

Clause 6 in Report No. 13 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on September 24, 2015.

6

Steeles Avenue Environmental Assessment
Partnership with City of Toronto and Metrolinx

Committee of the Whole recommends adoption of the following recommendations contained in the report dated August 13, 2015 from the Commissioner of Transportation Services:

1. Recommendations

It is recommended that:

1. Council authorize York Region to cost share equally with the City of Toronto and Metrolinx (one-third each) for an Environmental Assessment for improvements to Steeles Avenue from Kennedy Road to Midland Avenue, including road widening and a new grade separation at the Stouffville GO rail corridor.
2. Council endorse extending the approved cost sharing and implementation agreement principles for Steeles Avenue (currently from east of Markham Road to Ninth Line) to the segment of Steeles Avenue from Kennedy Road to east of Markham Road.
3. A copy of this report be circulated to the Clerks of the Cities of Toronto and Markham and to Metrolinx.

2. Purpose

The purpose of this report is to seek Council authorization to cost share equally, with the City of Toronto and Metrolinx, an Environmental Assessment (EA) for the widening of Steeles Avenue from Kennedy Road to Midland Avenue and a new Steeles Avenue grade separation at the Stouffville GO rail corridor.

This report also seeks Council's endorsement to extend the previously-approved cost sharing and implementation agreement principles for Steeles Avenue to

include the segment of Steeles Avenue from Kennedy Road to east of Markham Road.

A map of the project limits is included as Attachment 1.

3. Background

Toronto is proceeding with an Environmental Assessment for road widening and a rail grade separation on Steeles Avenue between Kennedy Road and Midland Avenue

Toronto is planning to undertake a Class EA for widening Steeles Avenue from four lanes to six lanes from Kennedy Road to Midland Avenue, and a new grade separation of the Stouffville GO rail corridor (located approximately 400 metres east of Kennedy Road).

Toronto is scheduling to start the Class EA in October 2015 and proceed swiftly to completion in late 2016.

The planned road widening and rail grade separation will benefit traffic conditions in the boundary areas between Toronto and York Region, as well as benefit the implementation of GO rail expansion on the Stouffville GO rail corridor. Toronto has invited York Region and Metrolinx to partner in the study and has requested a one-third cost share contribution from each party.

The planned Class EA will update a previously expired 1994 EA and 2004 EA Addendum for road widening and rail grade separation along this section of Steeles Avenue.

York Region and the City of Toronto are working to implement Steeles Avenue widening from east of Markham Road to Ninth Line

In June 2014, staff reported to Council on the progress towards an agreement with the City of Toronto (Toronto) to implement the Steeles Avenue component of the Donald Cousens Parkway to Morningside Avenue Link (Link). At that time, Council endorsed a set of principles to guide the development of a boundary road agreement for Steeles Avenue from east of Markham Road to Ninth Line.

To view the June 2014 Council report refer to: [Steeles Avenue - Donald Cousens Parkway Link - Progress on Implementation Agreement](#)

Toronto staff coordinated a similar report to Toronto Council in June 2014 and received Toronto Council endorsement of the same principles.

Progress is being made towards implementing the Steeles Avenue widening from east of Markham Road to Ninth Line

City of Toronto Engineering and Construction Services are project managing the work on behalf of York Region and Toronto. Toronto staff have developed a scope of work and will issue a Request for Proposal in September 2015 to retain consulting services for completing the detailed design. Transportation Services staff are engaged as co-proponents and will participate in all aspects of the detailed design, including procurement, design criteria development, design review and acceptance, and contract preparation. Detailed design is scheduled to commence in the last quarter of 2015.

York Region will cost share the detailed design on a 50/50 basis, as previously agreed to by Council. Acquisition of land, utility relocations and construction are all subject to York Region and Toronto executing a boundary road agreement for Steeles Avenue from east of Markham Road to Ninth Line in accordance with the Council approved principles.

4. Analysis and Options

Toronto's proposed project will benefit Metrolinx implementation of Regional Express Rail on the Stouffville GO rail corridor

Guided by their Regional Transportation Plan (The Big Move), Metrolinx is proceeding to implement significant service expansion throughout the GO Rail network together with Regional Express Rail (RER) in core areas, including the Stouffville GO rail corridor from Union Station to Unionville Station.

RER in the Stouffville GO rail corridor will provide the following:

- **Weekday rush hour:** 15-minute, two-way service between Unionville and Union Station; 20-minute service from Lincolnville to Union Station in the morning and from Union Station to Lincolnville in the afternoon/evening.
- **Midday, evening and weekend:** 15-minute, two-way service between Unionville and Union Station; 60-minute, two-way service between Mount Joy and Union Station.

GO Transit completed the Stouffville Corridor Rail Service Expansion EA in September 2014 as an early phase of RER implementation. GO Transit's plan includes adding a second track to a 17 km segment of the Stouffville GO rail corridor from Unionville to Kennedy Station together with station expansion to accommodate the double track and two-way all-day service. Construction on this early phase expansion will begin in 2015.

Metrolinx is currently working to identify and prioritize, system-wide, grade separations required to implement RER. Although not yet confirmed, it is expected that a grade separation at the Steeles Avenue/ Stouffville GO rail crossing will be a high priority.

As such, Metrolinx has committed to a one-third contribution towards Toronto's proposed EA study.

Extending the Partnership with Toronto to include the Environmental Assessment for Steeles Avenue will enable cost sharing of capital improvements at the proposed GO grade separation

With the principles developed for the Steeles Avenue segment of the Donald Cousens Parkway to Morningside Avenue link in place, and progress being made on a boundary road agreement for the section from east of Markham Road to Ninth Line, extending our partnership with Toronto is a desirable next step.

The proposed grade separation of the Stouffville GO rail corridor and widening of Steeles Avenue from four to six lanes from Kennedy Road to Midland Avenue will benefit traffic conditions in the boundary areas between Toronto and York Region, as well as benefit the implementation of GO Rail expansion.

Staff recommend that York Region commit to a one-third cost share contribution for the proposed Class EA as requested by the City of Toronto.

Staff also recommend, subject to satisfactory resolution of the Development Charges Act/Boundary issue, that the principles of the cost sharing and implementation agreement for Steeles Avenue between Markham Road and Ninth Line be extended to apply to the segment of Steeles Avenue from Kennedy Road to east of Markham Road. If endorsed by Council, Regional staff can coordinate a similar report with Toronto staff to seek endorsement from Toronto Council on the principles for this segment of Steeles Avenue.

Link to key Council-approved plans

This report links to the following Council-approved plans and policies:

Regional Official Plan

- To encourage all appropriate agencies to expedite the construction of street/railway grade separations where warranted.
- To plan and co-ordinate cross-boundary transportation needs with adjacent municipalities and appropriate agencies.

2015 to 2019 Strategic Plan

- Manage Environmentally Sustainable Growth - Managing traffic congestion – Increase capacity of road network.
- Strengthen the Region's Economy – Focusing on networks and systems that connect people, goods and services – Complete and implement the Transportation Master Plan

5. Financial Implications

The cost for the EA is estimated to be \$600,000. The one-third cost share contribution from York Region, the City of Toronto and Metrolinx is estimated to be \$200,000 each.

Financial implications associated with design and construction costs will be detailed in a future report. Costs are subject to a final boundary road agreement between York Region and the City of Toronto for Steeles Avenue and also any future funding commitment for this project from Metrolinx as it relates to Regional Express Rail.

6. Local Municipal Impact

The City of Markham is included as a key stakeholder and will be consulted throughout the EA study. Markham has also been consulted during the development of the scope of work for the EA. Improvements to Steeles Avenue will benefit residents and businesses in the area of Steeles Avenue and Kennedy Road by reducing traffic congestion and supporting Stouffville GO Rail expansion. The EA study will include consultation with area residents and businesses, and will also take into consideration area development plans.

7. Conclusion

The City of Toronto is planning to undertake a Class EA for a Steeles Avenue grade separation of the Stouffville GO rail corridor and widening of Steeles Avenue from four to six lanes from Kennedy Road to Midland Avenue. Since the project will benefit traffic conditions in the boundary areas between Toronto and York Region as well as benefit the implementation of GO Rail expansion, Toronto has requested a one-third cost-share contribution from each party.

Steeles Avenue Environmental Assessment
Partnership with City of Toronto and Metrolinx

This report recommends that York Region commit a one-third cost share contribution for the proposed Class EA and also provides an overall update on the progress with Toronto towards a boundary road agreement for Steeles Avenue.

It also recommends that the principles for the cost sharing and implementation agreement of Steeles Avenue from east of Markham Road to Ninth Line be extended to this segment of Steeles Avenue from Kennedy Road to east of Markham Road.

For more information on this report, please contact Stephen Collins, Director of Infrastructure Management and PMO, at ext. 75949.

The Senior Management Group has reviewed this report.

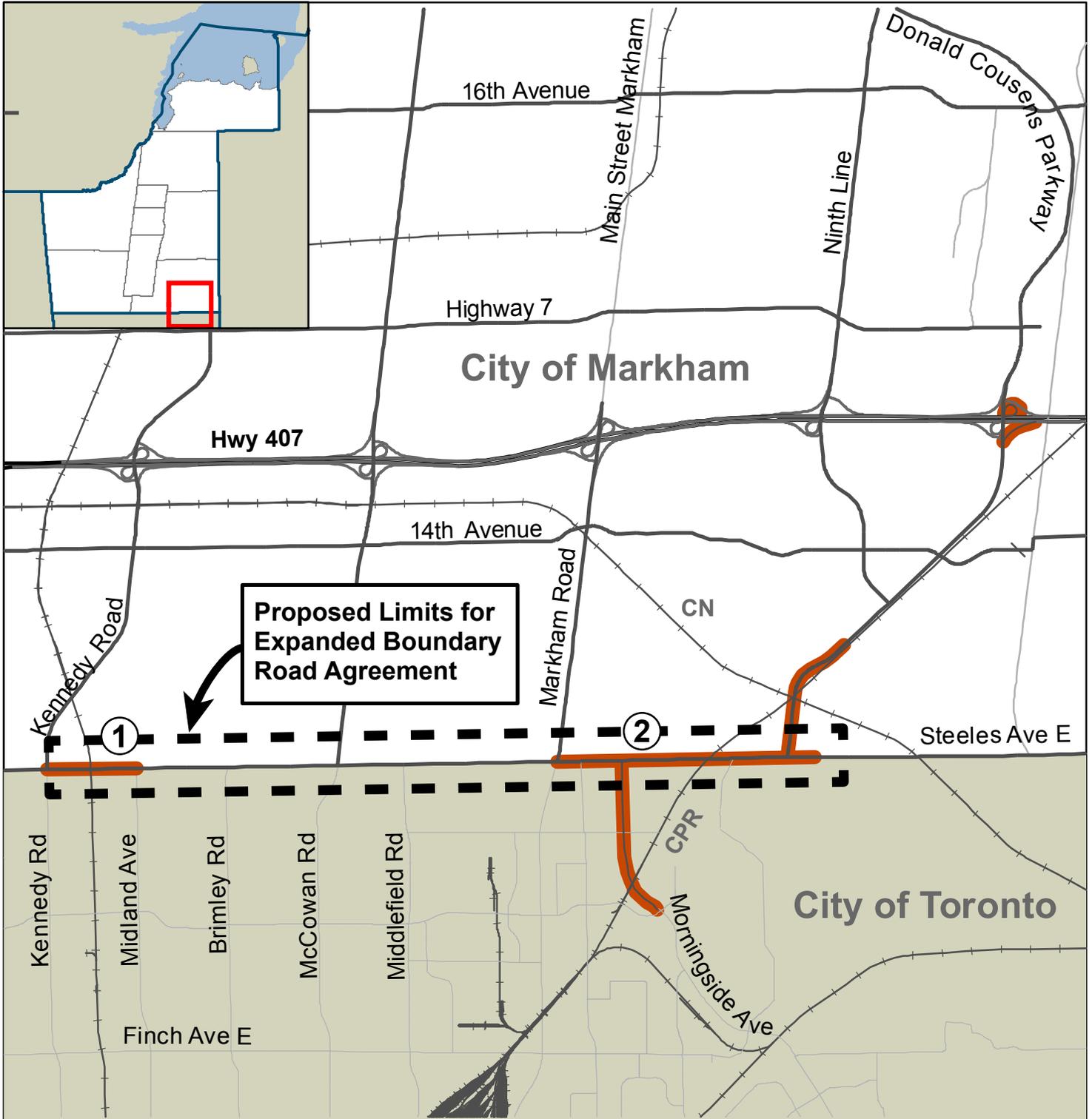
August 13, 2015

Attachment (1)

SM/RH/SC/sb

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Accessible formats or communication supports are available upon request



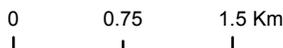
Proposed Limits for Expanded Boundary Road Agreement

Steeles Avenue Environmental Assessment Partnership with the City of Toronto and Metrolinx

September 10, 2015



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Legend

-  Project Areas
- ① Environmental Assessment, Steeles Ave. from Kennedy Rd. to Midland Ave.
- ② Detailed Design, Steeles Ave. from east of Markham Rd. to Ninth Line