

## VMC Sub-committee Report

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**DATE:** Tuesday, June 04, 2019

**WARD(S):** 4

**TITLE: VMC OPERATIONS AND MAINTENANCE IMPLEMENTATION STRATEGY**

**FROM:**

Zoran Postic, Deputy City Manager, Public Works

Jason Schmidt-Shoukri, Deputy City Manager, Planning & Growth Management

**ACTION:** FOR INFORMATION

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**Purpose**

To present the strategy for developing the VMC Operations & Maintenance (O&M) Plan 2020-2024 for above-ground outdoor infrastructure within the VMC.

**Report Highlights**

- Vaughan Metropolitan Centre (VMC) development continues apace with the TTC station fully operational, the YRT bus terminal and VivaNext Bus Transit Rapidway on Highway 7 west of Edgeley Boulevard to open later this year, and key road links, parks and open spaces being constructed.
- The City operates and maintains VMC assets based on existing City-wide service levels along with Operations and Maintenance practices defined in strategic VMC and other City-wide intensification standard documents.
- The City is reviewing existing O&M service levels: to assess whether they enable the vibrant City core envisioned by Council through the VMC Secondary Plan and supporting placemaking studies; to establish urban service levels for asset types new to the City; and, to coordinate service levels with partner property owners to ensure a consistent citizen and visitor experience.
- The review will consider service levels in similar downtown or core areas, as well as inputs from VMC stakeholders.
- Recommended service levels will be presented in the “VMC O&M Plan 2020-2024” to the VMC Sub-Committee in November 2019 along with cost implications and an implementation plan to inform future budget requests.

## **Recommendation**

1. That this report be received for information.

## **Background**

**The development of the VMC is continuing apace, and the sense of excitement and activity is tangible.**

Residents, employees and visitors occupy three completed towers in the VMC. Thousands more will soon arrive in seven towers that are currently under construction. Development applications are active for another six projects that will deliver a range of high-rise towers, mid-rise buildings and urban townhouse blocks. These statistics continue to grow regularly, as the downtown is developing more quickly than anticipated.

The VMC community benefits from the service of a TTC station that is already fully operational, as well as the Smart Centres Place Bus Terminal and Highway 7 Viva Bus Transit Rapidway west of Edgeley Boulevard that are scheduled to open later this year. Spine roads in the northwest quadrant and Highway 400 off-ramps to Highway 7 will also begin servicing traffic later this year.

**The City has been operating and maintaining its assets within the VMC based on existing City-wide service levels and O&M practices defined in strategic VMC and other City-wide intensification standard documents.**

The VMC's infrastructure will be implemented incrementally and will service more residents, employees and visitors than other parts of the City, which have a lower density. Higher service levels will be required to meet the higher demand for services such as more frequent litter pick-up, emptying of garbage bins or winter control activities that are reflective of a transit and pedestrian oriented urban downtown.

Currently, O&M practices are found in strategic documents for different asset categories such as streetscapes and parks. Moving forward, the City should review O&M service levels and practices holistically to capture all public realm and infrastructure assets, update their estimated cost impacts and forecast their implementation based on projected construction timelines.

**The VMC will also feature several asset types new to Vaughan or not common throughout the rest of the City.**

Urban parks, separated cycling facilities, Passenger Pick-Up and Drop-Off (PPUDO) areas, pedestrian mews and enhanced streetscapes are just some examples of asset types that are being introduced to the City of Vaughan through the VMC. Service levels must be clearly defined for these asset types.

## **O&M service levels may need to be adjusted to ensure a consistent public experience of the VMC.**

The VMC is transforming into a vibrant urban core where pedestrians, cyclists, transit riders and motorists will interact with streetscapes, walkways, roadways, parks and squares that are maintained by the private sector and public agencies. To provide residents, employees and visitors with a consistent experience in the VMC, the City will need to consider O&M service levels that vary from existing service level standards and practices.

A prime example of an area that will see users interact with assets from multiple stakeholders is the Mobility Hub. Service levels will need to be aligned among the four stakeholders: the City of Vaughan, the Toronto Transit Commission (TTC), York Region Transit (YRT) and SmartCentres.

## **Previous Reports/Authority**

The VMC O&M Plan 2020-24 will be developed based on asset descriptions, development timing and O&M practices described in the following documents:

- VMC Secondary Plan
- VMC Streetscape and Open Space Plan
- VMC Utility Master Plan
- [September 9, 2014, Committee of the Whole \(Working Session\) \(Item 1, Report No. 39, Recommendation 1\)](#), “Vaughan City-Wide Streetscape Implementation Manual and Financial Strategy Plan”
- [March 20, 2018, Committee of the Whole \(Item 7, Report No. 10, Recommendation 1\)](#), “Vaughan Metropolitan Centre Cycling Network, Proposed Revisions to the VMC Streetscape and Open Space Plan and VMC Secondary Plan Road Network”

## **Analysis and Options**

**The City is undertaking a review of O&M service levels and practices within the VMC. The service level review will focus on the operations and maintenance of City and stakeholder assets in the public realm.**

The review focuses on above-ground outdoor assets including roads, sidewalks, cycling facilities, boulevard trees and streetscapes, parks, traffic signs, traffic signals and streetlights. Services to be considered include winter control, cleaning, inspection, maintenance, repair and replacement. It is the intention to review underground municipal assets such as stormwater management pond facilities and Low Impact Developments (LIDs) at a future stage.

**The review will compare the VMC's current service levels to similar downtown or core areas and also consider input from stakeholders.**

Current service levels within the VMC are based on existing City-wide service levels along with O&M practices defined in strategic documents. The review will assess these service levels and practices holistically across the VMC's outdoor public space, and compare them to similar core areas in Toronto, Markham, Mississauga, Ottawa and Calgary. Input from VMC landowners and public service partners on their O&M priorities and concerns will be used to identify differences with City service levels and whether adjustments are needed.

**Service level recommendations will be presented to the VMC Sub-Committee in November 2019, along with cost implications and an implementation plan to inform future capital budgets.**

Costs associated with the recommended O&M service level adjustments will be calculated for the years 2020-2024, based on the anticipated development and construction plan. The resulting VMC O&M Plan will guide O&M activities and budgeting for the plan period, and will clarify service level expectations for VMC residents, property owners and other stakeholders such as the TTC and YRT. This work will also inform other intensification areas of the City.

### **Financial Impact**

O&M service level recommendations will be documented in the VMC O&M Plan 2020-2024, to be presented to the VMC Sub-Committee in November 2019. The VMC O&M Plan will include estimated annual costs reflecting the anticipated development and construction timing over the plan period.

### **Broader Regional Impacts/Considerations**

Coordination with other VMC property owners and service providers will be essential to ensure a consistent citizen experience of the VMC. As part of the service level review, the City will be consulting with VMC landowners and public service partners, including the Toronto Transit Commission (TTC), York Region Transit (YRT) and York Region.

### **Conclusion**

Operations and Maintenance is essential to fostering and sustaining the vibrant City core envisioned by the Council-approved VMC Secondary Plan and related placemaking documents. The City is reviewing service levels within the VMC considering similar downtown or core areas, as well as inputs from VMC stakeholders. Recommended service levels will be summarized in the "VMC Operations and Maintenance Plan 2020-2024". The plan will be presented along with cost implications and an implementation plan.

**For more information**, please contact:

Zoran Postic, Interim Deputy City Manager and Director of Transportation Services,  
Parks & Forestry Operations, ext. 8247

Christina Bruce, Director VMC Program, ext. 8231

## **Attachments**

None.

## **Prepared by**

Maurice Battistuzzi, Project Manager, TSPFO, ext. 6149

Elaine Chang, Manager, Business and Contract Services, TSPFO, ext. 6120

In consultation with:

Andrew Pearce, Director of Development Engineering

Amy Roots, Senior Manager, VMC

Gerardo Paez Alonso, Manager, VMC & Strategic Parks Initiatives

Jennifer Cappola-Logullo, Manager of Development Engineering (VMC)

Joerg Hettmann, Interim Manager of Forestry & Horticulture, TSPFO

Carmine Mainella, Interim Manager of Parks & Roads, TSPFO

Margie Chung, Manager of Traffic Services, TSPFO

Rita Selvaggi, Manager of Financial Planning & Analysis, Financial Planning and  
Development Finance