

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 12, 2019

Item 3, Report No. 7, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 12, 2019.

3. 407ETR FUTURE INTERCHANGE OPTIONS STUDY COMPLETION

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management dated February 5, 2019 be approved; and**
- 2) That Communication C1 from Mr. Mario Racco dated February 4, 2019, be received.**

Recommendations

1. That Council reaffirm their endorsement for a partial interchange of Highway 407 at Martin Grove Road.
2. That a copy of this report be forwarded to York Region, the Ministry of Transportation and 407ETR.
3. That Policy Planning and Environmental Sustainability staff provide an update on the status of the Dufferin and Centre Street Intersection Study/Plan, including an overview of the implications of the new Provincial Plans and the policy impacts on the intersection study, in a future report to Committee of the Whole.

Item:



Committee of the Whole Report

DATE: Wednesday, February 06, 2019

WARD(S): 2 5

**TITLE: 407ETR FUTURE INTERCHANGE OPTIONS STUDY
COMPLETION**

FROM:

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

ACTION: DECISION

Purpose

To inform Council that the Ministry of Transportation (MTO) and 407ETR have completed their assessment of the future interchange options that were identified at Kipling Avenue/Martin Grove Road and Centre Street, the assessment has concluded that neither interchange is warranted at this time. They have further recommended that the interchange at Centre Street should be removed from further consideration and that the decision for a partial interchange at Martin Grove Road be deferred to a future date.

Report Highlights

The 407ETR Interchange Study was released in September 2018 and concluded that the Centre Street location be removed for consideration as a future Highway 407 interchange.

- The Study also concluded that a decision to move forward with a partial interchange at Kipling/Martin Grove should be deferred.
- The conclusions are consistent with previous Council direction from 2008 and 2009 which supported a potential partial interchange at Martin Grove Road and opposed any interchange at Centre Street which had impacts beyond Parkway Belt lands.
- Policy Planning and Environmental Sustainability staff will be providing an update on the status of the Dufferin and Centre Street Intersection Study/Plan in a future report to Committee of the Whole.

Recommendations

1. That Council reaffirm their endorsement for a partial interchange of Highway 407 at Martin Grove Road.
2. That a copy of this report be forwarded to York Region, the Ministry of Transportation and 407ETR.
3. That Policy Planning and Environmental Sustainability staff provide an update on the status of the Dufferin and Centre Street Intersection Study/Plan, including an overview of the implications of the new Provincial Plans and the policy impacts on the intersection study, in a future report to Committee of the Whole.

Background

Previous Council decisions regarding the potential interchanges of Highway 407 and Kipling Avenue/Martin Grove Road and at Centre Street were endorsed in 2008 and 2009 respectively

In June 2006, York Region initiated a traffic and financial study for potential interchange improvements along the Highway 407 corridor. The study identified Centre Street, and Martin Grove Road / Kipling Avenue / Islington Avenue as locations of interest. This report was completed in June 2008.

On November 24, 2008, Council endorsed a partial interchange of Highway 407 at Martin Grove Road. Based on Council's resolution of August 23, 2003, which opposed the construction of an interchange at Centre Street, staff were directed to provide a further detailed report on this potential interchange location.

On February 27, 2009, Council considered the staff report and a presentation from York Region detailing the potential options for the Centre Street interchange. Council directed staff to complete a feasibility study of a partial interchange at Centre Street, and also reaffirmed its opposition to a full interchange.

Staff brought forward the Dufferin Street and Centre Street Intersection Land Use Study and Amendment to the Vaughan Official Plan on June 27, 2017

Schedule 14-A of the Vaughan Official Plan, Volume 1 identifies these lands as a “Required Secondary Plan Area”. In April 2013, Council directed staff to conduct the Dufferin Street and Centre Street Intersection Land Use Study (“Study Report”) which included the participation of both MTO and 407ETR. The southwest and southeast quadrants of the intersection are owned by the Province, thereby protecting these lands for a potential full interchange at Centre Street.

On June 20, 2017 Policy Planning and Environmental Sustainability staff brought forward the draft Study Report and Amendment to the Vaughan Official Plan 2010 (VOP 2010) to Committee of the Whole for consideration. On June 27, 2017, Council deferred the Study Report and amendment to VOP 2010 until such time as the 407ETR Centre Street Interchange feasibility study was completed.

The 407ETR-led Interchange Study recommended that the Centre Street interchange be removed from future consideration and that consideration of a partial interchange at Martin Grove Road be deferred

In November 2017, Council and the Corporate Management Team were advised via memorandum that staff from Infrastructure Planning and Corporate Asset Management and Policy Planning and Environmental Sustainability represented the City’s interests at a stakeholder meeting for the then recently commenced 407ETR Interchange Study.

The 407ETR Interchange Study was released in September 2018 and recommended that the Centre Street interchange be removed from future consideration, and that consideration of a partial interchange at Martin Grove Road be deferred to a later date.

Previous Reports/Authority

The previous staff report dated November 2008 (Report No. 57, Item 7) can be accessed via the following link:

http://meetingarchives.vaughan.ca/extracts_2008/pdf/57cw1117ex-08.pdf

The February 2009 Staff Report can be found at the following link:

[http://meetingarchives.vaughan.ca/extracts_2009/pdf/10spcw\(Ws\)0227ex-09.pdf](http://meetingarchives.vaughan.ca/extracts_2009/pdf/10spcw(Ws)0227ex-09.pdf)

The April 2013 Committee of the Whole Dufferin Street and Centre Street Intersection Land Use Study and Amendment to the Vaughan Official Plan 2010 can be found at the following link:

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0620_17_11.pdf

Analysis and Options

407ETR completed their Interchange Study in July 2018, and MTO agreed to release the report in September 2018

The Study evaluated three interchange alternatives for each of the identified locations. At least one alternative at each location, representing the partial interchange option, was presented to Council in 2008 and 2009.

The Interchange Study evaluated the interchange alternatives using specific evaluation criteria, which were matched to the following six categories:

1. Design Standards and Policy Implications
2. Traffic and Safety Implications
3. Natural Environmental Implications
4. Utility and Transportation Corridor Implications
5. Property and Land Use Implications
6. Cost and Revenue Implications

The key findings of the Kipling/Martin Grove interchange review identified the following matters that resulted in the decision to defer consideration of this interchange. These include:

- All three alternatives require a redesign of the approved alignment for the 407 Transitway.
- None of the alternatives provide a revenue gain for 407ETR.
- Two of the three alternatives propose full interchanges which require significant land; have impacts on environmentally sensitive land and have significant capital costs.
- The partial interchange alternative at Martin Grove requires the least land, has the lowest impact on environmentally sensitive land and has moderate capital costs.

The key findings of the Centre Street interchange review identified the following matters that resulted in the decision to remove this interchange from further consideration.

These include:

- Each of the three proposed alternatives has a critical flaw; the first has significant impact on Viva BRT operations, the second requires extensive use of environmentally sensitive land, and the last alternative utilizes lands on the south side of Centre Street on both sides of Dufferin Street, which Vaughan Council has repeatedly opposed.
- While the second and third alternatives provide modest revenue gains for 407ETR, this may not offset operational costs, and these alternatives also have significant capital costs. The first option has the lowest capital costs but also projects as a revenue loss for 407ETR.

Staff will review the Dufferin Street and Centre Street Intersection Land Use Study and will provide an update at a future Committee of the Whole meeting

The release of the subject lands provides the opportunity for the City to reinitiate the Dufferin – Centre Intersection Land Use Study. However, a number of new influences have been introduced which will need to be considered before proceeding. These include the need for a Tertiary Plan as well as the new Provincial policy regime.

The subject lands are currently identified as “Area 2” with a “Further Study Area” overlay in the draft Study Report and draft Official Plan Amendment. Section 1 of the Study Report “Implications of the Potential Interchange on Policy Development” and policy 12.X.X.3 of the draft OPA requires the preparation of a Tertiary Plan to guide the development of the lands by providing more detailed planning policies once these lands were released.

The Tertiary Plan will analyze traffic impacts, identify appropriate land use designations, building heights and densities, built form, urban design and public realm, park and open space requirements, active transportation networks, servicing requirements, Natural Heritage, community service, sustainable development measures, and phasing.

Since the June 27, 2017 meeting of Council, the Province introduced a series of updates to the Provincial planning policies, including the Growth Plan, which came into effect in July 2017. York Region has reinitiated its Municipal Comprehensive Review, and the City is underway with the VOP 2010 Official Plan Review. The implications of the new emerging policies will need to be taken into consideration before staff can proceed with the Secondary Plan. One of the key provincial policy issues includes this intersection’s potential role as a Major Transit Station Area.

Policy Planning and Environmental Sustainability staff will provide an update on the status of the Secondary Plan, including an overview of the implications of the new Provincial policy regime, in a future report to Committee of the Whole.

The 407ETR Study provides recommendations for the potential of future Highway 407 interchanges at Centre Street and Kipling Avenue/Martin Grove Road

The Study concluded that the Centre Street location should be removed from consideration as a future Highway 407 interchange, and that a full interchange at Kipling Avenue/Martin Grove Road be removed for consideration as a future interchange. However, the Study recommends deferring the decision for a partial interchange at Martin Grove Road to a later date.

Financial Impact

There are no financial impacts of this report.

Broader Regional Impacts/Considerations

The reaffirmation of Council's endorsement of a partial interchange at Highway 407 at Martin Grove Road will encourage 407ETR to continue to monitor the feasibility of this interchange, which in previous studies was shown to have net positive benefits for the road network in the area.

Conclusion

The conclusions of the 407ETR Interchange Study are consistent with previous Council direction which opposed an interchange at Centre Street, with any impacts beyond the designated Parkway Belt lands, and the endorsement a future partial interchange at Martin Grove Road.

Policy Planning and Environmental Sustainability staff will provide an update on the status of the Secondary Plan, including an overview of the implications of the new Provincial Plans and the policy impacts on the intersection study, in a future report to Committee of the Whole.

For more information, please contact:

Vince Musacchio, Director, Infrastructure Planning and Corporate Asset Management, x8311

Bill Kiru, Director, Policy Planning and Environmental Sustainability, x8633

Prepared by

Christopher Tam, Transportation Project Manager, x8702

Selma Hubjer, Manager, Transportation Planning, x8674

In consultation with

Melissa Rossi, Manager, Policy Planning, x8320