



C13

Communication

Council – January 28, 2025

CW(1) – Report No. 1 Item No. 20 & 21

DATE: January 28, 2025

TO: Mayor and Members of Council

FROM: Vince Musacchio, Deputy City Manager, Infrastructure Development
Michael Coroneos, Deputy City Manager, Corporate Services, City
Treasurer and Chief Financial Officer

RE: COMMUNICATION – Council – January 28, 2025

Item #20, Report #1

TAKING CHARGE OF OUR ROADS TO FIGHT GRIDLOCK

Item #21, Report #1

**VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-
FOR-PROFIT LONG-TERM CARE FACILITY**

Purpose

To provide additional information about the following Member's Resolutions introduced and passed during the January 21, 2025, Committee of the Whole (1) meeting:

- **TAKING CHARGE OF OUR ROADS TO FIGHT GRIDLOCK**
- **VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-FOR-PROFIT LONG-TERM CARE FACILITY**

Item #20, Report #1

TAKING CHARGE OF OUR ROADS TO FIGHT GRIDLOCK

Background

Member's Resolution: TAKING CHARGE OF OUR ROADS TO FIGHT GRIDLOCK

In April 2023, the Vaughan Council endorsed Mayor Del Duca's Member's Resolution to Fight Traffic Gridlock. This comprehensive initiative encompasses a series of pivotal infrastructure projects aimed at mitigating traffic congestion across all wards.

The resolution includes the following key projects:

1. Widening Highway 7 to six general-purpose lanes of traffic between Wigwoss Drive and Kipling Avenue;
2. Connecting Langstaff Road over the CN MacMillan Yard and upgrading the interchange at Langstaff Road and Highway 400;
3. Connecting Kirby Road between Dufferin and Bathurst Streets;
4. Connecting Teston Road between Keele and Dufferin Streets;
5. Building two additional east-west bridges over Highway 400, one linking Colossus Drive to the southern Vaughan Metropolitan Centre south of Highway 7 and the other linking Canada Drive and America Avenue north of Major Mackenzie Drive;
6. Building the extension of Bass Pro Mills Drive to Weston Road to help improve general traffic flow without negatively impacting existing residential neighbourhoods;
7. Continuing Council's strong support for the Yonge North Subway Extension;

8. Continuing Council advocacy for GO Train service for Woodbridge and Kleinburg-Nashville, and for new GO stations on the Barrie GO corridor at Concord and Kirby; and
9. Continuing support for York Region Rapid Transit's plan to deliver Bus Rapid Transit on Jane Street, Major Mackenzie Drive and Steeles Avenue.

On January 21, 2025, a Member's Resolution was put forward recommending that the City take charge of Projects 1, 2 and 4 through the download of the following Regional Roads:

- Teston Road from Keele Street to Dufferin Street
- Langstaff Road from approximately 240 metres east of Creditstone Road to Keele Street
- Highway 7 from Pine Valley Drive to Martin Grove Road

Available Capital Project and Costing Information

Teston Road from Keele Street to Dufferin Street

In late 2024, York Region finalized the Teston Road Individual Environment Assessment (IEA) to identify transportation improvements in the Teston Road area. The study area covers Highway 400 to Bathurst Street and Major Mackenzie Drive to Kirby Road. The draft IEA was available for review and comments from November 8, 2024, to December 22, 2024. The IEA will be submitted to the Ministry of the Environment, Conservation and Parks for review and approval.

Available capital costing information for Teston Road from Keele Street to Dufferin Street includes:

York Region Development Charges 2022	Teston Road Individual Environmental Assessment
\$156,060,000 (2022-2041) – cost details were not included in the background study.	\$79,900,000*
The funding source is 99.2 per cent debt.	

**Includes costs for design, construction, environmental mitigation measures and contingencies. Includes property acquisition.*

Langstaff Road from 240 m east of Creditstone Road to Keele Street

In 2022, York Region completed a Schedule ‘C’ Municipal Class Environmental Assessment Study for the proposed improvements to Langstaff Road from Weston Road to Highway 7. The study recommended improvements, including widening Langstaff Road to six lanes between Weston Road and Dufferin Street, providing sidewalks and cycle tracks and a proposed future connection across the CN MacMillan Rail Yard and a proposed separation of the road and rails at the Metrolinx GO Barrie Line. Improvements associated with the Highway 400/Langstaff Road interchange are subject to a future highway corridor study.

Available capital costing information for Langstaff Road from Jane Street to Keele Street includes:

York Region Development Charges 2022	Langstaff Environmental Assessment Study
\$783,000 (2022-2031) – cost details were not included in the background study.	\$271,600,000*
\$836,448,600 (post period)– added in Contingency List No. 4.	

**Includes costs for design, construction, environmental mitigation measures and contingencies in 2018 dollars. Does not include property acquisition.*

The Langstaff Road Missing Link cost in the 2022 York Region Development Charges Background Study (Contingency List No. 4) is based on Langstaff Road Extension Cost Benefit Analysis completed by York Region in March 2015 for a six-lane multi-span bridge. The cost of \$588 million (2014 dollars) was adjusted for inflation for the 2022 Development Charges Background Study to \$836 million.

The cost estimate shown in the environmental assessment (EA) is not comparable since it does not include property costs and potential business impact costs.

Highway 7 from Pine Valley Drive to Martin Grove Road

In 2023, Metrolinx initiated the Queen Street-Highway 7 Bus Rapid Transit (BRT) project, a proposed rapid transit line designed to serve the cities of Brampton and Vaughan. This ambitious project encompasses a 24-kilometre corridor along Queen Street and Highway 7, aiming to establish a vital east-to-west transit spine that will seamlessly connect the regions of the Greater Toronto and Hamilton Area (GTHA).

The segment of Highway 7 between Kipling Avenue and Wigwoss Drive represents the last remaining four-lane section of this highway in Vaughan, creating a significant bottleneck that hampers the efficient movement of goods and people within the city and, more broadly, across York Region. In April 2023, Vaughan Council requested York Region take the necessary steps and collaborate with Metrolinx to initiate a technical feasibility study for widening this constrained section of Highway 7 from four to six traffic lanes, including two dedicated BRT lanes, as part of the Queen Street-Highway 7 BRT project. Subsequently, in May 2023, Regional Council approved entering into an agreement with Metrolinx to conduct the feasibility study, focusing on the segment of Highway 7 from Kipling Avenue to east of Islington Avenue. The study concluded that widening Highway 7 from four to six traffic lanes, along with the addition of two BRT lanes, is feasible, and it is recommended to proceed with an EA to finalize the alignment and costing.

In August 2024, Metrolinx announced that it would halt the Queen Street-Highway 7 BRT project at the preliminary planning stage until funding for the BRT corridor becomes available.

Currently, the City is in the process of finalizing the Request for Proposal (RFP) for an Environmental Assessment Study to widen Highway 7 from Kipling Avenue to Wigwoss Drive. This study is anticipated to commence in Q2 2025.

Available costing information for Highway 7 from Pine Valley Drive to Martin Grove Road includes:

York Region Development Charges	Metrolinx Queen Street-Highway 7 Bus Rapid Transit (BRT) project	City-led Highway Environmental Assessment Study
\$5,541,000 (2022-2031) – only for segment west of Kipling Avenue. BRT widening of Highway 7 from Pine Valley Drive to Martin Grove Road is not in the current Development Charges.	Not available.	Will be developed.

Available Operating and Amortization Capital Costing Information

York Region provided publicly reported data for Total Cost for Roads – All Functions per Lane Kilometres with a cost of **\$37,451/lane km**, as published in the annual Municipal Benchmarking Network of Canada document (2022). This measurement represents the total cost of all functions related to road maintenance. This includes operating costs and amortization associated with capital costs for paved and unpaved roads, bridges, culverts, traffic operations, roadside maintenance, and winter maintenance of roadways, sidewalks and parking lots.

- **Teston Road from Keele Street to dead end west of Dufferin Street:** \$59,920 for 1.6 lane km per year.
- **Highway 7 from Pine Valley Drive to Martin Grove Road:** \$1,138,510 for 30.4 lane km per year.

For more information, contact Selma Hubjer, Director, Infrastructure Planning and Corporate Asset Management, ext. 8674.

Respectfully submitted by



Vince Musacchio, P.Eng.
Deputy City Manager, Infrastructure Development

Item #21, Report #1

VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-FOR-PROFIT LONG-TERM CARE FACILITY

Background

During the January 21, 2025, Committee of the Whole (1) meeting, Vaughan Council endorsed a Members' Resolution by Mayor Steven Del Duca and Ward 2 Councillor Adriano Volpentesta entitled: *VAUGHAN AND ONTARIO PARTNERING TO BUILD A NEW NOT-FOR-PROFIT LONG-TERM CARE FACILITY.*

Additional Context

Of note, the first recommendation of this Members' Resolution reads:

- THAT the City of Vaughan grants an indefinite deferral of the City's portion of development charges on the site of 7231 Martin Grove Rd. in January 2025 as part of the Ontario government's plans to build a new 256-bed long-term care state-of-the-art facility to be managed by Mariann Home; and

City of Vaughan staff are writing to confirm that this indefinite deferral will be in place if the facility continues to be managed by or operated on a non-profit basis. As the Members' Resolution reads, Mariann Home, a not-for-profit organization, will run the proposed future long-term care facility, as noted on Mariann Home's [website](#). "*Mariann Home is operated by the Missionary Sisters of the Precious Blood as a non-profit registered charity.*"

Furthermore, as indicated in the Members' Resolution, the land located at 7231 Martin Grove Rd. is owned by the Ontario government. The City's portion of development charges (until change of land use) on the site of 7231 Martin Grove Rd. will be waived for the Ontario government.

Should the proposed long-term care facility property no longer be managed by or operated on a non-profit basis, and the property undertakes a change of land use that runs contrary to the recommendations in the Members' Resolution as endorsed by Vaughan Council, this change of use of the property would result in the City of Vaughan to begin collection of the City's portion of development charges on the site of 7231 Martin Grove Rd.

Respectfully submitted by



Michael Coroneos, CPA, CMA