

COMMITTEE OF THE WHOLE NOVEMBER 19, 2001

**PARKWAY BELT WEST PLAN
AMENDMENT NO. 157
CITY OF VAUGHAN
(HIGHER ORDER TRANSIT RIGHT OF WAY – OPA NO. 529)
FILE: 19-PBA-028-157**

Recommendation

The Commissioner of Planning recommends:

1. That Council adopt the following resolution:

WHEREAS the purpose of the “Higher Order Transit Right of Way”, to be added by Amendment No. 157 to the Parkway Belt West Plan, and shown on Map 5 Northern Link (Woodbridge-Markham) is to identify and preserve a higher order transit right of way to link the Vaughan Corporate Centre with York University and the Spadina Subway;

AND WHEREAS the “Higher Order Transit Right of Way” has a width of 23 m and through this part of the Parkway Belt Plan is designed to be an underground facility and designated “Inter-Urban Transit”.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF VAUGHAN HEREBY RESOLVES THAT:

1. The transit facilities located in the east-west “Highway No. 407 Transitway” and the north-south “Higher Order Transit Right Of Way” shall be designed so that they can become complementary and mutually supportive elements of a future comprehensive public transit system;
2. If the required Environmental Assessments for both projects do not proceed concurrently, then the first Environmental Assessment, for either the “Higher Order Transit Right of Way” or the “Highway No. 407 Transitway”, shall take into account the need to provide for the integration of the two lines and their respective facilities;
3. In dealing with the integration of the two lines, the Environment Assessment(s) shall provide for the following, to a level of design satisfactory to: either the proponents of the respective EA’s (when conducted concurrently) or the proponent of an EA for one of the lines (when conducted in advance of the other) and the authority(s) responsible for the facility not undergoing the EA:
 - a) The location and physical integration of the lines and stations to simplify and expedite passenger transfers between the lines, while ensuring non-conflicting operations;
 - b) The amount of commuter parking and the bus station facilities to service both lines, taking into account the limits on such facilities resulting from traffic considerations, topographical and grading constraints and the planned uses which include the Highway 407 Transitway yard and service requirements;
 - c) The location and design of the resulting commuter parking lots and related transit facilities (i.e. bus station); and

- d) The location of ingress and egress points to the external road network and any resultant capacity restrictions or the requirement for any external road network improvements;
2. The City of Vaughan consents to all or part of the above recital and resolution being incorporated into the Parkway Belt West Plan by way of Amendment No. 157 Parkway Belt West Plan;
3. This resolution be forwarded to the Region of York with the request that it be endorsed by Regional Council; and
4. This report be forwarded to the Ministry of Transportation (Ontario), the Ministry of Municipal Affairs and Housing, the City of Toronto and the Toronto Transit Commission.

Purpose

To identify and designate a 23m wide higher order transit right-of-way and associated facilities (eg. Transit Station, parking lots) as "Inter-Urban Transit", by way of a City-initiated amendment to the Parkway Belt West Plan, in a manner consistent with City of Vaughan OPA No. 529 ("Higher Order Transit Corridor Protection Study – Vaughan Corporate Centre to York University")

Background - Analysis and Options

Location

The 23m wide transit right-of-way passes through the Parkway Belt West Plan Area on the west side of Jane Street, from a point approximately 300m north of Steeles Avenue to the north side of Highway No. 407. The proposed amendment to the Parkway Belt West Plan would identify and permit a station and commuter parking on the west side of Jane Street, between Highway No. 407 and the CN Rail Line, along with commuter parking in the Hydro Corridor (associated with a Steeles Avenue Station), from Jane Street to Keele Street.

Amendment No. 157 to the Parkway Belt West Plan

On July 10, 2001 Council adopted OPA No. 529, which identified a higher order transit right of way that would link the Vaughan Corporate Centre with York University and a future extension of the TTC's Spadina Subway line. The Ontario Municipal Board approved OPA No. 529 on March 1, 2001. While the transit right of way is shown in the Vaughan Official Plan, it is also appropriate to have the Provincial Parkway Belt West Plan recognize the right-of-way and to explicitly permit associated facilities.

On April 17, 2000, Council adopted a motion authorizing Staff to make an application, on behalf of the City of Vaughan, to amend the Parkway Belt West Plan to show the transit right-of-way and supporting facilities on the Parkway Belt lands. On August 8, 2000, the City of Vaughan submitted an application to the Province of Ontario (Ministry of Municipal Affairs and Housing) to amend the Parkway Belt West.

Circulation of OPA #157

The Ministry of Municipal Affairs and Housing has not provided a comprehensive post-circulation letter at this time, but recently advised that the Ministry of Transportation (MTO) Staff had some concerns with the proposed amendment.

In a letter dated November 23, 2000, MTO expressed concern with the potential impact of the north/south higher order transit right-of-way proposed by the City, on the Province's east-west Highway No. 407 Transitway. Recently, the Province amended the Parkway Belt West Plan to

identify and protect the Transitway alignment and the land for station and maintenance facilities. While MTO supported the concept of co-ordinating and integrating transit planning and transit service delivery, it requested deferral of the Parkway Belt West Plan amendment until additional information could be provided. The requested information included layout/design, parking, entrance requirements, traffic impact and site drainage.

Addressing MTO's Concerns

Staff from the Community Planning Department, the Region of York Transportation and Works Department and the Ministry of Transportation met on October 2, 2001. It was recognized that the two transit facilities were mutually supportive and that there would be full Environmental Assessments for both projects, prior to their construction. It was agreed that any concerns parties could be taken into account at a much greater level of detail through the EAs. However, since it was unlikely that both EAs would take place concurrently, there is a need for each EA process to take the same common issues into account, when one proceeds in advance of the other.

As such, Vaughan Staff developed a resolution for Council's adoption, which would clarify the City's position on the Amendment to the Parkway Belt Plan. It contains the following elements:

- Identifies the purpose of the Amendment (i.e to protect the north/south transit right-of-way);
- Identifies the width of the right-of-way (23m) and indicates that it was designed as an underground facility through the Parkway Belt Plan;
- Identifies the objective that the right-of-way and the east/west Highway No. 407 Transitway should be complementary and mutually supportive elements of a comprehensive public transit system;
- Identifies the need to take the other facility into account, should an Environmental Assessment for one of the facilities proceed in advance of the other; and
- Identifies a number of issues the EA(s) will have to take into account, such as: the location and physical integration of stations; amount of commuter parking and parking which may be devoted to each of the facilities; location and design of parking lots; and access to the facilities and need for any external road improvements.

The resolution in the Recommendation of this report is satisfactory to MTO and Region of York Staff.

While the Ministry of Transportation is satisfied with the commitment of a Council resolution, future discussions may result in the need to incorporate all or part of the resolution into OPA #157 to the Parkway Belt West Plan. Therefore, Recommendation No. 2 has been included, which provides the City's consent to the incorporation.

As the Region would be a proponent of the EA for the service located in the north/south higher order transit right-of-way, it is recommended that the resolution be forwarded to the Region of York for its endorsement. This will provide MTO with the commitment of both the City of Vaughan and the Region of York that its concerns will be taken into account when an EA for the transit right-of-way is undertaken.

Conclusion

This amendment to the Parkway Belt West Plan is required to facilitate higher order transit to the Vaughan Corporate Centre and to designate lands for the 23m corridor and associated facilities (eg. Transit Station, parking) as "Inter Urban Transit", in accordance with the City's approved OPA No. 529. Adoption of the recommendations will provide the basis for the Ministry of Municipal Affairs and Housing to continue processing the City's proposed Parkway Belt West

Plan Amendment #157 and associated facilities. Should Council concur, the recommendation set out in this report should be adopted.

Attachments

1. OPA No. 529, Context Plan
2. Portion of Map 5, Northern Link (Woodbridge - Markham) - Parkway Belt West Plan

Report prepared by:

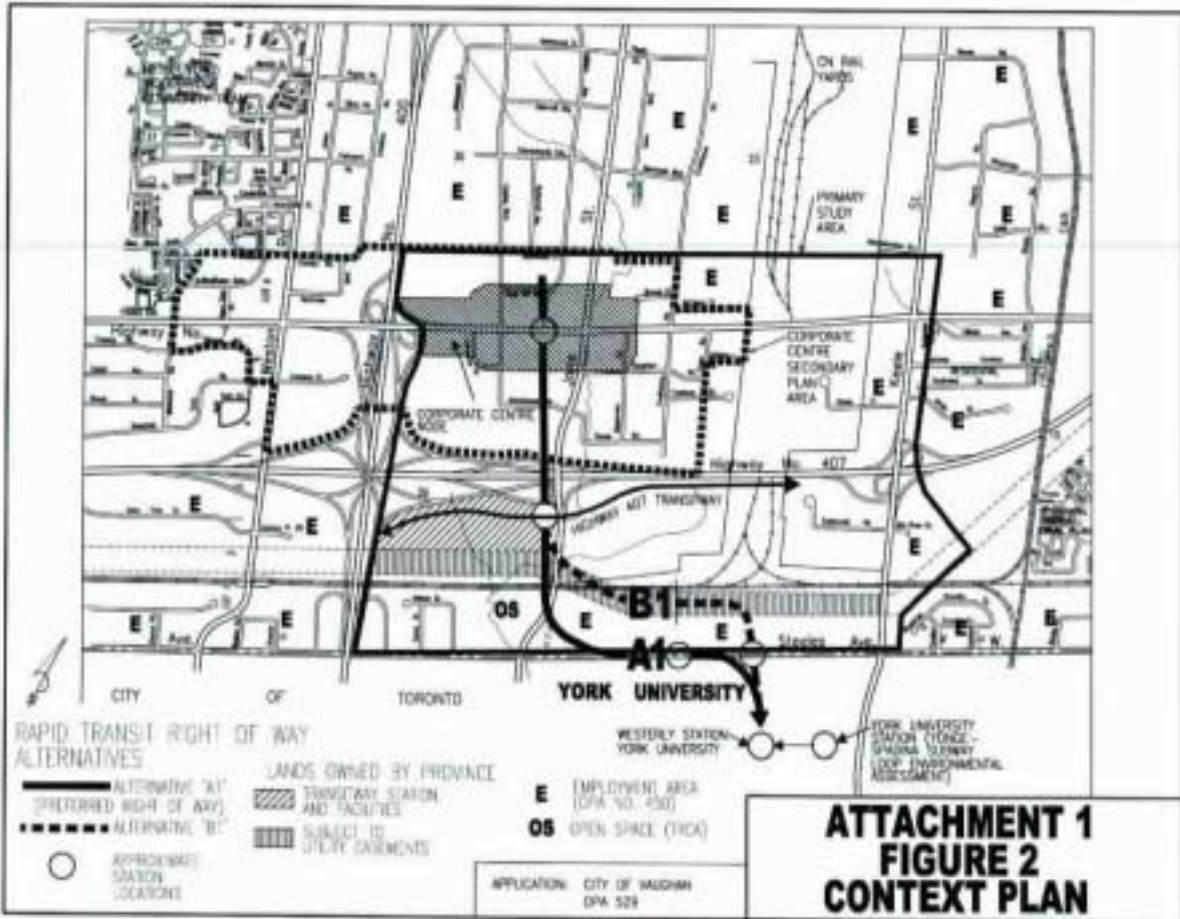
Stan Holiday, Policy Planner
Roy McQuillin, Senior Planner, Policy
Wayne McEachern, Manager of Growth Management & Special Studies

Respectfully submitted,

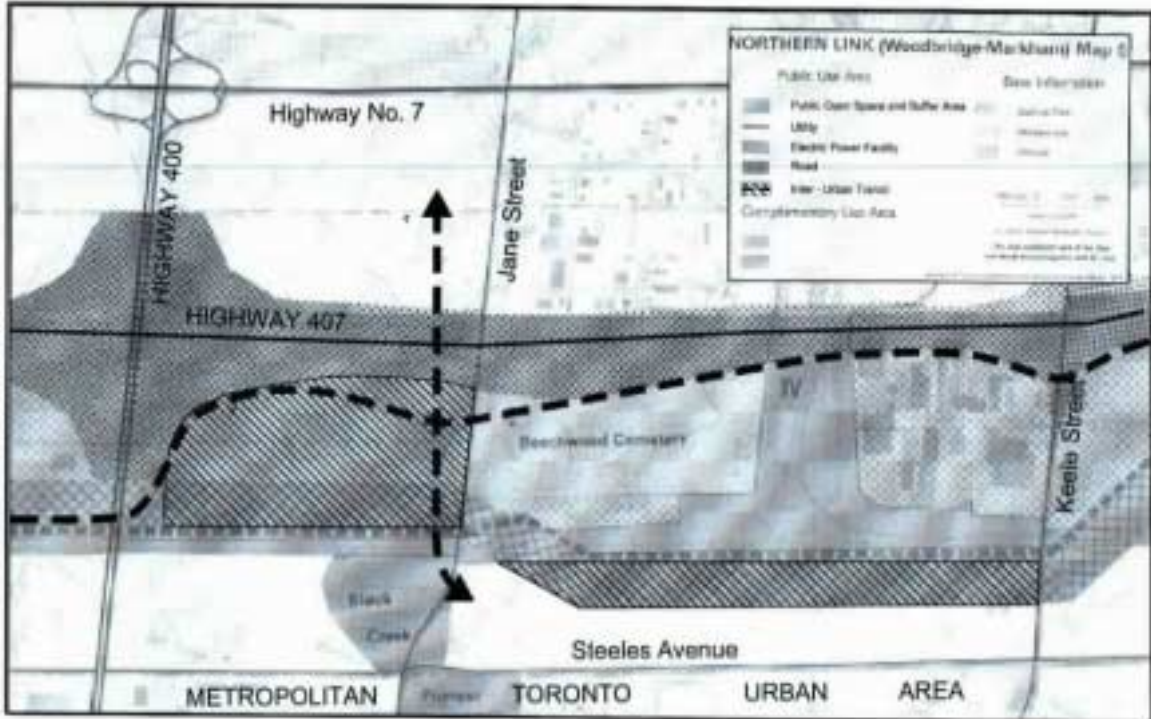
MICHAEL DeANGELIS
Commissioner of Planning

JOANNE R. ARBOUR
Director of Community Planning

/CM



**ATTACHMENT 1
FIGURE 2
CONTEXT PLAN**



ATTACHMENT '2'	FILE #	REPORT #
	1999-028-107	LOCATION: PART 127 1-4 CONS. 4.5

CITY OF VAUGHAN PLANNING DEPARTMENT	APPROVED	DATE: 10/22/2001
	CITY OF WILLOW	SCALE: NOT TO SCALE