

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 30, 2012

Item 31, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 30, 2012.

**31 TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE)
STEELES WEST SECONDARY PLAN
STREET 'C' CONSTRUCTION
WARD 4 – VICINITY NORTH OF STEELES AVENUE BETWEEN JANE AND KEELE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated October 16, 2012:

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Commissioner of Finance / City Treasurer recommends:

1. THAT Council authorize staff to reimburse the Toronto Transit Commission the certified cost attributable to the additional widening of Street 'C' to accommodate on-street bike lanes as recommended by the Commissioner of Engineering and Public Works with funding from Capital Project DT-7066-11.

Contribution to Sustainability

The Toronto-York Spadina Subway Extension (TYSSE) project will provide higher order transit infrastructure to support compact urban form and will offer an alternative mode of transportation to the single occupant vehicle. In addition, the subway extension into the City will stimulate the establishment of transit orientated development within the Steeles West Secondary Plan Area and the Vaughan Metropolitan Centre. The TYSSE is committed to applying sustainability standards in the design and construction of the subway project.

Economic Impact

The TYSSE has advised that the incremental cost associated with widening Street 'C' to accommodate on-street bike lanes has been estimated to be approximately \$176,000. Approved Capital Project DT-7066-11 (Steeles West Station Infrastructure – TYSSE) allocates \$3,000,000 for the design and construction of infrastructure required to support the Steeles West Subway Station, with funding from City-wide Development Charges. Accordingly, there are sufficient budgeted funds to cover this expense.

Communications Plan

The TYSSE Project Team will be advised of the approved recommendations originating from this report.

Purpose

The purpose of this report is to seek approval to reimburse the Toronto Transit Commission (TTC) for the incremental cost associated with the construction of bike lanes on Street 'C' in the Steeles West Secondary Plan area.

Background - Analysis and Options

The TYSSE Project is currently under construction and scheduled to open for full revenue service to the Steeles West Secondary Plan area by late 2015.

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Steeles West Plan will accommodate 5,500 residential units, 120,000 square metres of office/commercial space and subway station

The Steeles West Secondary Plan area is bounded by Steeles Avenue to the south, Hydro Corridor and Canadian National Railway right-of-way to the north, Jane Street to the west and Keele Street to the east as shown on Attachment No. 1.

At full build out, the Plan is expected to accommodate approximately 5,500 residential units and 120,000 square metres of office/commercial uses thereby generating a residential population of approximately 11,000 people and an estimated 5,000 employees. The area is currently comprised of vacant land with some existing low-rise employment uses including the United Parcel Service operations building east of Jane Street. There are significant public and private developments currently underway within the area, including the TYSSE Steeles West Subway Station, a York Region Transit (YRT) Bus Terminal and commuter parking lot. In addition, an active site development application for the vacant lands west of Keele Street is currently under review and consideration by staff.

On-going subway construction provides opportunity to advance the construction of elements of the ultimate infrastructure needs for the Steeles West Plan

The construction of the Steeles West Subway Station building and underground subway box is currently underway. Construction of the YRT bus terminal, commuter parking lot, passenger pick-up/drop off and Street 'C' will be included in the second phase of TYSSE construction for this area. Based on recent discussions with TTC staff, it is anticipated the detailed design and tender for phase two construction works will occur over the next six months.

Street 'C' is part of the primary north-south road network within the Steeles West Plan linking to the York University lands south of Steeles Avenue. The ultimate vision for Street 'C' is to serve as a primary north-south multi-modal transportation corridor within the Steeles West Plan. Given the immediate proximity of Street 'C' to the Steeles West Subway Station, YRT Bus Terminal and commuter parking lot, it is likely that development activity along this corridor will occur in conjunction with, or soon after opening day for the subway. The relationship between Street 'C' and the overall plan for the Steeles West area, subway station, bus terminal and commuter parking lot is illustrated on Attachment No 2.

A four lane roadway will be built and funded as part of the subway project

The projected traffic volumes associated with the subway station and commuter parking lot requires four lanes of capacity on Street "C" on opening day; accordingly, the TYSSE project has identified the following base municipal infrastructure elements for Street 'C' to be fully funded by the project:

- 26 metre right-of-way
- Pavement structure to accommodate four general purpose traffic lanes
- Fully urbanized cross section including concrete curb and gutter
- Streetlighting to City standards
- Concrete sidewalk along the west boulevard
- A temporary turn-around facility or suitable alternative at the north limit of Street 'C' to accommodate larger vehicles such as snow ploughs and garbage trucks
- Storm sewers and watermain as required to service Street 'C', the subway station, bus terminal and commuter parking lot

TTC has advised that the City will be responsible for the cost of any additional municipal infrastructure beyond the base elements, which the City may want, constructed in conjunction with the project.

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City staff has negotiated for bike lanes on Street “C” to be built concurrently with the subway project at the City’s cost

In reviewing the TYSSE Project base case design elements, a number of ultimate design considerations for Street ‘C’ were considered by staff, including:

- Ultimate multi-modal transportation objectives
- Pedestrian realm
- Facilitation of development
- Constructability, land requirements
- Financial implications

Based on this review, staff is recommending that the ultimate right-of-way configuration for Street ‘C’ should include a four lane cross-section, dedicated on-street bicycle lanes, and ample space for high quality streetscape furnishings and pedestrian zones. A 26.0 metre right-of-way will be required to accommodate these features.

The provision of dedicated bike lanes on Street ‘C’ is in keeping with the objectives of the Vaughan Official Plan and Transportation Master Plan, and will provide safety for cyclists by separating cyclists from traffic. Street ‘C’ will become a busy corridor as it is the main access point for the subway station and commuter parking lot. In addition to good public transit links, the City is encouraging commuters to use active transportation to reduce the need to use the car for commuting and local trips. The east-west corridors in the Steeles West area will also have cycle facilities providing connectivity to the bike lanes on Street ‘C’, as well as the local and surrounding areas.

Construction of the bike lanes concurrently with the road construction will minimize future disruptions due to construction activities along the proposed subway alignment and allow opportunities for development to proceed in a timely manner and in support of the anticipated in-service date for the subway extension to the VMC area. Accordingly, staff supports the need to advance the ultimate roadway construction to include on-street bike lanes along Street ‘C’.

The City’s is to reimburse TTC for the design and construction of the bike lanes on Street “C”

TTC provided a preliminary cost estimate for the widening of the pavement structure on Street “C” to provide for the on-street bike lanes (inclusive of detailed design and construction), which amounted to approximately \$176,000. TTC has requested the City formally confirm the availability of funding for this additional work before advancing the design of the infrastructure.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursuit of excellence in service delivery;
- Planning and managing growth, and economic vitality; and
- The demonstration of leadership and promotion of effective governance.

Specific Strategic Plan Initiatives applicable to the recommendations made in this report include Vaughan’s corporate priorities to support and plan high capacity transit at strategic locations throughout the City. Accordingly, this report is consistent with the priorities previously set by Council.

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Regional Implications

York Region is a funding partner for the Toronto-York Spadina Subway Extension project.

Conclusion

Construction of Street 'C' to a four lane cross-section is required for opening day of the TYSSE project. Accordingly, the scope of this work will be designed, constructed and paid by the TYSSE project. The City is responsible to pay the cost of the additional road widening needed to facilitate on-street bike lanes. The TTC has requested confirmation the City will reimburse the funds for the incremental cost associated with this work before the construction contract is awarded. Accordingly, it is recommended that Council authorize staff to reimburse the TTC the certified cost attributable to providing bike lanes on Street "C" with funding from Capital Project DT-7066-11.

Attachments

1. Steeles West Secondary Plan – Location Map
2. Overall Development Plan

Report prepared by:

Michael Frieri, Manager of Engineering Planning & Studies – Ext. 8729

(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.)

COMMITTEE OF THE WHOLE – OCTOBER 16, 2012

TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) STEELES WEST SECONDARY PLAN STREET 'C' CONSTRUCTION WARD 4 – VICINITY NORTH OF STEELES AVENUE BETWEEN JANE AND KEELE

Recommendation

The Commissioner of Engineering and Public Works, in consultation with the Commissioner of Finance / City Treasurer recommends:

1. THAT Council authorize staff to reimburse the Toronto Transit Commission the certified cost attributable to the additional widening of Street 'C' to accommodate on-street bike lanes as recommended by the Commissioner of Engineering and Public Works with funding from Capital Project DT-7066-11.

Contribution to Sustainability

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Economic Impact

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Communications Plan

The YYSSE Project Team will be advised of the approved recommendations originating from this report.

Purpose

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Background - Analysis and Options

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Regional Implications

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Conclusion

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Attachments

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Report prepared by:

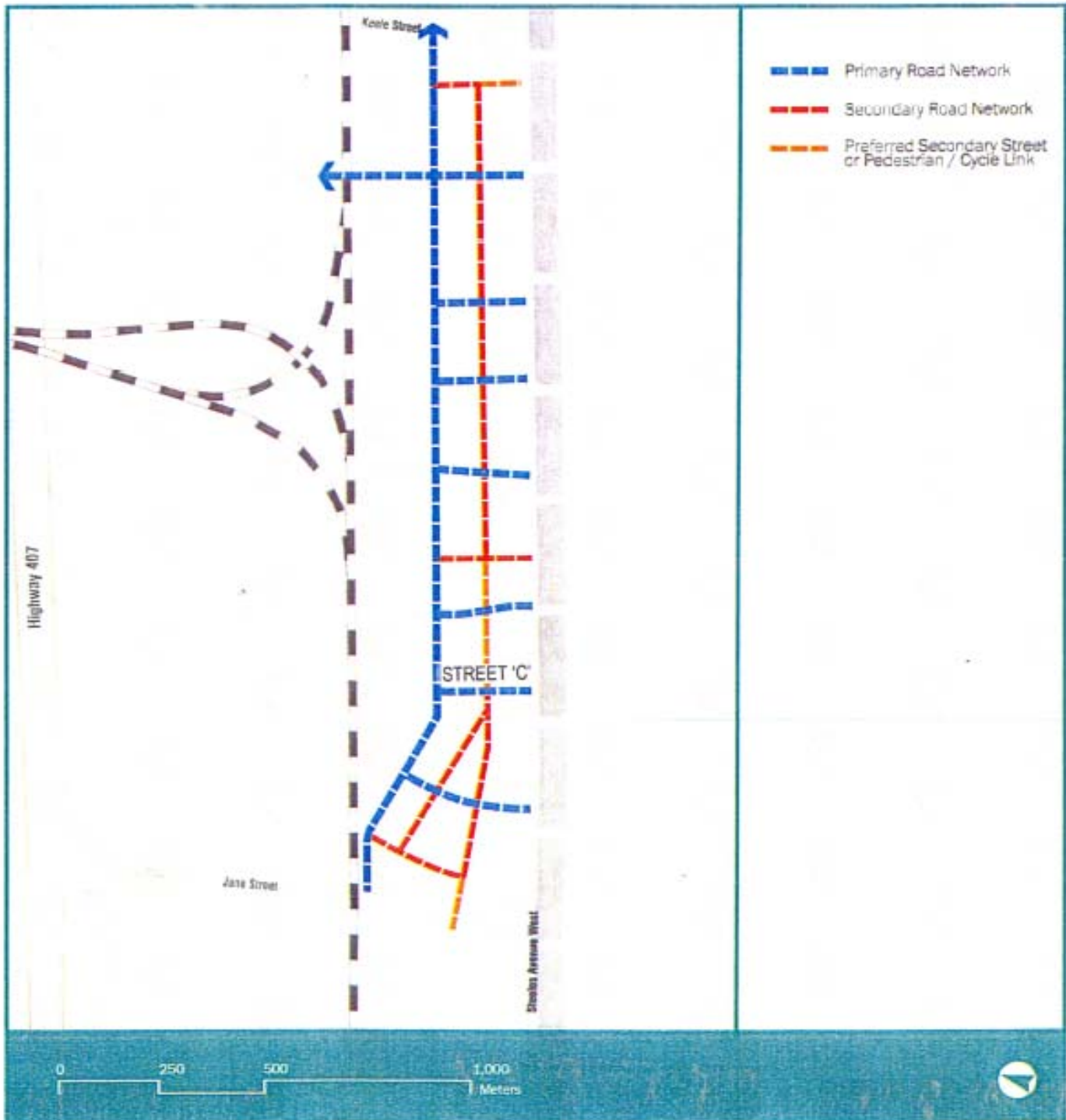
Michael Frieri, Manager of Engineering Planning & Studies – Ext. 8729

Respectfully submitted,

Paul Jankowski, P.Eng.
Commissioner of Engineering
And Public Works

Andrew Pearce, C.E.T.
Director of Development /
Transportation Engineering

ATTACHMENT NO. 1



LOCATION MAP



OVERALL DEVELOPMENT PLAN