

COMMITTEE OF THE WHOLE – APRIL 7, 2003

McNAUGHTON ROAD EXTENSION **KEELE STREET EAST TO MAJOR MACKENZIE DRIVE**

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Finance and Corporate Services, the Director of Reserves and Investments and the Director of Legal Services recommends:

1. That this report be received for information purposes;
2. That the Commissioner of Engineering and Public Works be authorized to issue purchase orders to Hydro Vaughan Distribution, Bell Canada, Enbridge Consumers Gas and GO Transit for the purposes of commencing design, relocation and construction of their respective plant and infrastructure as it pertains to the project; and
3. That the Mayor and Clerk be authorized to execute a development agreement with respect to the aforementioned project.

Purpose

This report is to provide Council with a summary of the main events and activities that have taken place in recent months to facilitate the construction of the McNaughton Road Extension from Keele Street east to Major Mackenzie Drive.

Background

The City anticipated that McNaughton Road would be extended from its current terminus at Keele Street east to Major Mackenzie Drive when development warranted the construction. As such the extension of McNaughton Road can be found in various OPA documents, the Maple Valley Plan, the Development Charges By-Law and recent Capital Budgets.

With the closure of the Keele Valley Landfill on December 31, 2002, the property owner, York Major Holdings Inc., is now in a position to develop the land abutting McNaughton Road. The City has already received and approved the initial site plan for the Eagle's Nest Golf Course. On September 23, 2002, Council also approved the inclusion of the McNaughton Road site in the deliberations for a new Civic Centre location.

A Memorandum of Understanding was drafted between the Cities of Vaughan and Toronto and York Major Holdings to formalize the terms and conditions of the extension of McNaughton Road. Among other details, the document discusses the timing, land dedication, upset limit and repayment terms. Although By-Law 312-2001, dated June 26, 2001, authorized the execution of the Memorandum of Understanding, it was not executed by the City.

York Major Holdings has hosted monthly meetings with respect to the McNaughton Road project since November 2002. These meetings have been attended by representatives from York Major Holdings, City of Vaughan, City of Toronto, Hydro Vaughan Distribution Inc., Region of York, Marshall Macklin Monaghan and RTG Systems. In February, the meeting frequency was increased to bi-weekly to ensure that the project issues are discussed and resolved in a timely manner.

Scope and Schedule

The scope of the project includes:

- 1) Lowering of Major Mackenzie Drive by approximately two meters to improve the geometrics of the future intersection of Major Mackenzie Drive with McNaughton Road and the western primary road from Block 18.
- 2) Construction of a 26.0 meter wide collector road from Keele Street east to Major Mackenzie Drive as shown on Attachment 1.
- 3) Level grade crossing of the railway tracks under the authority of the Greater Toronto Transit Authority.
- 4) Construction of a large diameter PD6 watermain in the north and east boulevard of McNaughton Road from Keele Street to Major Mackenzie Drive and along the north boulevard of Major Mackenzie Drive from McNaughton Road to Dufferin Street.

The current project schedule divides the project into three phases with the following construction schedule.

Phase 1: Lowering of Major Mackenzie Drive

Commence: June 2003

Completion: October 2003

Phase 2: Construction of McNaughton Road from Major Mackenzie Drive to the cul-de-sac east of the railway tracks

Commence: June 2003

Completion: October 2003

Phase 3: Construction of McNaughton Road from the cul-de-sac east of the railway tracks to Keele Street

Commence: October 2003

Completion: June 2004

Land Requirements and Ownership

Reference Plan 65R-24873 defines the land required by the City of Vaughan to constitute McNaughton Road from the railway tracks to Major Mackenzie Drive. As this land falls within the Secondary Buffer Zone of the Keele Valley Landfill, dedicating the right of way to the City requires special MOE approval. Efforts are currently underway to attain this approval from the MOE.

The City currently owns a narrower than desired right-of-way from Keele Street to the railway tracks. The land south of the current right-of-way is draft approved as a residential development 19T-95114. There are draft plan conditions that require the owner to dedicate the necessary land to complete the right-of-way to the City. However, the timing of the development is unknown and the draft plan conditions are set to expire April 29, 2003.

Negotiations are currently underway with the property owner to the north and the City's Real Estate Department to attain the additional land to complete the north boulevard. It is anticipated that this landowner will require a 1.8 meter encroachment easement into the McNaughton Road Boulevard to accommodate the existing two-storey building and porch.

Cost Sharing and Repayment Mechanism

The entire project is estimated to cost \$16,000,000, including the Region's PD #6 watermain. The project cost will be shared between York Major Holdings, the Region of York and the City of Vaughan. Efforts are currently underway to finalize the cost sharing details, thereby establishing the City's financial liability with respect to the project.

A portion of this project is currently included in the approved City-Wide Development Charges By-Law. The remaining portion of the project is included in an update to the by-law. It is anticipated that the update will be presented to Council in the fall.

The 2002 and 2003 Capital Budgets allocated money to the McNaughton Road Extension project with an anticipated completion date of 2006. Repayment terms are currently being negotiated between the City and York Major Holdings.

Capital Budget Allocation	Amount	DC By-Law	Project Description	Construction Costs
2002 – Design	\$ 470,000	Approved DC	Keele St to Railway Tracks (incl. overpass)	\$ 2,587,271
2002 Construction	- \$ 655,000	Proposed DC Update	Keele St to Railway Tracks	\$ 3,769,731 (A)
2003 Construction	- \$ 1,125,000	Proposed DC Update	Railway Tracks to Major Mackenzie Drive (incl. overpass)	\$ 7,420,513 (B)
Anticipated Future Allocation	\$ 3,375,000	Proposed DC Update	Overpass to be constructed at a later date	-\$ 2,000,000 (C)
Total	\$ 5,625,000		Updated DC Total / Upset Limit (A) + (B) – (C)	\$ 9,190,244

Development Agreement

Staff are currently preparing a development agreement which details the responsibilities and limitations of the City with respect to the McNaughton Road extension project. In order to finalize the agreement, the scope, land, cost sharing and repayment details must be resolved as they constitute key components of the agreement.

Other Considerations

Traffic Management

- During the lowering of Major Mackenzie Drive, a four-lane diversion will be created north of the existing Major Mackenzie Drive right-of-way allowing the work to proceed without interrupting traffic flow through the area.
- The eastern access to the Keele Valley Landfill will be closed as a result of the construction of McNaughton Road and the by-pass lanes for approximately five months. The City of Vaughan will be asked to waive its right to restrict truck traffic bound for the Keele Valley Landfill from passing through the intersection of Keele Street and Major Mackenzie Drive as detailed in the May 1983 agreement between the City of Vaughan and The Municipality of Metropolitan Toronto. The trucks that would normally use the east entrance will now travel through the restricted intersection to enter the site via the western entrance off Keele Street. It is anticipated that a maximum of 150 trucks per day may enter the landfill site to bring clean fill and topsoil to complete the landfill's cap and closure.

MOE Certificate of Approval A230610 – Keele Valley Landfill Buffer Zone

- The Engineering Department will be issuing its comments to the MOE pertaining to the Certificate of Approval amendment shortly. The comments will be requesting that the right-of-way and an easement over certain Stormwater Management facilities within the Eagle's Nest Golf Course be transferred/granted to the City of Vaughan.

Fill Encountered During PD7 Watermain Construction

- On May 21, 2002 during the construction of the PD7 watermain, approximately 8 meters

of contaminated fill was encountered. The fill contained construction debris. York Major Holdings is proposing to excavate, sieve and replace the clean material back in the excavation while disposing of the construction debris off site.

- This activity will be completed prior to the construction of McNaughton Road.

Municipal Class EA

- On February 26, 2003, Marshall Macklin Monaghan presented the City with an opinion letter stating that because this road has a private proponent and traverses through non-residential lands, a Municipal Class EA is not warranted.

Region of York

- On March 5, 2003, the Regional Council of York approved a recommendation that the Region enter into an agreement with York Major Holdings for the purposes of engaging Marshall Macklin Monaghan to design, conduct contract administration and inspect the construction of the PD #6 watermain in conjunction with the McNaughton Road project.
- Regional Council also provided the Commissioner of Transportation and Works the authority to enter into agreement with York Major Holdings with respect to the tendering, selecting and constructing phases of the project, as it relates to the Region of York.

Level Grade Crossing

- The current design for McNaughton Road provides for an at-grade crossing of the railway tracks, although the Development Charges By-law did provide for a grade separation. At this time, anticipated traffic volumes do not warrant its construction.
- When the City determines that the grade separation is warranted, a Federal and Municipal Environmental Assessment will likely be required.

Attachments

1. Location Map

Report prepared by

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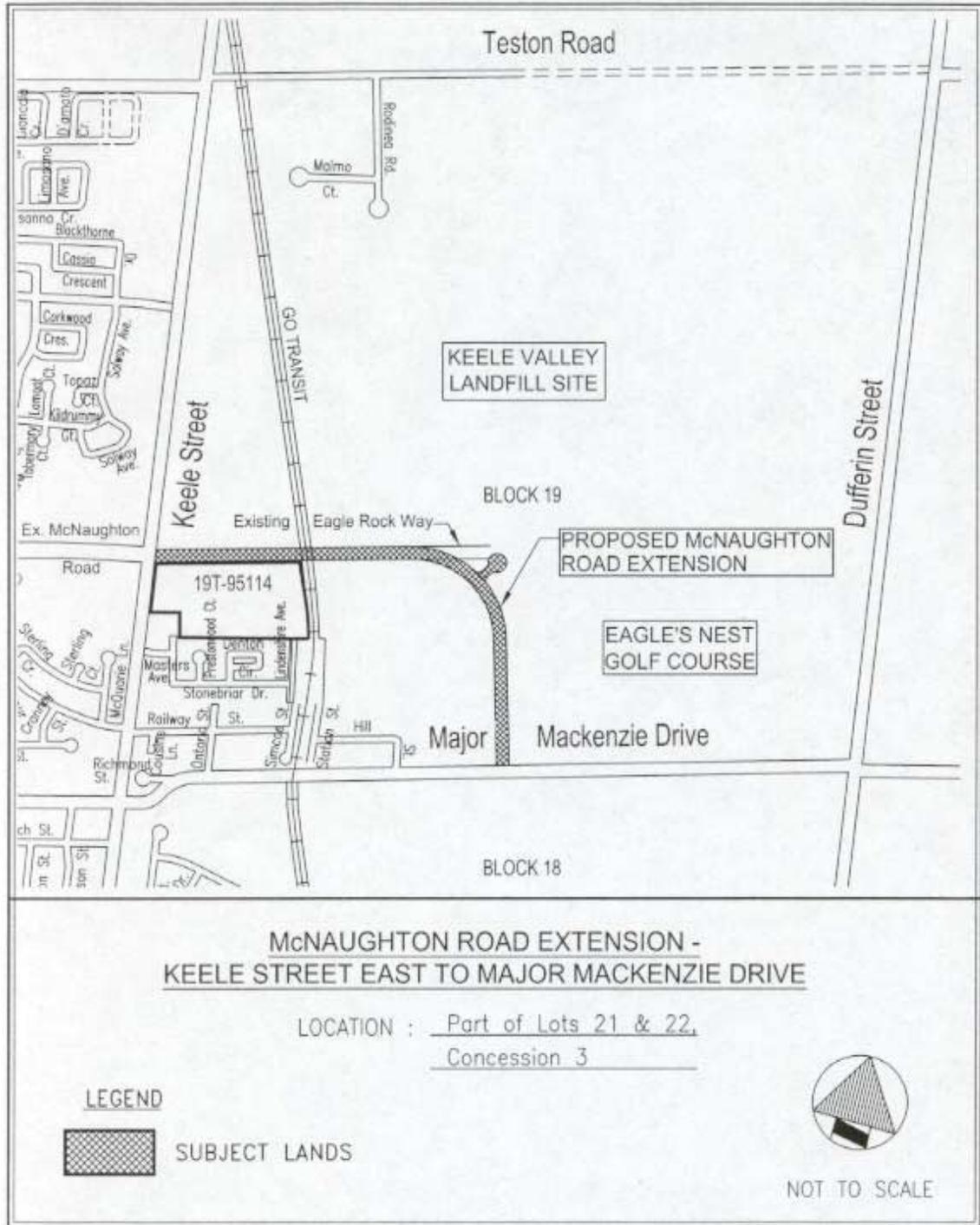
Mirella Doyle, Senior Engineering Assistant, ext 8264

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Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

ATTACHMENT No. 1



CITY OF WAUGHAN - ENGINEERING DEPARTMENT

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