

## **COMMITTEE OF THE WHOLE – AUGUST 31, 2010**

### **TORONTO-YORK SPADINA SUBWAY EXTENSION (TYSSE) VAUGHAN METROPOLITAN CENTRE MILLWAY AVENUE IMPROVEMENTS WARD 4**

#### **Recommendation**

The Commissioner of Engineering and Public Works, the Commissioner of Planning and the Commissioner of Finance / City Treasurer, in consultation with the Director of Reserves and Investments recommend:

1. That the re-alignment of Millway Avenue between Highway 7 and Applemill Road be designed and constructed to its ultimate five lane urban cross-section in conjunction with the Toronto-York Spadina Subway Extension Project; and
2. That Staff report back to Council on opportunities to advance the widening and reconstruction of Millway Avenue between Applemill Road and Portage Parkway to its ultimate five lane urban cross-section independently or in conjunction with the Toronto-York Spadina Subway Extension Project; and
3. That any costs related to municipal servicing constructed in conjunction with the Toronto-York Spadina Subway Extension Project which are attributable to the City, be included for consideration in the 2011 Capital Budget deliberations.

#### **Contribution to Sustainability**

The Toronto-York Spadina Subway Extension (TYSSE) project and the Highway 7 Transitway 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 in the Vaughan Metropolitan Centre area and the Official Plan Amendment 620 (Steeles West Secondary Plan) area. The TYSSE is committed to applying sustainability standards in the design and construction of the subway project.

#### **Economic Impact**

Municipal infrastructure design, property and construction costs (including consideration for cost-sharing requirements) will be addressed as part of the 2011 Capital Budget deliberations. Components of the proposed Millway Avenue improvements will be funded from City-wide Development Charges.

The City's latest Development Charges (DC) Background Study (as completed by Hemson Consulting in 2008) includes net provisions for recovery of approximately \$44 million via City-wide DC funds for the purpose of constructing road network improvements related to the Vaughan Corporate Centre. Although the current approved Vaughan Corporate Centre Plan will soon be superceded by the City's new Vaughan Metropolitan Centre (VMC) Secondary Plan, it is expected that the associated DC funds will be applicable to the current improvements planned for Millway Avenue and other roadways within the new VMC Plan.

The City's DC Background Studies and related By-laws will be updated upon completion of the on-going City-wide Growth Management Strategy initiatives.

There will be long term impacts to the City's operating costs as additional municipal infrastructure is constructed and assumed by the City in support of the Spadina Subway extension project and the Vaughan Metropolitan Centre plan.

### **Communications Plan**

Municipal infrastructure improvement opportunities which may be advanced in conjunction with the Spadina Subway extension project and other related rapid transit initiatives, will be addressed as part of the 2011 Capital Budget deliberations. The 2011 Capital Budget deliberations will be a public process.

### **Purpose**

The purpose of this report is to update Council on the status of the TYSSE project, seek endorsement of the required improvements to Millway Avenue within the VMC Plan area, and advise of the need for a Master Financial Agreement with the Toronto-York Spadina Subway Extension Project (TYSSE) and York Region Rapid Transit Corporation.

### **Background - Analysis and Options**

Progress continues on the detailed engineering design of the Spadina Subway extension project. A formal site plan submission has now been made to the City for review and approval of the Highway 407 Subway Station. In addition, a 60% detailed design submission has been made for the Vaughan Metropolitan Centre (VMC) Station and a similar submission for the Steeles West Station is expected shortly. It is anticipated that site plan submissions for both the VMC and Steeles West stations will be made this fall.

A number of municipal infrastructure improvements will be required to facilitate the planned higher order transit oriented development within the Vaughan Metropolitan Centre and Steeles West Secondary Plan areas. In conjunction with the City's on-going Growth Management Strategy, a number of servicing and transportation related master plan studies are currently underway and continue to be closely coordinated with the Spadina Subway extension project advancements. These studies include the following:

- VMC Servicing Strategy Master Plan Class EA;
- OPA 620 Servicing Strategy Master Plan Class EA;
- OPA 620 East-West Collector Road Schedule 'C' Class EA;
- Black Creek Optimization Study Master Plan Class EA; and
- Transportation Master Plan Class EA.

Based on the findings of the above noted studies, opportunities exist to advance components of the ultimate municipal servicing infrastructure required in conjunction with the anticipated construction schedule for the TYSSE project. This 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.

### **Millway Avenue Improvements**

The ultimate vision for Millway Avenue is to serve as a primary north-south multi-modal transportation corridor within the VMC Secondary Plan. Given the immediate proximity of Millway Avenue to the proposed VMC Subway Station and the Highway 7 bus rapidway, it is likely that

development activity along this corridor will occur in conjunction with, or soon after opening day for the subway.

The ultimate right-of-way configuration for Millway Avenue between Highway 7 and Portage Parkway includes a five lane cross-section, dedicated bicycle lanes, and ample space for high quality streetscape furnishings and pedestrian zones. A 33.0 metre right-of-way will be required to accommodate these features. Attachment No. 1 illustrates the proposed Millway Avenue cross-section and its proximity to the Vaughan Metropolitan Centre Subway Station.

The proposed vertical alignment of the subway at the VMC Station requires that the existing Millway Avenue right-of-way between Highway 7 and Applemill Road (including all underground utilities) be relocated easterly from its current alignment at Highway 7 by approximately 20-30 metres. Accordingly, the TYSSE Project will be responsible for replacing this portion of Millway Avenue in-kind. Any enhancements to this base case however, will require financial commitment from the City. Enhancements will include incremental costs for design, construction and property.

The TYSSE project has identified the following base municipal infrastructure elements that will be fully funded by the project.

- Replacement of the existing three lane Millway Avenue to its new alignment from Highway 7 to Applemill Road and tapering back to match the existing alignment north of Applemill Road;
- Replacement of the existing Millway Avenue 26.0 metre right-of-way;
- Replacement of existing streetscape features;
- The proposed VMC Park;
- Relocation of all existing utilities as a result of the Millway Avenue realignment; and
- Temporary / permanent Passenger Pick-Up & Drop-Off (PPUDO) facilities.

The TYSSE project has advised the City that confirmation of financial contribution for municipal elements of the project above and beyond the base elements will be required. In addition, commitment on cost sharing elements and principles will also be required.

Construction staging plans related to the subway construction will necessitate the closure of Millway Avenue from Highway 7 to Portage Parkway by the middle of 2011. One of the first components of the VMC station construction staging is the need to relocate the existing Millway Avenue underground services to the new realigned Millway Avenue. Hence, confirmation of the new alignment and cross-section for Millway Avenue is required such that the TYSSE can complete the utility realignment design works and accordingly prepare the project for tender and award.

It should be noted that Millway Avenue is anticipated to be closed from Highway 7 to Portage Parkway from mid 2011 to approximately mid/late 2014.

The TYSSE has provided the City with an order of magnitude cost estimate for the required municipal contribution (elements above and beyond the base case) for the construction of the ultimate Millway Avenue design between Highway 7 and Applemill Road. The current estimated cost to the City (inclusive of detailed design, property and construction) will be approximately \$2.65 million.

A number of Millway Avenue design options were reviewed by staff based on the following criteria:

- Transportation objectives;
- Pedestrian realm;
- Facilitate development;

- Constructability, land requirements; and
- Financial implications.

The TYSSE has indicated the project will incorporate a realigned and widened Millway Avenue as depicted in Attachment No. 2. The realigned Millway Avenue will tie into the existing alignment north of Applemill Road. A five lane cross-section with a new 33 meter ROW is being proposed. Based on the alternative design options evaluated, staff supports this design alternative as the preferred solution.

#### Millway Avenue – Applemill Road to Portage Parkway

Current property limitations exist between Applemill Road and Portage Parkway thereby not allowing the TYSSE project and/or the City to proceed with the ultimate five lane urban cross section configuration at this time. As the TYSSE project construction schedule will not be completed until 2014, opportunities may arise to amend construction contracts as required in the future to facilitate the ultimate Millway Avenue construction in this area. Accordingly, in order to minimize disruptions due to construction and stimulate development with the VMC area, staff will continue to explore opportunities to secure the required property via the development approvals process and with the TYSSE project.

#### VMC Park and Millway Avenue Streetscape

Additional costs for enhanced urban design and streetscape requirements along Millway Avenue and within the proposed VMC Park (adjacent to the subway station) will be included in the final costs attributable to the City.

#### Master Financial Agreement

A Master Financial Agreement will ultimately be required between the City and the TYSSE project and York Region Rapid Transit Corporation to establish final costs, cost-sharing principles, and repayment terms. It is anticipated that the process to prepare and execute this agreement will be similar to the process adopted by Council for the TYSSE Project Master Servicing Agreement. Schedules will be added to the agreement as required for each of the applicable projects (including design, property and construction). Staff will continue to work with the TYSSE project to finalize the terms and conditions associated with this agreement and will report back to Council once a final draft is available.

#### **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:

- Establish city-wide master phasing and servicing allocation plans; and
- Support and plan high capacity transit at strategic locations throughout the City.

This report is therefore consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

## **Regional Implications**

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

## **Conclusion**

Construction of the ultimate requirements for Millway Avenue between Highway 7 and Portage Parkway should be advanced in conjunction with the TYSSE project schedule. This will ensure minimal disruptions due to construction in the future and act as a catalyst for development activity in the VMC.

The costs associated with the infrastructure components of this work attributable to the City will be included for consideration in the 2011 Capital Budget deliberations.

A Master Financial Agreement with the Toronto-York Spadina Subway Extension Project and/or York Region Rapid Transit Corporation will be required in the future.

## **Attachments**

1. Section of Millway Avenue at Subway Station Looking North
2. Millway Avenue Re-Alignment (Highway 7 to Applemill Road)

## **Report prepared by:**

Eric Gupta, Project Manager - Spadina Subway Extension – Ext. 8433  
Michael Frieri, Manager of Engineering Planning & Studies – Ext. 8729

Respectfully submitted,

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

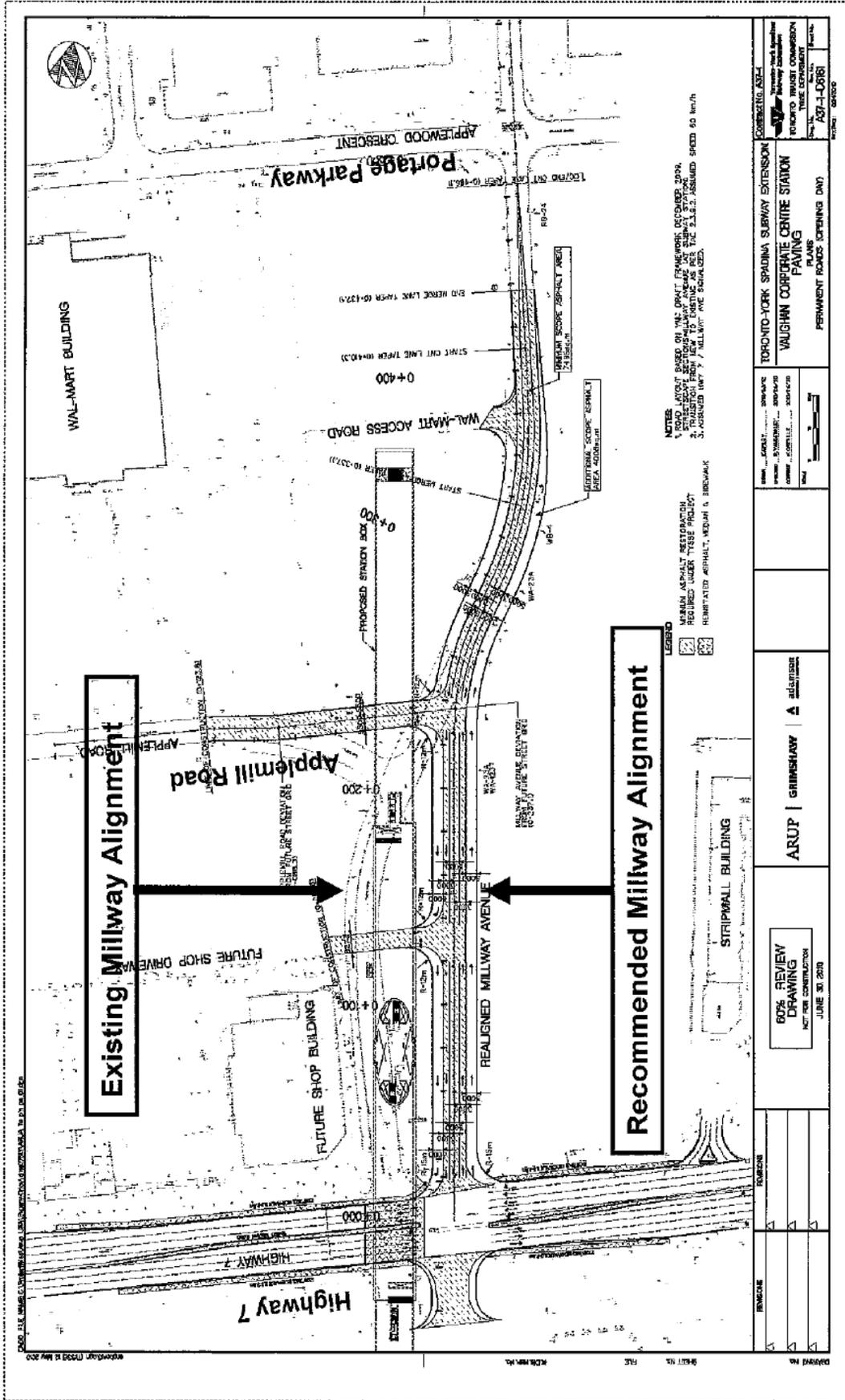
Johy Zipay,  
Commissioner of Planning

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

Barbara Cribbett,  
Commissioner of Finance /  
City Treasurer



# Attachment No. 2



**NOTES**

1. ROAD LAYOUT BASED ON THE DRAFT FRAMEWORK, OCTOBER, 2004.
2. TRANSITION FROM NEW TO EXISTING AS PER THE 3.1.2.2 ASSUMED SPEED 80 MPH.
3. ASSUMED 60% 7' MILLWAY AVE SHOULDER.

**LEGEND**

- MAINTENANCE ASPHALT RESTORATION REQUIRED UNDER THESE PROJECT
- REINFORCED ASPHALT, MEDIUM & BROADWAY

DATE: 01.11.2005	SCALE: AS SHOWN	PROJECT: TORONTO-YORK SPADINA SUBWAY EXTENSION	CONTRACT NO.: A27-1-0261
DESIGNED BY: [ ]	DRAWN BY: [ ]	CLIENT: TORONTO TRIBUTARY COMMISSION	DATE: 02/02/05
CHECKED BY: [ ]	APPROVED BY: [ ]	PROJECT: VAUGHAN CORPORATE CENTRE STATION PAVING PLANS	
DATE: [ ]	SCALE: [ ]	CLIENT: PERMANENT ROADS (OPENING DAY)	
<p>60% REVIEW DRAWING NOT FOR CONSTRUCTION</p> <p>JUNE 30, 2010</p>		<p>ARUP   GRIMSHAW   A consultant</p>	