing the Ramp Extension through the current Major Mackenzie Drive Municipal Class Environmental Assessment

The current mandate and budget for the MCEA recognizes the potential for the ramp extension. However, it only provides for preliminary engineering work sufficient to ensure that the recommended outcomes of this EA process do not preclude the ramp extension in the future. The immediate focus of the EA is to ensure that all the necessary upgrades on Major Mackenzie Drive from Jane Street to Wellness Way are identified and implemented in advance of the opening of the hospital.

There are two alternatives that could potentially advance the ramp extension, consistent with the objective of achieving certainty of process and timely delivery. The first is to adjust the scope of the current MCEA to proceed with a two-stage approval by filing in two parts, the first for the more hospital oriented improvements and the second for the ramp itself. This is not the preference of York Region staff, citing concerns over the budget, greater third-party consultation, the impact on the timelines and potential disruption in the delivery of the Major Mackenzie Drive improvements. A second alternative is to complete the Major Mackenzie Drive MCEA as planned; and then undertake an addendum to the EA to account specifically for the ramp extension. The latter is preferred by Region staff. It may take longer than the first alternative, but would depend on when the background work on the addendum process could be started.

As noted, the City interest in this matter relates to achieving certainty of process and timely delivery of EA approval for the ramp extension. The current process provides an opportunity to move ahead expeditiously. It is recommended that this matter be pursued further with the Region, with the objective identifying a process for moving ahead with the ramp extension as soon as possible. A recommendation to this effect has been included.

York Region is proceeding with the planning, design and construction of the Transit Terminal at the Wellness Way and Jane Street intersection

The land for the Transit Terminal was included as part of the City's purchase of the hospital site. The lands are for the exclusive use of a transit terminal and will be transferred from the City to the Region for operational purposes. The Region has formally requested access to the site to advance its design work. The City will provide the Region with permission to enter to conduct its studies until title is granted. Once the ultimate land requirements for the terminal are determined, the City is prepared to complete the transfer to the Region. Any surplus land will be offered back to Wonderland as per the terms of the original agreement.

The Terminal site is located in the southeast and southwest quadrants of the intersection of Major Mackenzie Drive and Wellness Way and its southerly leg, Amusement Way. The Terminal will play an important role in providing transit services to both the Health Care Centre Precinct and Canada's Wonderland. York Region is leading the design and construction program for this project. Preliminary consultation has taken place with City staff and other stakeholders and it is expected that the Region's design consultant will be retained early in the Fall. Design concepts are expected to emerge early in 2018 with construction planned for 2019. It is intended that the terminal be operating when the hospital is opened (2020).

The City has a strong interest in the design and operation of the terminal. Wellness Way will be a City road and aesthetically, the site will have community importance. It will be expected to be an attractive presence that will enhance a high-profile intersection. It will be important for the City to continue to engage York Region in the development of the plan in order to support its timely opening and to achieve the City's objectives as reflected in the design principles of the Vaughan Health Centre Precinct Plan and the supporting "Streetscape Development Concept" and "Planting Maintenance Manual" (HOK, 2015).

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The facility is expected to evolve as service increases with ridership. This would give rise to greater levels of passenger amenity and services. A critical consideration will be ensuring that the Terminal can evolve and function effectively as the demand for facilities and services grows. Recognizing its strategic location and the function of this terminal. City staff will work with the Region to achieve successful outcomes through the approval process, the finalization of the land transfer arrangements and the coordination of this project with the other concurrent planning and transportation initiatives in the area.

York Region is upgrading the transit service on Jane Street from Highway 7 to Major Mackenzie Drive and on Major Mackenzie Drive from Jane Street to Bathurst Street to Viva Curbside Service

The Region has identified five priority initiatives for 2018. The first is aligning transit services with the Spadina-York Subway Extension; and the second is increasing passenger capacity on high-ridership routes, like Jane Street, with the introduction of 60-foot articulated buses. This will rationalize transit services in the area and the additional passenger capacity on Jane Street will improve the level of service in the corridor. This is particularly important given the opening of the hospital in 2020.

The upgrading of transit services on Jane Street and Major Mackenzie Drive entails moving from conventional bus service to “Viva Curbside Service” (i.e. Viva service in mixed-traffic with curbside stations). The introduction of the articulated buses will provide for service levels consistent with those on Highway 7/Centre Street prior to the BRT. This is an intermediate step in the move to full rapid transit services using a dedicated right of way. This project is underway and it is expected that construction will start in 2018. The City should be supporting this project as an important step in the evolution of transit service in these corridors.

The Region is updating its process for prioritizing its Transportation Capital Projects

York Region will be reviewing the process it uses to prioritize its transportation capital projects. This process is reviewed following the Regional Transportation Master Plan (RTMP) updates. With the approval of the RTMP in 2016, Regional staff has embarked on the review with the objective of aligning the process with its Fiscal Strategy and the objectives of the 2016 RTMP. The outcome will inform the Region’s 2019 budget and the 10-Year Transportation Capital Plan.

Regional staff will review the process between the fall of 2017 and the spring of 2018. The intention is to present the proposed changes to Regional Council in the spring of 2018, with the revised process being in place mid-2018. Consultation with the local municipalities is expected to begin in the fall of 2017. City staff will participate in the consultation process and identify any city-interests that should be considered in the review.

Metrolinx is reviewing the Regional Transportation Master Plan – Ensuring recognition of the need to upgrade the Jane Street and Major Mackenzie Drive services to Bus Rapid Transit

By letter dated June 22, 2017 the Region of York and York Region Rapid Transit provided comments on the Metrolinx Regional Transportation Plan Update, particularly the draft 2041 Transit Network. The letter confirmed that the Region is intending to proceed with its Viva Expansion Plan on segments of Jane Street and Major Mackenzie Drive. The Expansion Plan represents the next phase in the evolution of segments of these streets into BRT corridors, as reflected in the York Region Transportation Master Plan and the approved Transportation Capital Program. The letter states that, “York Region fully expects that within the 2041 planning horizon

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of the updated Regional Transportation Plan, these corridors will evolve from Viva curbside service to segregated BRT. We request that this also be reflected in the Regional Transportation Plan". The Region concludes with the statement that it is imperative that the infrastructure required to keep up with the planned growth keeps pace with the growth.

The draft Metrolinx Regional Transportation Master Plan was released in September of 2017. As drafted, it provides for the implementation of BRT/LRT service in the Jane Street and Major Mackenzie Drive Corridors within the 2041 horizon. Metrolinx is proposing further consultation on the draft plan, with the final plan proceeding to the Metrolinx Board for approval in December of 2017.

It is recommended that the City reaffirm its support for the conversion of the Jane Street-Major Mackenzie Drive services to BRT/LRT, as set out in the Council approved comments of October 19, 2016. A recommendation has been provided to this effect. This also signals to Metrolinx that the City's land use decisions and ability to conform to the Growth Plan are becoming increasingly dependent on the timely provision of the required infrastructure.

In addition, a recommendation is provided advising Metrolinx that the City supports the identification of a higher order Transit hub (Gateway Hub) at the Vaughan Mills Mall to accommodate the on-going intensification of the area and corresponding transit improvements. It would serve the area between the VMC and the Health Care Centre and would build east-west connectivity to the Rutherford GO station. This would ultimately be planned in consideration of the existing YRT Terminal and would also consider the implications of a future extension of the subway.

Land Use Planning: Advancing immediate opportunities while looking out to 2041

There will be the need to update the planning framework for Jane Street

In many ways, the Jane Street corridor represents the next phase of city-building in Vaughan. The major intensification corridors and centres have been identified and largely planned for. Jane Street's potential has been recognized in the past. However, the opening of the subway and the construction of the hospital will give it new prominence. The unique aspect of Jane Street is its potential to be an employment provider and a major economic driver for the City. This is based on its location, the current uses and the emerging transportation network. The realization of high quality transit oriented development along this corridor should be supported.

From a planning perspective, consideration of Jane Street should take place through a targeted "Avenue" or "Corridor" study, which addresses matters such as land use, density and urban design. This could also be expanded to include Major Mackenzie Drive, if warranted. This should be incorporated into the forthcoming Municipal Comprehensive Review. Due to the Provincial Plan Review, it will push the City's adoption of the implementing amendment to VOP 2010 into the early 2020s.

Given the timing of the MCR, the significance of the corridor and the transformative changes that are now taking place, it is recommended that the City proceed with a precursor study that examines the potential role that Jane Street can play as a source of employment and as an economic driver to 2041 and beyond. This would inform the future land use study. On receiving the results of this study, the decision can be made as to whether to proceed as part of the MCR or undertake an independent study.

As such, it is recommended that the "Avenue" study proceed as part of the MCR. This would be supported by the precursor study, to be initiated in 2018, which would examine the economic

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potential of the Jane Street Corridor. It would be led by Policy Planning and Environmental Sustainability and Economic Development. Funding would be sourced from the Capital Budget for the Municipal Comprehensive Review.

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

The strategy identified in this report is consistent with the following Term of Council Priorities:

- Improve the municipal road network;
- Continue to develop transit, cycling and pedestrian options to get around the City;
- Support the development of the hospital;
- Attract investment and create jobs;
- Continue to cultivate an environmentally sustainable city.

Regional Implications

York Region will be a key player in the delivery of the planned transportation improvements in the Jane Street corridor and as a participant in any land use planning studies. This report recommends that the Region's transportation initiatives be supported and that the City staff work with the Region to advance their implementation. There have been several meetings with Regional staff on the individual projects. Now that the scope of the Region's work and the City's interests are better defined, there will be the need to move to a more structured process. Moving forward together will assist in achieving the city-building objectives common to both municipalities.

Conclusion

Jane Street from the VMC to Major Mackenzie Drive is emerging as one of the City's primary north-south arterial corridors. This is supported in Regional and City policy and by existing and planned transportation improvements. Going forward Jane Street can evolve into one of Vaughan's important structural elements and be the foundation for city-building well into the future.

To achieve the current planning objectives and provide the basis for future land use transformation, it will be necessary to take advantage of both the existing and planned transportation improvements. This report recommends an immediate strategy that will support the delivery of the improvements to infrastructure and services in the corridor to address both existing needs and the corridor's long-term evolution. To reflect the transformation that the Jane Street Corridor is undergoing, a process is recommended to update the planning for the corridor through the City's Municipal Comprehensive Review to provide land use guidance to 2041. It will be supported by a more immediate study, which will examine how best to build on corridor's current role as a provider of employment and as an economic driver.

Therefore, it is recommended that the recommendations contained in this report be approved and that staff report back on the initiatives as necessary.

Attachments

1. Schedule 1, Urban Structure, Vaughan Official Plan 2010 (East Vaughan Excerpt);
2. The Emerging Eastern Vaughan Transportation Grid

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Report prepared by:

Roy McQuillin, Special Policy Advisor, Planning and Growth Management, ext. 8211

(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.)

**STRATEGY FOR SUPPORTING AND ADVANCING TRANSPORTATION INFRASTRUCTURE
IMPROVEMENTS IN THE JANE STREET CORRIDOR AND ASSESSING THE FUTURE LAND
USE IMPLICATIONS
WARDS 1 AND 4**

Recommendation

The Deputy City Manager of Planning and Growth Management, and the Deputy City Manager of Public Works recommend that the following be approved:

1. That City staff work with York Region, Metrolinx and the affected agencies to advance the following transportation initiatives:
 - i. The Municipal Class Environmental Assessment Study for Major Mackenzie Drive from Highway 400 to Jane Street;
 - ii. The planning, design and construction of the Transit Terminal located in the southerly quadrants of the Major Mackenzie Drive and Wellness Way intersection, consistent with the 2017 Capital Plan; and
 - iii. The planning, design and construction of the upgrading of the transit service on Jane Street from Highway 7 to Major Mackenzie Drive and on Major Mackenzie Drive from the Transit Terminal to Leslie Street to Viva Curbside Service, consistent with the 2017 Capital Plan.
2. That Metrolinx be advised the City of Vaughan supports:
 - i. The Region's Viva Expansion Plan to upgrade the Viva Curbside Service on Jane Street and Major Mackenzie Drive to Bus Rapid Transit within the 2041 timeframe;
 - ii. The identification of the Jane Street and Major Mackenzie Drive corridors for Bus Rapid Transit services by 2041 as shown in the draft Metrolinx Transportation Plan (September 2017);
 - iii. The identification of a higher order Transit hub (Gateway Hub) at the Vaughan Mills Mall, to support the upgrading of Rapid Transit Services, designed with the consideration of accommodating the ultimate extension of subway service; and
 - iv. The introduction of Regional-scale Bus Services (e.g. GO) to the Major Mackenzie Drive/Wellness Way Transit Terminal by way of Highway 400 as part of the "Frequent Regional Express Bus" service identified in the draft Metrolinx Regional Transportation Plan (September 2017).
3. That the City of Vaughan:
 - i. Supports the principle of Section 5.4.1 P17 of the York Region Transportation Master Plan (2016), which provides that the Region be responsible for environmental assessments, design and construction of future interchange ramp extensions, with the City maintaining the responsibility for its operation and maintenance; and that City staff work with York Region Staff to advance the development of a Regional Policy for "Interchange Ramp Extensions" for the approval of Regional Council, as soon as possible, consistent with the Region's Transportation Master Plan;
 - ii. Requests that York Region advance the approval process for the Major Mackenzie Drive Ramp extension into the Vaughan Health Care Centre Precinct Area in order to achieve greater certainty in the further planning of the area, consistent with the City's Official Plan and the Vaughan Health Care Centre Precinct Plan; and
 - iii. Requests that York Region staff work with City staff to develop a work plan that will provide certainty of process and timely delivery of Environmental Assessment approval of the Highway 400 off-ramp Ramp Extension, including consideration of alternatives associated with the current EA process for Major Mackenzie Drive.

4. That the City initiate a Jane Street Corridor Land Use Study from the Vaughan Metropolitan Centre to Major Mackenzie Drive to assess the land use implications of the transportation improvements; and that such study be undertaken as part the City's Municipal Comprehensive Review and be expanded to include Major Mackenzie Drive from Jane Street to Bathurst Street as warranted (Capital Budget Project PL-9550-16).
5. That the Policy Planning and Environmental Sustainability Department, in consultation with the Economic Development Department, initiate a first phase economic assessment of the Jane Street corridor, including the City-owned lands in the Vaughan Health Care Centre Precinct, to consider its current and future role as part of a major employment area of GTA-wide significance; and that funding for this study be drawn from the Capital Budget for the Municipal Comprehensive Review (PL- 9550-16).
6. That staff report back on the individual initiatives identified above, as required, for the purposes of providing updates or obtaining further direction.
7. That this report and Council minute be forwarded to York Region and Metrolinx for their consideration and action.

Contribution to Sustainability

The matters discussed in this report and resulting recommendations are consistent with Goal 2 of *Green Directions Vaughan*, "To ensure sustainable development and redevelopment" and Goal 3 "To ensure that Vaughan is a city that is easy to get around with a low environmental impact".

Economic Impact

The recommended land use studies will ultimately contribute to and be part of the City's Municipal Comprehensive Review. Funding for the MCR was approved in the 2016 Capital Budget (Project PL-9550-16). It is noted that the budget for the MCR will need to be revisited due to the many changes to the Provincial Plans that resulted from the Provincial Coordinated Plan Review. This will entail an expanded scope of work for the City's MCR, beyond what was anticipated when the 2016 Capital budget was prepared. The transportation improvements are largely the responsibility of the Region. Any further budgetary impacts in this area will be identified in the consultation process with York Region.

Communications Plan

Each initiative identified in the Recommendation section will require implementation and outreach strategies. In some cases, this will be the responsibility of the Region, like the Class EA processes; and in other instances, such as the land use studies, it will be the responsibility of the City. As such, the City may lead or be a participant depending on the circumstances. In either situation, the communication strategies will need to fulfill all statutory requirements and engage the public, the technical agencies and other stakeholders as appropriate.

Purpose

This report has four purposes as follows:

- To outline a City strategy for advancing a series of transportation studies and initiatives that will improve transportation services in the Jane Street and Major Mackenzie Drive corridors;
- Identify important City interests that need to be considered and indicate/confirm the City's support for such improvements;

- To identify complementary land use planning measures to take advantage of Jane Street's growing prominence as an intensification and employment corridor and the planned transportation improvements; and
- To obtain Council direction to proceed with the implementation of the strategy.

Background - Analysis and Options

Location

This strategy focusses on the Jane Street corridor between the Vaughan Metropolitan Centre (VMC) and the Vaughan Health Care Centre Precinct (VHCCP) at Jane Street and Major Mackenzie Drive. It also considers the evolution of the Major Mackenzie Drive corridor between Jane Street and Bathurst Street, the broader East Vaughan Transportation Grid, the supportive role that the grid plays and how this network may be enhanced in the future.

Background

Jane Street is evolving into an important multi-use corridor of regional importance

The Jane Street corridor, between the VMC and the VHCCP, presents a unique opportunity for the City. It connects the City's new downtown with a major health care facility and it hosts several major economic drivers and an evolving residential sector. The following characteristics are of note.

Jane Street, south of Rutherford Road is the central north-south arterial of the Tor-York West Employment Megazone, as defined by the Neptis Foundation (June 2017). Extending south into the City of Toronto and spanning Vaughan from Weston Road and Pine Valley Drive to Dufferin Street, it accommodated an estimated 140,000 jobs (2011), many of which were in the manufacturing sector. In addition, Jane Street also hosts the Vaughan Mills Mall and Canada's Wonderland, which are major retail/recreational destinations with drawing power that extends beyond the Greater Golden Horseshoe.

The Jane Street axis, up to Major Mackenzie Drive, also serves as a logical extension of the Spadina Subway education/economic corridor, which reaches into downtown Toronto following the newly extended subway line to the VMC. The subway provides rapid transit access to and from major economic drivers including three of the largest universities in Canada, Toronto's financial and entertainment districts and the University Avenue health care cluster. It also makes available a large Toronto-based labour pool that can bring a broad array of expertise and experience to the local business community. Policy and transportation initiatives north of the VMC should build on this foundation.

Jane Street is one of the main north-south arterials serving the Maple residential community and an expanding residential base around the Vaughan Mills Mall (the Vaughan Mills Centre Secondary Plan area). The Vaughan Health Care Centre Precinct Plan (VHCCP Plan) and the Mackenzie Vaughan Hospital (MVH) will be providing a major source of employment starting in 2020. Opportunities for more employment growth are also provided by the City-owned lands west of the MVH for uses complementary to the hospital.

The significance of this corridor is already recognized by the City and the Region in terms of the need for continuing improvement to the transit system and the evolution of the land uses. Based on current policy in the Vaughan Official Plan 2010, this portion of Jane Street is poised to play an increasingly important role in Vaughan's urban structure.

The significance of the corridor is reflected in the Vaughan Official Plan

The Vaughan Official Plan 2010 recognizes Jane Street, between Highway 7 and Major Mackenzie Drive, as a multi-functional intensification corridor composed of the following elements, from south to north:

- The Vaughan Metropolitan Centre (Regional Centre) provides the southerly anchor at Highway 7 as the City's mixed-use downtown and the current terminus of the Subway, with the supporting interface with the Viva Highway 7 Bus Rapid Transit Service;
- From the VMC to Rutherford Road, Jane Street is identified as a "Primary Intensification Corridor within Employment Areas";
- The southwest quadrant of the Jane-Rutherford intersection is identified as a "Primary Centre" (one step below the VMC in the intensification hierarchy). It is the location of the Vaughan Mills Mall Secondary Plan area, and is undergoing targeted residential intensification;
- From Rutherford Road to Major Mackenzie Drive the corridor is identified as a "Primary Intensification Corridor" (not including Canada's Wonderland);
- Canada's Wonderland is located in the southwest quadrant of Major Mackenzie Drive and Jane Street and is subject to site specific policies permitting the theme park operation and ancillary uses; and
- The northerly extent of this corridor is defined by the "Primary Centre" in the northwest quadrant of the Jane Street and Major Mackenzie Drive intersection. This Primary Centre is the location of the Vaughan Health Care Centre Precinct, featuring the Mackenzie Vaughan Hospital and the yet to be developed City-owned parcels primarily between the hospital and Highway 400.

It is recognized that the evolution of Jane Street will be a long-term process. VOP 2010 represents the plan to 2031. Opportunities to review the planning for this part of the Jane Street corridor will need to be addressed in consideration of the new Provincial Growth Plan, either on an individual basis or as part of the City's forthcoming Municipal Comprehensive Review to 2041. However, implementation work on the basis of the current plan needs to continue, particularly the provision of infrastructure and advancing any strategically important land use studies.

Transportation Planning for this area has already identified a range of improvements that will be necessary for this corridor to meet its land use potential to 2031 and beyond

The improvements to the Jane Street include:

- The extension of the Spadina Subway to the VMC, is now approaching completion with the initiation of service planned for the end of this year;
- The potential for a rapid transit service along Major Mackenzie Drive, "with links to the Highway 7 Corridor", was identified in Metrolinx's inaugural Regional Transportation Master Plan (the "Big Move");
- The York Region Transportation Master Plan 2016 (YRTMP) identifies Jane Street from the VMC to the VHCCP for the commencement of "Viva Curbside Service" by 2027. This service is the precursor to rapid transit, which entails Viva level service in mixed traffic. This reflects the level of service now provided on Highway 7 and Centre Street in advance of the BRT;
- The Viva Curbside Service would evolve into a "Dedicated Rapidway" (i.e. Viva Bus Rapid Transit) in the 2027-2031 time horizon;
- For the 2032-2041 period Jane Street is to be considered for a "Potential Subway Extension to be determined by Future Study";
- VOP 2010 also supports the possible future extension of the Toronto-York Spadina Subway in the Jane Street right of way and adjacent properties;
- In recognition of the potential for this area, the approval process for the VHCCP resulted in the City/Region securing the site for a transit station on the south side of Major Mackenzie Drive to support both the public transit service and private services related to Canada's Wonderland; and
- Provision has also been made in the Vaughan Health Care Precinct Plan for a direct ramp connection into the Health Care Precinct, on the north side of Major Mackenzie Drive, at the existing signalized intersection with the northbound Highway 400 off-ramp.

- The completion of Bass Pro Mills Drive from Jane Street to the Highway 400 interchange and ultimate connection to Weston Road;
- The completion of Portage Parkway from Jane Street to Creditstone Road;

Implementation of these measures will have a transformative effect on land use planning over time. In addition, the Jane Street Corridor is part of a broader network that will also be evolving. Continuous improvement of the supporting East Vaughan Transportation Grid (see Attachment 2) will contribute to improved network performance and the broadening of service options for both residents and employees.

A robust multi-modal transit and road network grid is emerging in East Vaughan

In combination, transportation and land use planning by Metrolinx, York Region and the City of Vaughan is supporting the implementation of a multi-modal transportation grid in the easterly half of the city. Rapid transit is generally focused on the Regional Centres and Corridors. However, a secondary tier of links provides the dual role of supporting the Regional level system (i.e. connecting to the spine system to support the subway and BRT) and providing opportunities for the secondary corridors, like Jane Street, to play a prominent economic role as a source of jobs and as a provider of a wider variety of residential uses. Being a grid network, it can be expanded to the north to ultimately service areas such as north Maple, Block 27 (potentially focused on the Kirby GO station) and the Highway 400 North Employment Area. Completing this grid network in a timely fashion and providing the appurtenant infrastructure to make it function at its optimum potential should be an on-going objective. The main elements of the grid system are illustrated in Attachment 2.

The Planned and Potential Improvements to the East Vaughan Grid will be the foundation for the City's long-term evolution

A number of planned or potential transportation initiatives have the potential to improve the network and influence the City's land use future. These include:

- The potential extension of Langstaff Road over the CN MacMillan Yards to provide greater east-west network porosity;
- The upgrading of Rutherford Road to the standards of the "Regional Transit Priority Network", which will support a convenient link to the Rutherford GO Rail station, which is just over two kilometres east of Jane Street;
- The upgrading of Major Mackenzie Drive to Viva Curbside Service (ultimately to BRT), will serve to enhance the connection to the Maple GO station. This will be a point of attraction for potential employees working in the Health Care Precinct and patrons and employees of Canada's Wonderland;
- The potential for a Concord GO Rail station on the Barrie Line at Highway 7, which will support region-wide accessibility to the VMC;
- The Kirby GO Rail station on the Barrie Line. This will be subject of future public hearing report dealing with the Block 27 Secondary Plan;
- The design, funding and construction of the Yonge Street Subway extension.

The Jane Street Corridor will be an immediate and long-term beneficiary of the improving transportation network.

The Jane Street Corridor represents Vaughan's next wave of major city-building initiatives

The conditions are being put in place to allow this portion of the Jane Street corridor to play a more prominent role in the Region's and City's urban structure. The current framework was established through the York Region Official Plan and the Vaughan Official Plan 2010. As such there are immediate investments that need to be pursued to ensure the planned outcomes. Priority should be given to measures that will take advantage of the arrival of the subway, address some of the

current transportation challenges facing the community and support the operation of the Hospital and the Health Care Precinct.

From a longer-term perspective, more detailed consideration of the corridor's land use future should be reviewed through a targeted "Avenue Study" to confirm the vision for the area. This should be integrated into the City's Municipal Comprehensive Review, which will guide growth and development to 2041. An initial sub-study is recommended to examine the economic potential of the Jane Street corridor. This would support the preparation of the main study and address issues that may require more immediate attention. For example: the City-owned lands, west of the hospital, could be examined to provide more focused direction on the role of these lands in the future, in the context of the existing approvals. This could form the basis for a more detailed development and marketing plans to realize the identified objectives.

The first step should be to ensure that the required infrastructure is put in place. The transportation network will develop over many years through sequential investments. It is the intention that the strategy recommended herein support the delivery of the transportation measures required to implement the current planning program as well providing the foundation for the long-term land use evolution of the corridor.

Transportation Improvements are Moving Forward: The Role of the City

The City is a relatively small player in the provision of transit and transportation services. The City is primarily a land use regulator that is responsible for local roads. Conventional and rapid transit services, arterial roads and 400-series highways fall under the jurisdiction of the Region and the Province. The City will work with the Region to ensure that sidewalks and other pedestrian amenities are in place to support the transit stops and stations.

However, the City needs to play a role in the planning processes for the transportation infrastructure, especially where it affects the City's interest in land use planning, economic development or where there is a direct property or financial interest. The initiatives discussed below are welcomed and the City should engage with the appropriate authorities to secure its interests and advance the implementation of these improvements.

York Region is moving ahead with a Municipal Class Environmental Assessment for Major Mackenzie Drive from Highway 400 to Jane Street: Securing Improved access into the Vaughan Health Care Centre Precinct

On June 29, 2017 York Region issued a Notice of Commencement for a Municipal Class Environmental Assessment (MCEA) for Major Mackenzie Drive from Highway 400 to Jane Street. The purpose of the MCEA is to review traffic operations and the need for transportation and infrastructure improvements on Major Mackenzie Drive. A Public Information Centre is being scheduled for October of 2017, with the overall process being completed by the end of 2018.

From the City's perspective, a key piece of transportation infrastructure is the extension of the Highway 400 northbound off-ramp at Major Mackenzie Drive north of Major Mackenzie Drive directly into the Vaughan Health Care Centre Precinct. The need for the ramp extension was identified in the planning for the health care precinct. It will support both the hospital and the City-owned lands west of the hospital.

Through transportation analyses undertaken during the development process, a maximum gross floor area was established for the entire site (both the Hospital and the remaining City-owned lands), with specific maximums applied to each development block. The zoning for the Health Care Centre Precinct provides that the maximum gross floor area may be increased subject to the submission of a Traffic Impact Study, Parking Study and Transportation Demand Management Plan and a further amendment to the zoning by-law. The ramp extension will play an important role in improving current conditions and freeing up capacity that may allow for greater densities on this strategic site.

To inform the planning of this area, confirming the availability of the ramp is a priority that would be best achieved through the approval of an EA. Confirmation by way of an EA approval would allow the City to proceed with more detailed planning for the area and to confirm the land needs associated with the ramp.

Therefore, the City is seeking certainty of process on how best to proceed with the EA and to confirm its timing. Recommendations have been provided requesting that the Region advance the approval process for the ramp; and that Region and City staff work together to develop a plan for moving forward. Given the opportunities presented by the current MCEA process, ways to build on the work already undertaken should be considered.

The York Region Transportation Master Plan recognizes the importance of 400-Series Highway Ramp Extensions

The York Region Transportation Master Plan supports ramp extensions from 400-series Highways. This is consistent with the Region's "Finer Grid Network Strategy", which provides: "At some interchanges on 400-series highways the off-ramps terminate where they intersect with Regional roads. Extension of these ramps would provide direct access to nearby development areas. The Region will take a leadership role in pursuing such ramp extensions, where traffic thresholds warrant, in collaboration with local municipalities."

Recommendation P17 in Section 5.4.1. of the YRTMP, also states that the Region will: "Be responsible for environmental assessments, design and construction of future interchange ramp extensions, with local municipalities responsible for operation and ownership." These principles do not represent Regional policy at this time. They will be implemented by a policy that is developed by the Region and formally submitted to Regional Council for approval. A recommendation has been provided requesting that York Region advance the approval of the implementing policy as soon as possible.

There are alternatives to advancing the Ramp Extension through the current Major Mackenzie Drive Municipal Class Environmental Assessment

The current mandate and budget for the MCEA recognizes the potential for the ramp extension. However, it only provides for preliminary engineering work sufficient to ensure that the recommended outcomes of this EA process do not preclude the ramp extension in the future. The immediate focus of the EA is to ensure that all the necessary upgrades on Major Mackenzie Drive from Jane Street to Wellness Way are identified and implemented in advance of the opening of the hospital.

There are two alternatives that could potentially advance the ramp extension, consistent with the objective of achieving certainty of process and timely delivery. The first is to adjust the scope of the current MCEA to proceed with a two-stage approval by filing in two parts, the first for the more hospital oriented improvements and the second for the ramp itself. This is not the preference of York Region staff, citing concerns over the budget, greater third-party consultation, the impact on the timelines and potential disruption in the delivery of the Major Mackenzie Drive improvements. A second alternative is to complete the Major Mackenzie Drive MCEA as planned; and then undertake an addendum to the EA to account specifically for the ramp extension. The latter is preferred by Region staff. It may take longer than the first alternative, but would depend on when the background work on the addendum process could be started.

As noted, the City interest in this matter relates to achieving certainty of process and timely delivery of EA approval for the ramp extension. The current process provides an opportunity to move ahead expeditiously. It is recommended that this matter be pursued further with the Region, with the objective identifying a process for moving ahead with the ramp extension as soon as possible. A recommendation to this effect has been included.

York Region is proceeding with the planning, design and construction of the Transit Terminal at the Wellness Way and Jane Street intersection

The land for the Transit Terminal was included as part of the City's purchase of the hospital site. The lands are for the exclusive use of a transit terminal and will be transferred from the City to the Region for operational purposes. The Region has formally requested access to the site to advance its design work. The City will provide the Region with permission to enter to conduct its studies until title is granted. Once the ultimate land requirements for the terminal are determined, the City is prepared to complete the transfer to the Region. Any surplus land will be offered back to Wonderland as per the terms of the original agreement.

The Terminal site is located in the southeast and southwest quadrants of the intersection of Major Mackenzie Drive and Wellness Way and its southerly leg, Amusement Way. The Terminal will play an important role in providing transit services to both the Health Care Centre Precinct and Canada's Wonderland. York Region is leading the design and construction program for this project. Preliminary consultation has taken place with City staff and other stakeholders and it is expected that the Region's design consultant will be retained early in the Fall. Design concepts are expected to emerge early in 2018 with construction planned for 2019. It is intended that the terminal be operating when the hospital is opened (2020).

The City has a strong interest in the design and operation of the terminal. Wellness Way will be a City road and aesthetically, the site will have community importance. It will be expected to be an attractive presence that will enhance a high-profile intersection. It will be important for the City to continue to engage York Region in the development of the plan in order to support its timely opening and to achieve the City's objectives as reflected in the design principles of the Vaughan Health Centre Precinct Plan and the supporting "Streetscape Development Concept" and "Planting Maintenance Manual" (HOK, 2015).

The facility is expected to evolve as service increases with ridership. This would give rise to greater levels of passenger amenity and services. A critical consideration will be ensuring that the Terminal can evolve and function effectively as the demand for facilities and services grows. Recognizing its strategic location and the function of this terminal, City staff will work with the Region to achieve successful outcomes through the approval process, the finalization of the land transfer arrangements and the coordination of this project with the other concurrent planning and transportation initiatives in the area.

York Region is upgrading the transit service on Jane Street from Highway 7 to Major Mackenzie Drive and on Major Mackenzie Drive from Jane Street to Bathurst Street to Viva Curbside Service

The Region has identified five priority initiatives for 2018. The first is aligning transit services with the Spadina-York Subway Extension; and the second is increasing passenger capacity on high-ridership routes, like Jane Street, with the introduction of 60-foot articulated buses. This will rationalize transit services in the area and the additional passenger capacity on Jane Street will improve the level of service in the corridor. This is particularly important given the opening of the hospital in 2020.

The upgrading of transit services on Jane Street and Major Mackenzie Drive entails moving from conventional bus service to "Viva Curbside Service" (i.e. Viva service in mixed-traffic with curbside stations). The introduction of the articulated buses will provide for service levels consistent with those on Highway 7/Centre Street prior to the BRT. This is an intermediate step in the move to full rapid transit services using a dedicated right of way. This project is underway and it is expected that construction will start in 2018. The City should be supporting this project as an important step in the evolution of transit service in these corridors.

The Region is updating its process for prioritizing its Transportation Capital Projects

York Region will be reviewing the process it uses to prioritize its transportation capital projects. This process is reviewed following the Regional Transportation Master Plan (RTMP) updates. With the approval of the RTMP in 2016, Regional staff has embarked on the review with the objective of aligning the process with its Fiscal Strategy and the objectives of the 2016 RTMP. The outcome will inform the Region's 2019 budget and the 10-Year Transportation Capital Plan.

Regional staff will review the process between the fall of 2017 and the spring of 2018. The intention is to present the proposed changes to Regional Council in the spring of 2018, with the revised process being in place mid-2018. Consultation with the local municipalities is expected to begin in the fall of 2017. City staff will participate in the consultation process and identify any city-interests that should be considered in the review.

Metrolinx is reviewing the Regional Transportation Master Plan – Ensuring recognition of the need to upgrade the Jane Street and Major Mackenzie Drive services to Bus Rapid Transit

By letter dated June 22, 2017 the Region of York and York Region Rapid Transit provided comments on the Metrolinx Regional Transportation Plan Update, particularly the draft 2041 Transit Network. The letter confirmed that the Region is intending to proceed with its Viva Expansion Plan on segments of Jane Street and Major Mackenzie Drive. The Expansion Plan represents the next phase in the evolution of segments of these streets into BRT corridors, as reflected in the York Region Transportation Master Plan and the approved Transportation Capital Program. The letter states that, "York Region fully expects that within the 2041 planning horizon of the updated Regional Transportation Plan, these corridors will evolve from Viva curbside service to segregated BRT. We request that this also be reflected in the Regional Transportation Plan". The Region concludes with the statement that it is imperative that the infrastructure required to keep up with the planned growth keeps pace with the growth.

The draft Metrolinx Regional Transportation Master Plan was released in September of 2017. As drafted, it provides for the implementation of BRT/LRT service in the Jane Street and Major Mackenzie Drive Corridors within the 2041 horizon. Metrolinx is proposing further consultation on the draft plan, with the final plan proceeding to the Metrolinx Board for approval in December of 2017.

It is recommended that the City reaffirm its support for the conversion of the Jane Street-Major Mackenzie Drive services to BRT/LRT, as set out in the Council approved comments of October 19, 2016. A recommendation has been provided to this effect. This also signals to Metrolinx that the City's land use decisions and ability to conform to the Growth Plan are becoming increasingly dependent on the timely provision of the required infrastructure.

In addition, a recommendation is provided advising Metrolinx that the City supports the identification of a higher order Transit hub (Gateway Hub) at the Vaughan Mills Mall to accommodate the on-going intensification of the area and corresponding transit improvements. It would serve the area between the VMC and the Health Care Centre and would build east-west connectivity to the Rutherford GO station. This would ultimately be planned in consideration of the existing YRT Terminal and would also consider the implications of a future extension of the subway.

Land Use Planning: Advancing immediate opportunities while looking out to 2041

There will be the need to update the planning framework for Jane Street

In many ways, the Jane Street corridor represents the next phase of city-building in Vaughan. The major intensification corridors and centres have been identified and largely planned for. Jane Street's potential has been recognized in the past. However, the opening of the subway and the construction of the hospital will give it new prominence. The unique aspect of Jane Street is its

potential to be an employment provider and a major economic driver for the City. This is based on its location, the current uses and the emerging transportation network. The realization of high quality transit oriented development along this corridor should be supported.

From a planning perspective, consideration of Jane Street should take place through a targeted “Avenue” or “Corridor” study, which addresses matters such as land use, density and urban design. This could also be expanded to include Major Mackenzie Drive, if warranted. This should be incorporated into the forthcoming Municipal Comprehensive Review. Due to the Provincial Plan Review, it will push the City’s adoption of the implementing amendment to VOP 2010 into the early 2020s.

Given the timing of the MCR, the significance of the corridor and the transformative changes that are now taking place, it is recommended that the City proceed with a precursor study that examines the potential role that Jane Street can play as a source of employment and as an economic driver to 2041 and beyond. This would inform the future land use study. On receiving the results of this study, the decision can be made as to whether to proceed as part of the MCR or undertake an independent study.

As such, it is recommended that the “Avenue” study proceed as part of the MCR. This would be supported by the precursor study, to be initiated in 2018, which would examine the economic potential of the Jane Street Corridor. It would be led by Policy Planning and Environmental Sustainability and Economic Development. Funding would be sourced from the Capital Budget for the Municipal Comprehensive Review.

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

The strategy identified in this report is consistent with the following Term of Council Priorities:

- Improve the municipal road network;
- Continue to develop transit, cycling and pedestrian options to get around the City;
- Support the development of the hospital;
- Attract investment and create jobs;
- Continue to cultivate an environmentally sustainable city.

Regional Implications

York Region will be a key player in the delivery of the planned transportation improvements in the Jane Street corridor and as a participant in any land use planning studies. This report recommends that the Region’s transportation initiatives be supported and that the City staff work with the Region to advance their implementation. There have been several meetings with Regional staff on the individual projects. Now that the scope of the Region’s work and the City’s interests are better defined, there will be the need to move to a more structured process. Moving forward together will assist in achieving the city-building objectives common to both municipalities.

Conclusion

Jane Street from the VMC to Major Mackenzie Drive is emerging as one of the City’s primary north-south arterial corridors. This is supported in Regional and City policy and by existing and planned transportation improvements. Going forward Jane Street can evolve into one of Vaughan’s important structural elements and be the foundation for city-building well into the future.

To achieve the current planning objectives and provide the basis for future land use transformation, it will be necessary to take advantage of both the existing and planned transportation improvements. This report recommends an immediate strategy that will support the delivery of the improvements to infrastructure and services in the corridor to address both existing needs and the corridor’s long-term evolution. To reflect the transformation that the Jane Street Corridor is undergoing, a process is recommended to update the planning for the corridor through the City’s

Municipal Comprehensive Review to provide land use guidance to 2041. It will be supported by a more immediate study, which will examine how best to build on corridor's current role as a provider of employment and as an economic driver.

Therefore, it is recommended that the recommendations contained in this report be approved and that staff report back on the initiatives as necessary.

Attachments

1. Schedule 1, Urban Structure, Vaughan Official Plan 2010 (East Vaughan Excerpt);
2. The Emerging Eastern Vaughan Transportation Grid

Report prepared by:

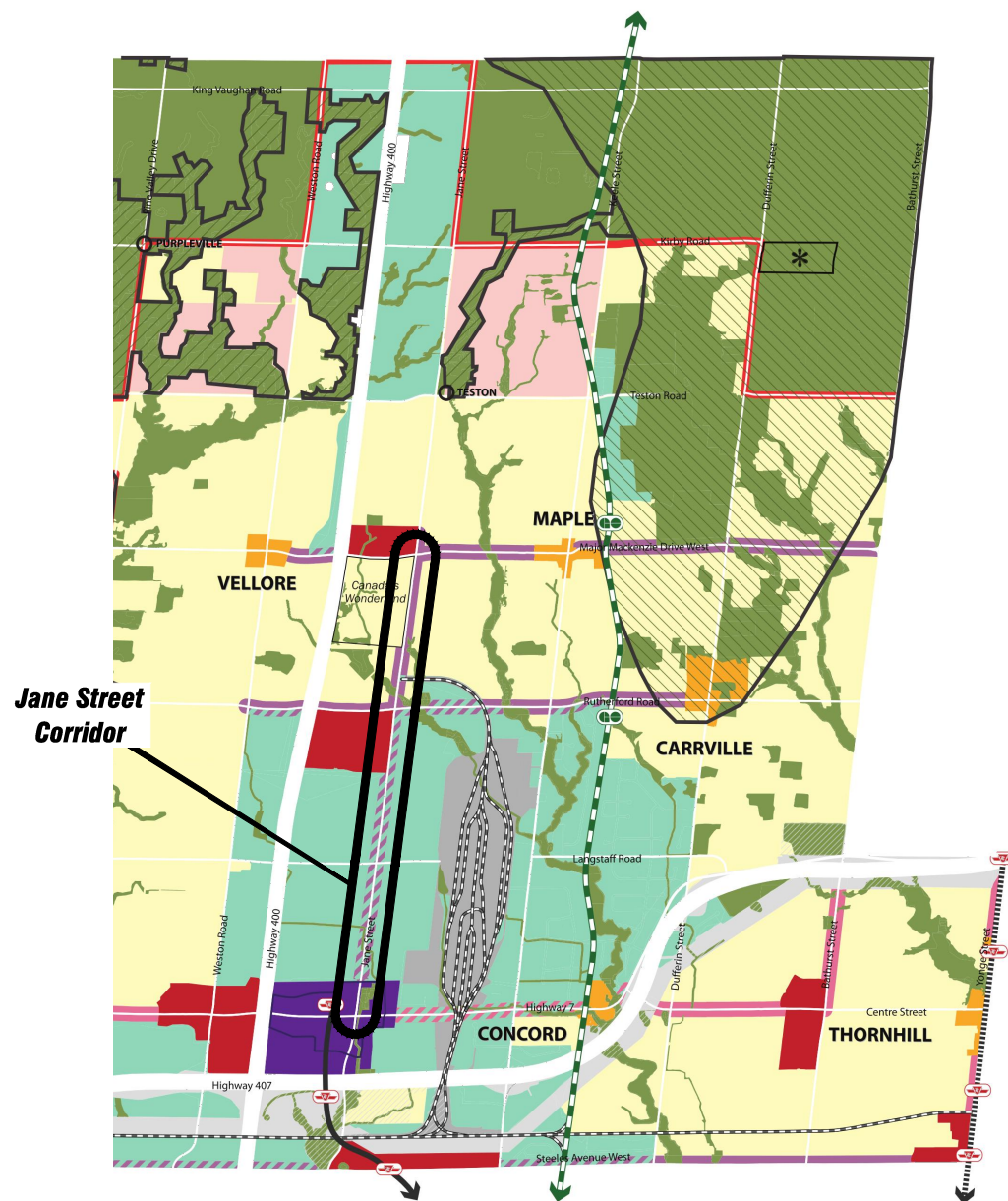
Roy McQuillin, Special Policy Advisor, Planning and Growth Management, ext. 8211

Respectfully submitted,

JOHN MACKENZIE
Deputy City Manager
Planning and Growth Management

STEPHEN COLLINS
Deputy City Manager
Public Works

/lm



SCHEDULE 1

Urban Structure

- Urban Boundary
- Urban Growth Centre Boundary

Stable Areas

- Natural Areas and Countryside
- Community Areas
- New Community Areas
- Employment Areas
- Rail Facilities

Intensification Areas

- Vaughan Metropolitan Centre (Regional Centre)
- Primary Centres
- Local Centres
- Regional Intensification Corridors
- Regional Intensification Corridors within Employment Areas
- Primary Intensification Corridors
- Primary Intensification Corridors within Employment Areas

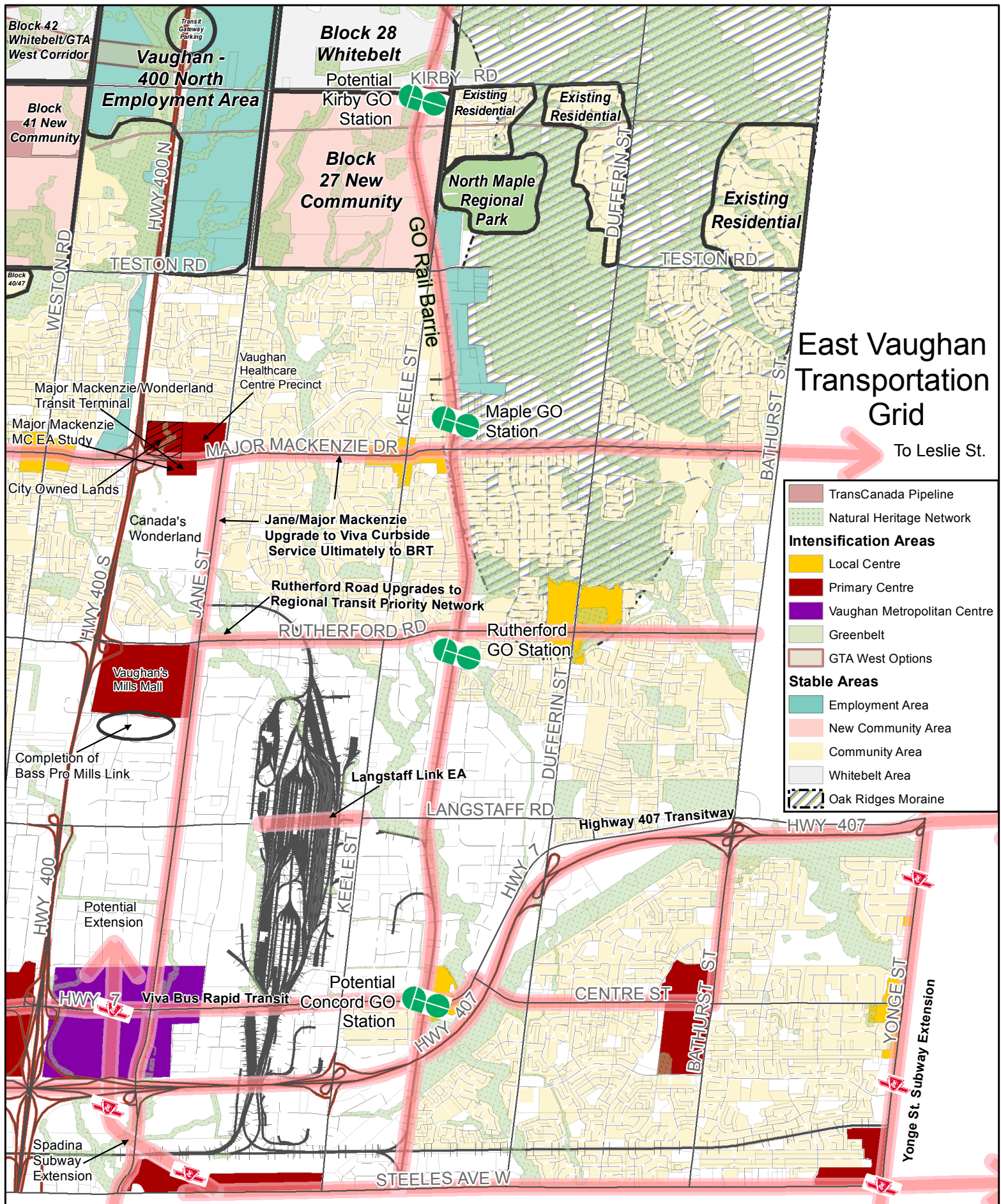
- Parkway Belt West Lands
- Railway
- Subway Extension
- Proposed Subway Extension
- GO Transit Network
- Greenbelt Plan Area¹
- Oak Ridges Moraine Conservation Plan Area¹
- Urban Growth Centre Boundary
- Hamlet
- See Minister's Decision on ORMCP Designation
- Municipal Boundary

¹ See Schedule 4 for limits and land use information of the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area

0 1,000 2,000 3,000 4,000 5,000 Meters

Not to Scale

Schedule 1, Urban Structure,
Vaughan Official Plan 2010
(East Vaughan Excerpt)



East Vaughan Transportation Grid



Attachment

2

DATE:
October 2017