CITY OF VAUGHAN
COMMITTEE OF THE WHOLE (WORKING SESSION)
REVISED AGENDA

If you wish to speak to an item listed on the Agenda, please pre-register by completing a Request to Speak Form online, emailing clerks@vaughan.ca, or contacting Service Vaughan at 905-832-2281, by 12 noon on the last business day before the meeting.

Wednesday, June 5, 2024
1:30 p.m.
Council Chamber
2nd Floor, Vaughan City Hall
2141 Major Mackenzie Dr., Vaughan, ON
and Online via Electronic Participation

Indigenous Land Acknowledgement (prior to the commencement of the meeting)

Pages

1. CONFIRMATION OF AGENDA

2. DISCLOSURE OF INTEREST

3. COMMUNICATIONS

4. PRESENTATIONS

5. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION INCLUDING MEMBERS RESOLUTION(S)

    1. MUNICIPAL NON-CONVENTIONAL STORMWATER MANAGEMENT FACILITIES POLICY AND ACCEPTANCE PROCEDURE — 3
    Report of the Deputy City Manager, Infrastructure Development, with respect to the above.

2. WESTON 7 SECONDARY PLAN: FILE NO. 26.2, VICINITY – WESTON ROAD AND HIGHWAY 7 13
Report of the Deputy City Manager, Planning and Growth Management, with respect to the above.

3. WESTON 7 TRANSPORTATION MASTER PLAN 23
Report of the Deputy City Manager, Infrastructure Development, with respect to the above.

6. ADOPTION OF ITEMS NOT REQUIRING SEPARATE DISCUSSION

7. CONSIDERATION OF ITEMS REQUIRING SEPARATE DISCUSSION

8. CONSIDERATION OF STATUTORY / AD HOC COMMITTEE REPORTS

9. STAFF COMMUNICATIONS

10. NEW BUSINESS

11. ADJOURNMENT

ALL APPENDICES ARE AVAILABLE FROM THE CITY CLERK'S OFFICE
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AND VIDEO BROADCAST

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Committee of the Whole (Working Session) Report

DATE: Wednesday, June 5, 2024 **WARD(S):** ALL

TITLE: MUNICIPAL NON-CONVENTIONAL STORMWATER MANAGEMENT FACILITIES POLICY AND ACCEPTANCE PROCEDURE

FROM:
Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek Council approval of the City's Policy and Acceptance Procedure for Non-Conventional Stormwater Management Facilities (SWMFs).

Report Highlights

- The City retained Resilient Consulting Corporation (Resilient Consulting) to develop a Municipal Non-Conventional Stormwater Management Facilities (SWMFs) Policy and Acceptance Procedure.
- The Policy and Acceptance Procedure outline the City's process for reviewing and accepting Non-Conventional stormwater infrastructure including the approved locations and uses above a Non-Conventional SWMF and the associated financial contribution required to offset the City's inspection/monitoring and routine maintenance costs of the new infrastructure.
- An extensive internal and external stakeholder consultation process was developed and undertaken to facilitate the development of the Policy, Acceptance Procedure and Engineering Design Criteria & Standard Drawings documents.

Recommendations

1. THAT the City's Policy and Acceptance Procedure for Non-Conventional Stormwater Management Facilities be APPROVED;

2. THAT the City's Non-Conventional Stormwater Management Facility Engineering Design Criteria & Standard Drawings be RECEIVED;

3. THAT staff be authorized to collect an Offset Fee to cover the long-term increased inspection/monitoring and routine maintenance costs associated with a Non-Conventional Stormwater Management Facility when compared to a traditional Stormwater Management Pond;

4. THAT staff be authorized to create a new reserve under the City's Consolidated Reserve and Reserve Fund Policy to collect and manage the Offset Fees for an accepted Non-Conventional Stormwater Management Facility; and

5. THAT staff continue to consult with manufacturers and the development industry on new and emerging Non-Conventional Stormwater technologies and bring forth updates to the Acceptance Procedure and/or the Engineering Design Criteria & Standard Drawings for approval through the City's Products and Standards Review Committee, as required.

Background

Traditional Stormwater Management Facilities (SWMFs), such as stormwater management ponds, have been in existence since the early 1980s. The City currently owns and operates 148 of these traditional SWMFs, commonly referred to as Conventional SWMFs.

The increased demand for housing along with the limited availability and value of land has resulted in a push to explore alternative stormwater management options to optimize land usage for new developments. An example of this would be the implementation of an underground stormwater tank (UGST) under a park or right-of-way. Although UGSTs have been used for many years on private properties to provide stormwater management controls, they are a relatively new concept for municipalities as the operation and maintenance activities can be more complicated and inherently carry a higher lifecycle cost than a Conventional SWMF. However, there is an evolving shift towards acceptance of publicly owned stormwater management facility alternatives, also referred to as Non-Conventional SWMFs, such as UGSTs. The challenges that municipalities are faced with in accepting and implementing Non-Conventional SWMFs is ensuring that proposed dual uses are unencumbered as much as possible; operation, inspection and maintenance of facilities are reasonable; and associated inspection, operation, and maintenance costs as well as end of service life replacement are accounted for.

On June 8, 2022, Council adopted a staff report presented at the Committee of Whole Working Session for an Interim Approach for accepting Non-Conventional SWMFs. One of the recommendations of the report was for staff to retain a consultant to complete a formal policy and procedure for accepting Non-Conventional SWMFs. In December 2022, Resilient Consulting Corporation (Resilient Consulting) was retained through a competitive procurement process to produce a Policy, Acceptance Procedure, and Design Criteria & Standard Drawings for Municipal Non-Conventional SWMFs.

Previous Reports/Authority

Committee of The Whole (Working Session), June 8, 2022, Item 5 (1):
City Approach on Non-Conventional Stormwater Management Infrastructure

Analysis and Options

The objectives of the Policy and Acceptance Procedure are to provide guidance on where Non-Conventional SWMFs can be accepted by the City; to streamline the evaluation and acceptance process for Non-Conventional SWMFs; to provide a list of allowable stormwater management technologies/facility configurations; and to provide a cost-recovery formula to establish an offset fee for the anticipated increased operation, maintenance, and lifecycle costs of Non-Conventional SWMFs.

It is anticipated that through the implementation of this new Policy and Acceptance Procedure, there will be a clear and transparent decision-making framework for the evaluation, acceptance, and implementation of Non-Conventional SWMFs. This will result in a thorough comprehensive review and technical assessment of Non-Conventional stormwater technologies; increased land use optimization; and a more efficient use of staff and external consulting resources to facilitate development planning application approvals. The process for the development of the Policy and Acceptance Procedure is summarized below.

Research and Background Report

Resilient Consulting reviewed various existing policies, procedures, guidance documents, and established criteria for the approval of stormwater management facilities including those from the Ministry of the Environment, Conservation, and Parks (MECP), the Toronto Regional Conservation Authority (TRCA), and from the City of Vaughan. They also reviewed the City's Interim Approach for Accepting Non-Conventional SWMFs that was approved by Council in June 2022; the existing Non-Conventional SWMFs already implemented at sites in Vaughan; and undertook a jurisdictional scan of Non-Conventional SWMFS practices in neighbouring southern Ontario municipalities. With the exception of the City of Markham, no municipalities have any formal policies or guidelines in place to address the acceptance of Non-

Conventional SWMFs. The findings of the research and background along with a detailed evaluation of common Non-Conventional SWMFs technologies are summarized in Resilient Consulting's Background Report, included as Attachment 1.

Public and Stakeholder Engagement

As part of the project scope of work, Resilient Consulting prepared an engagement and communication plan which identified internal and external stakeholders and outlined a schedule for ensuring materials were distributed and meetings were undertaken with the appropriate parties at the specified project phases and milestones.

An extensive list of City departments were represented on the internal Technical Advisory Committee (TAC), with key input provided from the Development Engineering; Environmental Services; Parks Infrastructure Planning and Development; Development Finance; Policy Planning and Special Programs; Parks, Forestry, and Horticulture Operations; Legal Services; and Infrastructure Planning and Corporate Asset Management departments.

External stakeholders included the Toronto & Region Conservation Authority (TRCA); the Ministry of the Environment, Conservation and Parks (MECP); York Region; Ministry of Natural Resources and Forestry; the Municipal Stormwater Management Discussion Group (MDSG), Municipal Engineers Association; and the Building Industry and Land Development Association (BILD),

A combination of in person and virtual meetings were held with both internal and external stakeholders to provide updates and present opportunities for feedback throughout each phase of the project. Select members of the TAC also had focused discussions with BILD and participated in product manufacturing plant tours as well as site visits to two Non-Conventional SWMF's being constructed in a park and another under the cities right of way which involved members of the Municipal Engineering Association – Development Engineering Committee (MEA-DEC) in Vaughan.

In addition, the Non-Conventional SWMF Policy and Acceptance Procedure was presented by Resilient Consulting to the City's Policy Committee on August 28, 2023 for feedback and input prior to finalizing all documents.

Policy, Acceptance Procedure, and Engineering Design Criteria & Standard Drawings

Resilient Consulting identified a list of key considerations that were utilized for the development of the Non-Conventional SWMF Policy, Acceptance Procedure, and Design Criteria Standards. The key considerations included:

- Engineering Design;
- Public Parks/Outdoor Recreation Planning;
- Social and Community Benefits;
- Urban Design;
- Operation and Maintenance;

- Inspection and Monitoring; and
- Financial Compensation.

The Policy outlines the principles of how Non-Conventional SWMF may be accepted and sets out the high-level requirements. The Acceptance Procedure outlines the process of how the City will review and accept Non-Conventional SWMFs and outlines the financial contribution assessment. The Engineering Design Criteria & Standard Drawings are the written technical details and requirements for how the Non-Conventional SWMFs will be designed, operated, maintained and assumed when utilized beneath right-of-ways and/or public parks and sets out requirements for documentation/submission requirements throughout the application review process.

The Municipal Non-Conventional SWMFs Policy, Acceptance Procedure, and Engineering Design Criteria & Standards Drawings are provided as Attachments No. 2, 3, and 4 respectively.

The key considerations contained within the Policy, Acceptance Procedure and Engineering Design Criteria & Standard Drawings are further detailed below.

Key Considerations for the Acceptance of Municipal Non-Conventional SWMFs

- Non-Conventional SWMFs may be considered for either greenfield or infill developments, if justified and feasible.
- Implementation of Non-Conventional SWMFs may be considered beneath City right-of-ways and/or parkland, subject to certain requirements and limitations.
- The proposed Non-Conventional SWMFs shall only be used for quantity control and extended detention. Water quality is required to be provided upstream of Non-Conventional SWMF by pre-treatment devices, however, separator / isolator rows for water quality controls can be provided for plastic Non-Conventional SWMFs in combination with upstream remaining pre-treatment quality controls.
- Infiltration of stormwater and a permanent pool within the Non-Conventional SMWFs are not acceptable due to more frequent confined space entry requirements and conditions being favourable for low dissolved oxygen concentrations and the development of noxious odours.
- The surface above a Non-Conventional SWMF shall be capable of meeting the loading requirements of heavy-duty vehicles as per Canadian Highway Bridge Design Code CL625ONT (e.g., capable of safely accommodating the weight of a transport truck trailer).
- Non-Conventional SWMFs shall be designed per City and MECP criteria and must have gravity drainage and shall be configured to drain fully between precipitation events (i.e., no pumps allowed).
- Pre-treatment using Low Impact Development, Oil Grit Separators, etc. shall be provided upstream of Non-Conventional SWMF.

- The Non-Conventional SWMF Engineering Design Criteria & Standard Drawings includes a list of acceptable technologies that must meet minimum CSA, OPSD, and/or ASTM standards and include:
    - Cast-in Place Concrete
    - Pre-Cast Concrete
    - Superpipes (Concrete)
    - Polymeric (Plastic) Chambers
    - Superpipes (Plastic)

  The structural design of any of the above technologies must be sealed by a Professional Engineer. The concrete and plastic type facility must be designed to have a minimum service life of 100 years and 50 years respectively.

Parkland Considerations

- The design and programming of the public parks based on required outdoor recreational facilities and amenities shall not be compromised by the introduction of Non-Conventional SWMFs.
- Frequent operation and maintenance of Non-Conventional SWMFs should not interfere with the public park required programming or routine operations and maintenance.
- Major repair/replacement works of Non-Conventional SWMFs under parks should be on an infrequent basis (25 years for concrete and 50 years for plastic systems) to avoid disruption to Park's programming, operation and maintenance.
- Provisions of parkland credits for dual use SWMFs may be considered in accordance with Parkland Dedication By-Law 168-2022, subject to meeting criteria set out in this policy.
- To receive parkland dedication, the design of a Non-Conventional SWMF under a park shall not encumber park operations in any way; shall not impact active and/or passive parks programming; shall ensure public parks are open and accessible to the public and are designed and developed to City standards; and shall minimize future mature tree removal.
- To be accepted for parkland dedication, the landowner shall enter into a developer build agreement with the City to design and build the park and be reimbursed based on eligible development charge costs for public parks as per Developer Build Park Policy, No. 07 .2. 05, to the City's satisfaction.
- A minimum of 1.8 m depth of cover will be required above the Non-Conventional SWMF to allow flexibility with potential future park programing.
- The acceptable public parkland uses above Non-Conventional SWMFs is provided on Table 3 of the Engineering Design Criteria & Standard Drawings document (Attachment 4).

Road Right-of-way Considerations

- Non-Conventional SWMFs may be proposed within a City road right-of-way if there are no other alternatives in the boulevard or park.
- No widening of a City standard road right-of-way is permitted to accommodate the incorporation of a Non-Conventional SWMF. Non-Conventional SWMFs can be placed within the road right-of-way without infringing with planned or existing utilities/services.
- Typical separations and set back requirements from other infrastructure /utilities within the road right-of-way must be met and shall comply with the applicable criteria and standards.
- A minimum of 1.2 m depth of cover will be required, per City's Engineering Criteria.
- The design of Non-Conventional SWMFs shall consider minimizing impacts to traffic during frequent operation and maintenance activities and may limit major repair works to greater than a 25-year timeframe.

Operation and Maintenance

- An operation and maintenance manual are required to be completed for all components of a stormwater management solution including water quality, extended detention and water quantity controls. The manual shall include typical information on operation and maintenance such as a detailed breakdown of the procedure, level of effort, equipment and cost for operation and maintenance of the complete stormwater management solution.
- Frequent inspection of the Non-Conventional SWMFs shall not require confined space entry. In addition, all the pre-treatment devices upstream of the proposed Non-Conventional SWMFs shall not require confined space entry.
- Maintenance work shall be completed using conventional methods such as vacuum and flushing; minimize disruption to the public; and be completed on hard surfaces to reduce restoration costs.
- Confined space entry of Non-Conventional SWMFs is expected for infrequent maintenance/rehabilitation on a >25-year period or a 10-year period for structural inspections.
- The monitoring requirements as per City's MECP Consolidated Linear Infrastructure- Environmental Compliance Approval (CLI-ECA) shall be met to the satisfaction of the City.

Financial Requirements and Cost Recovery

- At the detailed design stage of the development planning application process, the Landowner shall provide a one-time Offset Fee, calculated in present value, for

the Non-Conventional SWMF(s) to compensate the City for any increase in costs when compared to a Conventional SWMF(s). The Offset Fee shall be a requirement of the Subdivision or other Development Related Agreement and be provided to the City prior to the registration of the Subdivision or other Development Related Agreement. The fee calculation is based on the operation, inspection and maintenance costs over a 50-year lifecycle for the Non-Conventional SMWF and is the ownership cost differential between a Conventional and a Non-Conventional SWMF. The formula is as follows:

Final Offset Fee = Inspection/Monitoring Costs + Maintenance Costs

Where:

- *"Inspection/Monitoring Costs" is the differential between the inspection and monitoring costs for Conventional vs. Non-Conventional SWMF;*
- *"Maintenance Costs" is the differential between maintenance costs, including structural inspections, OGS component replacement, sediment removal, and inlet/outlet replacements, for a Conventional vs. Non-Conventional SWMF.*

- The Final Offset Fee will be calculated on a site-by-site basis and will represent the difference in inspection/monitoring costs and maintenance costs. The offset fee can be very minimal for more simple applications to an increased level for a more elaborate application. The Final Offset Fee calculation shall be based on unitary prices prescribed in the Non-Conventional SWMF Engineering Design Criteria & Standard Drawings document and shall be subject to annual indexing to the Statistics Canada Non-Residential Construction Price Index beginning from the year of the Non-Conventional SWMF Engineering Design Criteria. Adjustments to unit rates may be made by the City through updates of the Engineering Design Criteria & Standard Drawing document to maintain accuracy to current typical industry rates.

- A 25-year Manufacture Warranty is to be provided at time of assumption. In lieu of the Warranty, rehabilitation cost as identified in the policy will be requested. This will be added to the Final Offset fee.

- For Infill Sites that are less than 2 ha in size in which superpipes are proposed, the inclusion of replacement/rehabilitation costs are not required for the Final Offset Fee calculation.

Financial Impact

It is anticipated that the potential increase in ownership costs to the City will be mitigated through the collection of an Offset Fee for the Non-Conventional SWMFs to address inspection/monitoring costs and routine maintenance costs that may be incurred. This fee will be collected and deposited into City reserves and invested as per the City's standard practices to mitigate future costs.

Operational Impact

As part of the stakeholder engagement, staff from applicable City departments were members of the technical advisory committee and participated in discussions and review at each stage in the development of the Policy, Acceptance Procedure, and Engineering Design Standard Criteria & Drawings. Key contributors included staff from Development Engineering, Environmental Services, Parks Infrastructure Planning and Development, and Development Finance as these departments have direct involvement in the review, acceptance, operation and maintenance, and financial processes related to Non-Conventional SWMFs.

Broader Regional Impacts/Considerations

There are no anticipated Regional impacts as the Policy and Acceptance Procedure for Non-Conventional SWMF(s) only apply to City owned lands.

Conclusion

It is recommended that Council approve the Municipal Non-Conventional SWMFs Policy and Acceptance Procedure as it will ensure there is clear and transparent guidance on where Non-Conventional SWMFs can be accepted by the City. This will enable a streamlined evaluation and acceptance process for Non-Conventional SWMFs; make sure a list of allowable stormwater management technologies/facility configurations is available and maintained. It will also ensure a differential fee recovery formula is maintained for the City to mitigate the anticipated increased costs associated with the operation, inspection and maintenance of Non-Conventional SWMFs when compared to Conventional SWMFs.

For more information, please contact Frank Suppa, Director, Development Engineering, Ext.8255.

Attachments (to be provided prior to the meeting)

1. Non-Conventional Stormwater Management Facilities Background Report by Resilient Consulting Corporation, dated February 14, 2023.
2. City of Vaughan Municipal Non-Conventional Stormwater Management Facilities Policy dated June 5, 2024.
3. City of Vaughan Municipal Non-Conventional Stormwater Management Facilities Acceptance Procedure dated June 5, 2024.
4. City of Vaughan Non-Conventional Stormwater Management Facility Engineering Design Criteria & Standard Drawings dated June 5, 2024.

Prepared by

Saad Yousaf, Project Manager, Water/Wastewater Infrastructure, Ext. 8256.
Andy Lee, Manager of Development Engineering, Ext. 8711.

Committee of the Whole (Working Session) Report

DATE: Wednesday, June 5, 2024 **WARD:** 3

TITLE: WESTON 7 SECONDARY PLAN: FILE NO. 26.2, VICINITY – WESTON ROAD AND HIGHWAY 7

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To provide an update on the Weston 7 Secondary Plan process and present the draft Weston 7 Secondary Plan. When approved, the Weston 7 Secondary Plan will establish the framework to guide land use, building heights, densities, transportation, urban design and parks and open space, as well as the phasing and the implementation of the Secondary Plan. This report will be supplemented by a presentation of the draft Weston 7 Secondary Plan that will be delivered at the Committee of the Whole (Working Session) on June 5, 2024.

Report Highlights

- An update of the Weston 7 Secondary Plan process.
- A Statutory Public Meeting was held on November 1, 2023, to receive feedback on the draft Weston 7 Secondary Plan released on October 13, 2023.
- Outline of key revisions to the draft Weston 7 Secondary Plan.
- Technical report to be prepared by the Policy Planning and Special Programs Department will be considered at a future Committee of the Whole meeting.

Recommendations

1. THAT the Staff Report and presentation regarding the Weston 7 Secondary Plan (File 26.2) BE RECEIVED, and that any issues identified be addressed by the Policy Planning and Special Programs Department in a future comprehensive technical report to the Committee of the Whole; and

2. THAT Council endorse the expansion of the Weston 7 Secondary Plan Area boundary as identified on Schedule 14-A of VOP 2010, to include all the lands located within the Weston 7 Secondary Plan Study Area as shown on Attachment 1.

Background

The Weston 7 Secondary Plan Study (herein referred to as the "Study") is a City-initiated study intended to establish the appropriate land use designations and policy framework for the lands surrounding the intersection at Weston Road and Highway 7 (herein referred to as "Weston 7" or the "Study Area"). The Study process will produce a Secondary Plan (herein referred to as the "Plan") that provides a policy framework to guide the transformation of this area into a complete, vibrant, and active community.

The Study Area is bounded by Fieldstone Drive and Chrislea Road to the north; the Highway 400 corridor to the east; the Highway 407 corridor, Rowntree Dairy Road and Winges Road to the south; and Whitmore Road and Ansley Grove Road to the west, as shown on Attachment 1.

Weston 7 is identified as a Primary Centre in the Vaughan Official Plan 2010 (VOP 2010) and is located within two Protected Major Transit Station Areas (PMTSA); the Weston BRT PMTSA (PMTSA 68) which is required to meet a minimum density target of 250 residents and jobs per hectare, and the Ansley Grove BRT PMTSA (PMTSA 52) which is required to meet a minimum density target of 200 residents and jobs per hectare.

Weston 7 is an important component of the City's Urban Structure and is envisioned as a transit-oriented, pedestrian-friendly urban destination that includes a mix of uses in a variety of building types.

Comprehensive public and stakeholder consultation played a significant role in the Weston 7 Secondary Plan Study process

The Weston 7 Secondary Plan was informed by an extensive public and stakeholder consultation process as detailed in the November 1, 2023 staff report. Staff continue to engage with key participants including the Weston 7 Technical Advisory Committee, the Weston 7 Landowners Group, the residents and landowners within Weston 7 and surrounding areas, in addition to other stakeholders. Staff have also engaged with the Indigenous Communities.

Staff are currently seeking the public's input on the latest draft Secondary Plan which is available for review until June 14, 2024 on the project's webpage at www.vaughan.ca/Weston7.

A Statutory Public Meeting for the Weston 7 Secondary Plan was held on November 1, 2023

The Weston 7 Secondary Plan Statutory Public Meeting provided an opportunity to receive feedback from community members, stakeholders and the Committee of the Whole on the draft Weston 7 Secondary Plan that was released on October 13, 2023.

A staff report was brought forward at the Statutory Public Meeting that included a comprehensive overview of the study process, and the consultation and engagement efforts completed to-date. The report summarized the Provincial, Regional and municipal planning policy context and provided a summary of the active development applications received within the Study Area. The staff report also included details of the draft Secondary Plan vision, guiding principles and key policy elements. A link to the staff report can be found in the "Previous Reports/Authority" section of this report.

At the Statutory Public Meeting, Council resolved that the Weston 7 Secondary Plan not proceed in advance of transportation and servicing plans for the area being considered by Council.

The Weston 7 Landowners Group Inc. was formed following the Weston 7 Secondary Plan Statutory Public Meeting

The Weston 7 Landowners Group Inc. includes landowners representing almost 70% of the Weston 7 Secondary Plan Area. Since December 2023, staff have engaged with the Weston 7 Landowners Group Inc. to establish a fair and reasonable phasing strategy, and ensure appropriate agreements are in place to fund and develop the required municipal service infrastructure. The Weston 7 Landowners Group Inc. has also requested to discuss other items related to the draft Secondary Plan, including height and density and the associated projected growth, as well as items related to the proposed built form, land uses, the transportation network and parkland.

The Weston 7 Secondary Plan has been informed by several background studies and ongoing City-wide studies

The Weston 7 Secondary Plan has been informed by several studies as detailed in the November 1, 2023 staff report. The studies include, but are not limited to, the Weston 7 Transportation Master Plan and the Integrated Urban Water Plan.

<u>Weston 7 Transportation Master Plan</u>
The Weston 7 Transportation Master Plan (TMP) Study was carried out concurrently with the Weston 7 Secondary Plan Study. The final Draft TMP is also being considered concurrently with the Weston 7 Secondary Plan at the June 5, 2024 Committee of the Whole (Working Session) under a separate item.

The draft TMP concludes that transportation and transit improvements are needed to accommodate the planned growth in Weston 7. The draft TMP identifies a multi-modal network and policy elements, including a phased approach to development that links the transportation and transit networks improvements to population growth which, in turn, informs the proposed phasing strategy of the draft Secondary Plan.

City of Vaughan Integrated Urban Water Plan
The Integrated Urban Water Plan (IUWP) is a city-wide plan that establishes the framework for sustainable water, wastewater and stormwater infrastructure and provides directions for future servicing-related studies, projects, initiatives, and policies. The IUWP, which was presented to the Committee of the Whole on May 8, 2024, identifies specific infrastructure needs for Weston 7 in a Functional Servicing Strategy report.

The IUWP concludes that significant upgrades to the water and sanitary networks will be necessary to accommodate the planned growth in Weston 7. The plan recommends a phased implementation strategy that informs the proposed phasing strategy of the draft Secondary Plan.

Public Notice was provided in accordance with Council's Notification Protocol

In advance of this Committee of the Whole (Working Session) Meeting, a courtesy notice was sent via email to the Weston 7 Secondary Plan Study Contact List. A hardcopy courtesy notice was also mailed to residents and landowners within 750 m of the Study Area, in addition to all those who requested further information regarding the Secondary Plan, including the Pine Valley Village Community Association and Weston Downs Ratepayers' Association.

The courtesy notice was also posted on the project's webpage at www.vaughan.ca/Weston7.

Previous Reports/Authority

The following have been prepared in reference to the Weston 7 Secondary Plan.

Re-Allocation of Funds for Secondary Plan Studies, Finance and Administration Committee Report, Item 3, Report 1 - January 31, 2012
https://meetingarchives.vaughan.ca/extracts_2012/pdf/01Finance0116ex-12.pdf

Response to Requested Report on Options to Initiate Work on the Weston Road and Highway 7 Secondary Plan (File # 26.2), Committee of the Whole, Item 1, Report No. 17 – May 2, 2017 https://www.vaughan.ca/sites/default/files/CW0502_17_1.pdf?file-verison=1681324015298

Capital Budget Amendment for Weston Road and Highway 7 Secondary Plan PL-9023-11, Finance, Administration and Audit Committee Report, Item 8, Report No. 4 – April 3, 2018 https://www.vaughan.ca/sites/default/files/Finance_0403_18_8.pdf?file-verison=1689782686654

Weston Road And Highway 7 Secondary Plan Study– Phase 1 Status Update (File 26.2), Committee of the Whole (Working Session) Report – June 5, 2019. https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=17110

Weston 7 Secondary Plan File No. 26.2, Vicinity – Weston Road and Highway 7, Committee of the Whole (Public Meeting), Report – November 1, 2023 https://pub-vaughan.escribemeetings.com/Meeting.aspx?Id=4f15453e-e0c6-41a4-8432-d1a0d5096d51&Agenda=PostAgenda&lang=English&Item=11&Tab=attachments

Analysis and Options

At the Weston 7 Secondary Plan Statutory Public Meeting, staff received direction from Council not to proceed in advance of the transportation and servicing plans for the area being considered by Council. Staff also received extensive verbal and written comments in response to the draft Weston 7 Secondary Plan that was released on October 13, 2023. As a comprehensive planning document, the feedback addressed a wide range of policy areas contained in the draft Secondary Plan.

Staff have reviewed the feedback and revised the draft Secondary Plan, where appropriate. Staff have also worked closely with the TMP and IUWP teams to ensure that the studies' findings inform the draft plan policies. The following section provides an outline of the revisions to the draft Weston 7 Secondary Plan. Minor revisions to the draft Secondary Plan, including structural and administrative changes that do not alter policy meaning or intent are not described below, however, these changes are captured in the revised Secondary Plan.

Minor expansion to the Weston 7 Secondary Plan boundary

The current Weston 7 Secondary Plan boundary is identified on Schedule 14-A of the VOP 2010. The current boundary cuts through the property located at the southeast corner of the intersection at Ansley Grove Road and Windflower Gate, excluding an area of approximately 3,145 square metres.

In response to the landowner's request, and for clarity purposes, staff recommend including the whole property within the Weston 7 Secondary Plan Study Area boundary as shown on Attachment 1.

Revisions to the draft Secondary Plan

Informed by the transportation and the servicing plans, and by Council and stakeholder feedback, the draft Secondary Plan includes changes to the following elements:

- Growth Management and Phasing
    - Establish a phased approach to development, directly linking development with infrastructure improvements identified by the TMP and the IUWP.
    - Establish implementation tools that promote quadrant and/or area wide coordination, i.e. cost sharing agreements and block plans.
- Land Use and Built Form
    - Provide flexibility in policies related to urban design and built form, where appropriate.
    - Refine policies related to ensuring compatibility of future development with the existing and planned context.
    - Refine policies related to existing uses and development to allow for extension, expansion, and re-integration in urban formats within future development.
- Pedestrian Realm Network
    - Clarify requirements for Privately-Owned Public Space (POPS) and Strata Parks.
- Multi-modal Transportation Network
    - Refine policies related to the Road Network, including the consideration of private, mid-block mews or laneways.
    - Refine parking policies related to establishing a maximum vehicular parking standards.

Further information on the changes is included in the presentation that will be delivered at the Committee of the Whole (Working Session) on June 5, 2024.

Financial Impact

There is no financial impact to the City arising from the consideration of this report.

Operational Impact

A Technical Advisory Committee, that includes Vaughan staff and external agencies, is consulted throughout the Secondary Plan Study process. Staff will continue to work with other departments and external agencies towards the finalization of the Weston 7 Secondary Plan.

Broader Regional Impacts/Considerations

York Region is currently the approval authority for all lower-tier municipal Secondary Plans and requires an Official Plan Amendment to the VOP 2010, as adopted by the City of Vaughan Council, to formalize the approval process of the Weston 7 Secondary Plan. York Region has been actively involved and engaged as a member of the Weston 7 Technical Advisory Committee. The City will continue to work with York Region to ensure the Weston 7 Secondary Plan achieves the policy objectives of the York Region Official Plan.

Conclusion

The draft Weston 7 Secondary Plan is intended to guide future development in the Weston7 area to ensure the creation of a highly urban complete community. Comments received from the public, stakeholders, agencies, and Committee Members at this Committee of the Whole (Working Session) Meeting or subsequently submitted in writing will be addressed by staff in a comprehensive report to a future Committee of the Whole meeting.

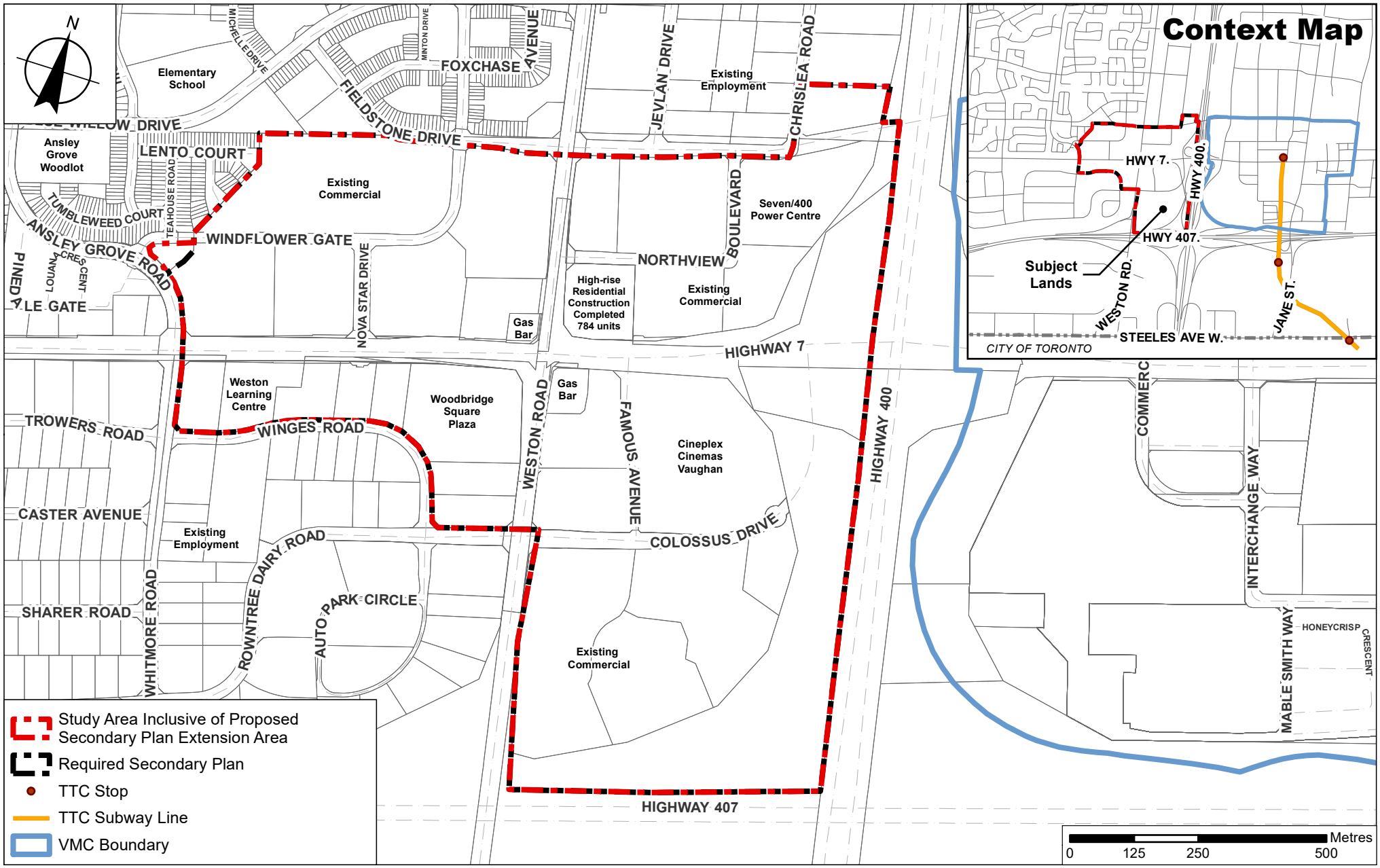
For more information, please contact Lina Alhabash, Senior Planner, Policy Planning and Special Programs department, at extension 8077.

Attachment

1. Location Map - Weston Road and Highway 7 Secondary Plan Study Area

Prepared by

Jennifer Grove, Planner, Policy Planning and Special Programs, ext. 8237.
Lina Alhabash, Senior Planner, Policy Planning and Special Programs, ext. 8077.
Fausto Filipetto, Senior Manager of Policy and Sustainability, ext. 8699.
Christina Bruce, Director of Policy Planning and Special Programs, ext. 8231.



Location Map - Weston Road and Highway 7 Secondary Plan Study Area

LOCATION:
Part of Lots 3, 4, 5, 6, and 7 Concession 5
and Part of Lots 5 and 6 Concession 6

APPLICANT:
City - Initiated

VAUGHAN
Policy Planning & Environmental Sustainability

Attachment 1

FILE:
26.2

DATE:
June 5, 2024

Committee of the Whole (Working Session) Report

DATE: Wednesday, June 5, 2024 **WARD:** 3

TITLE: WESTON 7 TRANSPORTATION MASTER PLAN

FROM:
Vince Musacchio, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To provide an overview of the study process, findings, and summary of the recommendations of the Weston 7 Transportation Master Plan study.

Report Highlights

- The Weston 7 Transportation Master Plan (TMP) is a long-range transportation plan that identifies a multi- modal transportation network for the Weston 7 Secondary Plan area and an associated implementation plan as the area evolves over time.
- The Weston 7 TMP study, within the overall implementation strategy of the Weston 7 Secondary Plan, concludes that the required implementation of a comprehensive multi-modal transportation network as well as broader City and Regional improvements are necessary to accommodate a growth threshold of a combined 26,000 people and jobs within the Secondary Plan.

Recommendations

1. That Council approve in principle the May 2024 Weston 7 Transportation Master Plan;
2. That the Weston 7 Transportation Master Plan study recommendations be used to inform transportation-related policy of the Weston 7 Secondary Plan; and
3. That staff bring a report to Council to present the final Weston 7 Transportation Master Plan concurrently with the final Weston 7 Secondary Plan.

Background

The Weston 7 Transportation Master Plan (Weston 7 TMP) study was initiated and has proceeded in parallel with the Weston 7 Secondary Plan Study

The Weston 7 TMP study was initiated at the same time as the Weston 7 Secondary Plan Study, following Council's consideration of the Policy Planning and Special Programs Department report on June 5, 2019. The recommended next steps of this report were to proceed with Phases 2 and 3 of the Secondary Plan Study and to complete required additional studies including a Transportation Master Plan.

The City subsequently retained WSP in January 2020 to undertake and complete the Weston 7 TMP. The Weston 7 TMP has proceeded in parallel with the Weston 7 Secondary Plan study, and is a comprehensive study which integrates transportation with land-use planning to establish the required transportation network in support of the Weston 7 Secondary Plan, and to inform transportation related policy in the Secondary Plan.

The Weston 7 Secondary Plan area today, is largely characterized by retail and commercial uses primarily accessed by private automobiles

The current Weston 7 Secondary Plan (SP) area is auto oriented with the landscape occupied by large surface parking lots totalling approximately 10,000 parking spaces. Highway 7 and Weston Road are Regional arterial roads bisecting the area which have 45 metre and 43 metre right-of-ways, respectively. The area's proximity to Highway 400 immediately to the east and Highway 407 to the south are major attractors of trips through the study area. Currently the Weston 7 SP area lacks pedestrian facilities with not all streets having sidewalks on both sidewalks. Further, the existing cycling network is limited to facilities on Highway 7. The YRT Viva bus rapid transit system (BRT) operates in median designated lanes along Highway 7, with two stations within the study area, at Weston Road and Ansley Grove Road. North-south bus service also operates on Weston Road.

The Weston 7 TMP was conducted to meet the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process

The Weston 7 TMP was conducted to meet the requirements of Phases 1 and Phase 2 of the Municipal Class Environmental Assessment (EA) for Master Plans. The Weston 7 TMP process followed Phase 1 and Phase 2 of the five-phase EA process by first defining a problem and opportunity statement followed by identifying and evaluating a

range of alternative network solutions to select a preferred multi-modal network solution. The study was organized around the following phases:

- **Identify Problems and Opportunities**: identify transportation infrastructure constraints and needs to support planned growth in the Weston 7 Secondary Plan Area.
- **Assess Transportation Solutions**: develop, assess and evaluate transportation solutions based on a multi-modal approach which would provide network options for goods and people movement, as well as planning for complete streets, cycling routes, connections to transit, etc.
- **Identify the Preferred Transportation Plan**: select a preferred plan that reflects a multi-modal network that best integrates with and addresses the needs in support of future growth and transformation of the Secondary Plan area.

The Weston 7 Secondary Plan area, as analyzed in the Weston 7 TMP, is bounded by Highway 400 to the east, Chrislea Road and Blue Willow Drive to the north, Ansley Grove Road to the west and Winges Road and 407ETR to the south.

Consultation and engagement were key components of the Weston 7 TMP study

Formally marked by Notice of Commencement on November 5, 2020, the TMP proceeded through study phases that included public engagement through two formal Public Information Centres, early engagement with Indigenous Communities and establishment of stakeholder groups including a Technical Advisory Committee and Landowners Group. It is noted that where study milestones aligned, TMP Study consultation activities and communication were conducted jointly with the Weston 7 Secondary Plan project team. Consultation and engagement activities included:

- **Public Information Centres (PIC):** PIC 1 was held from November 4, 2021, to December 19, 2021, and PIC 2 was held June 21, 2023, to July 19, 2023. Both PICs were held with the intention of presenting information and seeking input and feedback from the public.
- **Indigenous Consultation:** The Weston 7 TMP project team together with the Secondary Plan project team undertook pre-engagement meetings with four First Nations and the Local Metis Council in Fall 2020. The meetings provided an introduction of both the Weston 7 SP and TMP. Supporting studies such as the Stage 1 Archaeological Assessment and the Cultural Heritage Review which were advanced and completed as part of Weston 7 TMP were subsequently shared with these groups for their feedback. The Weston 7 TMP project team

also provided formal communications advising of updates and consultation activities at key study milestones.

- **A Technical Advisory Committee** (TAC) comprised of representatives of regulatory and review agencies was established at the outset of the TMP study and met at key study phases and ahead of Public Information Centres.
- **A Landowners Group** comprised of property owners, representatives of property owners and development applicants within the Secondary Plan area at the outset of the study and met at key study phases and ahead of Public Information Centres.

Methods of communication included both digital and print, supported by the City's Communications, Marketing and Engagement (CME) department. Examples included providing notification of Public Information Centres, direct mailing by postal code for residents and businesses within and adjacent to the study area, published advertisements in the Vaughan Citizen, mobile signs, City's social media avenues and a project website.

Previous Reports/Authority

Item 1, Report No. 23, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on June 12, 2019.

Analysis and Options

A vision/problem and opportunity statement and alternatives to support the Weston 7 Secondary Plan area was identified in Phase 1

A review of existing conditions, constraints, and challenges informed several areas of opportunity for the Secondary Plan which was incorporated into the vision.

The vision consists of the following core pillars:

- Provide a grid network of complete streets throughout Weston 7
- Ensure the transportation network is designed for all users
- Improve safety for all modes of travel
- Leverage innovative smart mobility and Transportation Demand Management (TDM) measures
- Increase the share of non-auto trips

The identification of the problem and opportunity statement and key principles guided the development of the Weston 7 TMP.

The four key principles integrated in the vision of the TMP include:

- Promoting sustainability;
- Improving connectivity;
- Enhancing accessibility; and
- Supporting mobility for all modes of transportation.

The preferred multi-modal transportation network was determined based on a staged development and evaluation approach, and further refined by comprehensive analysis and assessment

The study developed three alternative transportation networks, then assessed and evaluated the alternatives against the “Do Nothing” Alternative. The alternatives were as follows:

- Alternative 0 – Baseline: only Regional and Provincial planned improvements, with no improvements to City streets within the Weston 7 Secondary Plan area.

- Alternative 1 – Colossus Drive: The Baseline plus the Colossus Drive extension.

- Alternative 2 – Demonstration Plan: The Baseline, Colossus Drive, plus initial road network concept for the Secondary Plan; and

- Alternative 3 – Network Plan: The Baseline, Colossus Drive, adjustments to the initial road network concept, and additional multi-modal improvements to enhance opportunities for residents and visitors to use sustainable modes of transportation.

Extensive technical analysis was undertaken to analyze future conditions of the alternatives. These analyses used the York Region 2041 travel demand forecasting model as a base and considered full build out of the study area, which at the time of analysis was estimated to be 64,900 people and jobs. This initial analysis indicated the planned improvements within the broader City and Region coupled with an improved transportation network within the Weston 7 Secondary Plan area would not be able to support full build-out. As a result, subsequent analysis was undertaken to determine the threshold that could be supported by the currently proposed transportation improvements.

This subsequent analysis of road links and intersections was conducted at a microsimulation level using the Aimsun software for an interim condition of about 40% of the above-noted full build out (about 26,000 people and jobs). Meetings were held with York Region to agree to parameters to better reflect future conditions, such as reducing the amount of parking provided for future residential units and increasing the cost of all day parking, plus adjusting the trip rates from different land uses to reflect trip rates seen in more urban conditions.

Overall, findings from the assessment identified Alternative 3 as the preferred alternative. Furthermore, the analysis showed that a measured approach to development would be necessary. For the interim conditions with 26,000 people and jobs, chronic congestion was observed in the micro-simulation model at intersections along Highway 7 and Weston Road during peak hours. The level of congestion could be accommodated, but numerous intersection movements with long delays were noted.

The recommended multi-modal transportation system is formed by an Active Transportation Network, a Transit Network, and a Street Network

Active Transportation (AT) Network

A highly accessible and dense Active Transportation (AT) Network (Figure ES 2 in Attachment 1) is recommended, formed by public on and off-road facilities, publicly accessible private links and grade separated connections of Highway 7, Weston Road, and Highway 400. This network will remove barriers and provide for a seamless grid of connected routes, enabling shorter distance trips for walking and cycling within Weston 7 and for connecting to and from transit, including the Weston BRT station and the VMC Subway Station.

The approach to developing network accommodations for active transportation in Weston 7 focuses on the ease of walking and cycling. This is particularly imperative for short-distance trips around the study area, to provide easy connectivity to public transit, and to reinforce the ideal that the entire Secondary Plan can be accessed by walking or cycling. Particular focus has been given to ensuring that walking and cycling infrastructure is comprehensively connected throughout the Secondary Plan, especially to cross barriers such as between different properties, and across Regional arterial roads and highways.

Transit Network

The preferred Weston 7 SP area multi-modal network builds from the existing transit network that includes Bus Rapid Transit (BRT) on Highway 7, BRT stations at Weston Road and Ansley Grove and conventional bus service on Weston Road. To the east, the VMC and 407 subway stations on Line 1 Yonge-University provide for service into Toronto, and through the VMC Bus Terminal, to other parts of Vaughan, York Region, and additional destinations such as Brampton.

The connections and service network enhancements identified below provide for increased and new service(s), bringing more service closer to new and future riders. The advancement and implementation of these enhancements fall under the jurisdiction of York Region.

- Transit priority lanes on Weston Road facilitating progression of transit services along the Weston Road corridor;
- Improved frequency of transit along Highway 7 and along Weston Road, with a five-minute frequency for Viva BRT bus service in peak hours; and
- A new transit circulator bus route, providing connections from Weston 7 to the VMC subway station and the 407/Jane subway station.

Street Network

The recommended Street Network envisions a network focused around sustainable and multi-modal transportation, that prioritizes pedestrians, cyclists, and transit. Creating a multi-modal transportation network based on the implementation of a network of complete streets with forward looking rights-of-way ensures that space is prioritized for vulnerable road users and positioned to accommodate micromobility.

A main objective of the street network improvements has been to develop a finer grid network with new and improved collector and local streets across the four quadrants of the Weston 7 SP, providing connectivity within and to and from the area. A finer grid network improves connectivity for all modes of travel and supports reasonable walking and cycling distances which are further enhanced by the Active Transportation Network.

A collector network of new and improved street connections including major collectors, minor collectors, streets and local streets is illustrated in Figure ES 4 of Attachment 1.

Street cross-sections have been developed as part of the Weston 7 TMP which establishes the minimum mid-block right-of-way for major collector, minor collector, and local street classifications. These cross-sections have been developed at this early planning stage and are guided by the City of Vaughan's Complete Streets Design Guide. The cross-sections set out the required functional elements within the right-of-way and identify typical widths for each functional element. The minimum rights-of-way for each street classification is:

- Major Collector – minimum right-of-way at typical mid-block 30 metres.
- Minor Collector – minimum right-of-way at typical mid-block 24 metres.
- Local Street – minimum right-of way at typical mid-block of 23 metres.

Street and intersection specific cross-sections for improvements will be identified, assessed, and evaluated through project/road project specific Environmental Assessment studies (or suitable equivalent) and/or in association with development application processes. The design for all collector (major and minor) and local streets, both new and improved, in the Weston 7 Secondary Plan area should be consistent with the guidance of the Vaughan Complete Streets Guide.

Protecting for the Colossus Drive Extension across Highway 400

The Weston 7 TMP included identification of preliminary design alternatives as the basis of defining a minimum corridor protection area on west side of Highway 400 for the Colossus Drive Extension across Highway 400. The work advanced through the TMP is solely intended for the purposes of defining a minimum corridor protection area so as not to preclude the ability to identify reasonable range of alternatives and prejudice the outcome of subsequent Environmental Assessment.

A protection area (shown on Figure ES 4 in Attachment 1) has been identified through the TMP and recommended to inform the basis of policy protecting for the corridor in the Weston 7 Secondary Plan. Together with the existing policy protection area in the VMC Secondary Plan area, Policy 4.3.10 the identified area on the west side will continue to protect a minimum area from development for the Colossus Drive extension across Highway 400 to Interchange Way in the Vaughan Metropolitan Centre. The ultimate configuration of this new extension crossing is subject to a separate Environmental Assessment.

The Weston 7 TMP highlights several policy areas and brings to the forefront the role that managing parking supply can play in mitigating congestion

A review of parking in the City's current comprehensive zoning by-law was undertaken on the basis that a reduction in parking rates and the subsequent supply of parking would help achieve the desired and necessary travel behaviour shift to more sustainable, non-auto modes of travel. The ultimate recommendations of the TMP are to eliminate minimum parking requirements and implement parking maximums for residential units in the Weston 7 Secondary Plan.

With these recommendations in mind, significant parking reductions should be explored based on an understanding of the goals of the Weston 7 Secondary Plan, societal changes, and current trends in parking requirements in the GTA and a high level of the non-auto mode of travel planned for this area. Traffic modelling results indicate congested conditions under existing and future horizons. This drives a coordinated effect across multiple aspects of the TMP to enable travel using non-auto modes and to limit the availability of parking to discourage auto trip making where appropriate. Staff will continue to investigate the best methods to reduce auto trip making and congestion, including managing parking supply, as the Weston 7 area continues to transform.

The implementation framework proposed by the Weston 7 TMP is a structured approach to planning, protecting, and positioning the area to accommodate the expected people and jobs at full build out

Within the overall implementation strategy of the Weston 7 Secondary Plan, the implementation framework for the transportation network proposed by the Weston 7 TMP is a structured approach to planning, protecting and positioning the area to accommodate the expected people and jobs at full build out. It is structured around:

- Requiring implementation of broader City and Regional transportation improvements as identified in Table 1 below to provide the capacity to accommodate a growth threshold of 26,000 people and jobs, consistent with the findings of the transportation analysis.
- Provision of a Weston 7 Secondary Plan multi-modal transportation network of recommended transportation projects and improvements including:

    - A highly accessible and dense Active Transportation (AT) network that is formed by public on and off-road facilities, publicly accessible private links and grade separated connections of Highway 7, Weston Road, and Highway 400. This network will remove barriers and provide for a

seamless grid of connected routes, enabling shorter distance trips for walking and cycling within Weston 7 and for connecting to and from transit, including the Weston BRT station and the VMC Subway Station.

- A collector street network which provides connectivity for pedestrians, cyclists, transit and personal vehicles between the arterial roads and local or private streets.
- Proposed local street locations with forward looking minimum rights-of-way to ensure that space is prioritized for vulnerable road users, and to be positioned to accommodate micromobility.
- Protection of a corridor area identified by the Weston 7 TMP from development on the west side of Highway 400 for the Colossus Drive Extension, a multi-modal crossing of Highway 400. The ultimate configuration of this new extension/flyover of Highway 400 will be determined by a subsequent Municipal Class Environmental Assessment.

Table 1: Required City and Regional Improvements

Phase /Timing	Broader Area Road and Transit Improvements	Jurisdiction
2031	Colossus Dr Extension Crossing Highway 400 (4 lanes)	City of Vaughan
	Bass Pro Mills Rd Extension from Highway 400 to Weston Road	City of Vaughan
2041	Langstaff Rd widening between Weston Road and Creditstone Road (6 lanes)	York Region
	Langstaff Rd connection over CN McMillan Yard	York Region
	Langstaff Rd full Interchange at Highway 400	York Region
	Steeles Ave widening west of Jane St (6 lanes)	York Region
	Pine Valley Dr widening between Highway 7 and Steeles Ave (6 lanes)	York Region
	Weston Rd widening north of Steeles Ave (6 lanes)	York Region
	Keele St widening north of Steeles Ave (6 lanes)	York Region
	Steeles Ave Bus Rapid Transit Corridor between Jane Street and McCowan Road	York Region
	Jane St Bus Rapid Transit Corridor between Major Mackenzie Dr and Highway 7	York Region

Fundamental to positioning, the TMP proposes a phasing plan which identifies transportation infrastructure improvements which must be delivered prior to or during development

In order to inform transportation related implementation policy, the TMP proposes phasing plan which identifies transportation infrastructure improvements which must be delivered prior to or during redevelopment.

Active Transportation Network

To refine the requirements of the Active Transportation Network, the TMP recommends the completion of an AT Network Implementation study which will advance the design of these elements. Where possible, the key AT network infrastructure improvements identified in Table 16 in the TMP should be established ahead of development to influence travel choice from the outset to walking and cycling.

Collector Street Network

A quadrant-based approach is proposed for the orderly and contiguous implementation of the multi-modal transportation network collector infrastructure improvements. Generally, the completion of an Environmental Assessment study (or suitable equivalent) and the securing of land requirements of the collector street network in a quadrant will be required prior to development proceeding within that quadrant, while local streets will be delivered when adjacent development proceeds. As with all future City roads, design of new or improved streets should be consistent with the guidance of the Vaughan Complete Streets Guide.

Preliminary capital growth related construction costs for the collector network transportation improvements is estimated at approximately $36 M. The multi-modal transportation collector street network infrastructure and improvements preliminary costs are included in Table ES 1 in Attachment 1.

Financial Impact

There are no immediate budgetary impacts resulting from the adoption of this report. Additional capital and operating funding will be required in future years as reviewed and updated as part of the City's annual budget process.

Operational Impact

There are no immediate operational impacts resulting from the adoption of this report. A Technical Advisory Committee including staff from appropriate City departments was consulted throughout the phases of the Weston 7 TMP Study. Comments from the Technical Advisory Committee on the Final Draft Weston 7 TMP are pending, and the appropriate modifications will be made to the Final Weston 7 TMP and presented to Council at a later date concurrently with the final Weston 7 Secondary Plan.

Broader Regional Impacts/Considerations

York Region has been actively involved and engaged as part of the Technical Advisory Committee through duration of the study. Recommendations of the Weston 7 TMP identify that broader area Regional transportation infrastructure improvements, in the YRTMP 2016 and 2022 are necessary to provide capacity to accommodate growth anticipated to 2041. Key considerations impacting the timing of these transportation infrastructure projects, as they are subject to the availability and commitment to funding. It is noted that the York Region Development Charges By-law 2022 currently identifies the Langstaff Road crossing of the CN McMillan Yard (Jane Street-Keele Street) on the list of contingent projects.

Conclusion

The Weston 7 TMP is a culmination of a 4-year study that combined comprehensive transportation analysis, consultation and engagement in the development of long-range transportation plan for the Weston 7 Secondary Plan area. The Weston 7 TMP study proceeded in parallel with the Weston 7 Secondary Plan study, and it identifies a multi-modal transportation network to support up to 26,000 people and jobs, and an implementation plan to reach this threshold.

Upon Council approval in principle, the next steps include finalizing the Weston 7 TMP documentation, continuing consultation and dialogue with the Weston 7 Landowners Group and the Technical Advisory Committee, issuing Notice of Completion initiating the formal 30-day public review period and address any final comments. Staff will bring an update to Council, at the same time as the final Secondary Plan, to present the modifications made as a result of comments and the final Weston 7 TMP.

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

Attachment

1. Weston 7 Final Draft TMP Executive Summary, May 2024.

Prepared by

Marta Roias, Project Manager, Transportation Planning, Ext. 8026.
Christopher Tam, Manager, Transportation Planning and Engineering, Ext. 8702.

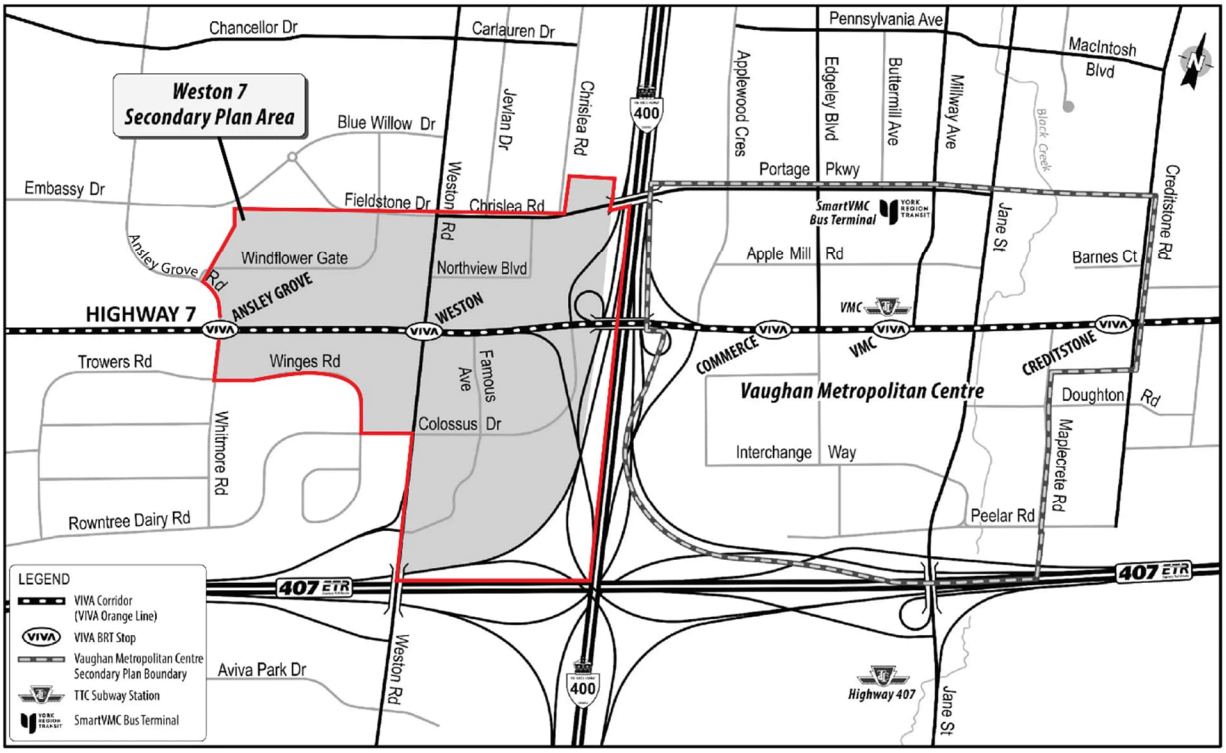
Executive Summary

Introduction

The Weston Road and Highway 7 (Weston 7) Transportation Master Plan (TMP) is a long range transportation plan that analyzes and identifies a multi-modal transportation network to help facilitate intensification and redevelopment of the Weston 7 Secondary Plan area into a mixed-use community that focuses on sustainable travel to meet mobility needs. The Weston 7 TMP has proceeded in parallel with the Weston 7 Secondary Plan study process. In order to inform the Secondary Plan, this TMP proposes a phasing plan which identifies transportation infrastructure improvements which must be delivered prior to or during redevelopment.

The Weston 7 Secondary Plan area, as analyzed in the Weston 7 TMP, is bounded by Highway 400 to the east, Chrislea Road and Blue Willow Drive to the north, Ansley Grove Road to the west and Winges Road and 407 ETR to the south, as presented in Figure ES 1.

Figure ES 1: Weston 7 TMP Study Area



The Weston 7 TMP meets the requirements for the Municipal Class Environmental Assessment Master Plan process, specifically addressing Phase 1 – identification of problems and opportunities and Phase 2 – assessment of alternatives and selection of preferred solution.

Stakeholder, Public Engagement and Consultation

Public and stakeholder engagement was held throughout the TMP study process, with two rounds of engagement held with technical agencies, a landowners' group, and the public. The first round of consultation focused on existing challenges and the identification of opportunities to meet future travel demands of the forecast growth. Comments received were mixed between concerns regarding existing congestion and potential worsening of conditions in the future, to support for intensification of land uses.

The second round of consultation presented the assessment of alternatives and preliminary preferred plan. Comments on the preliminary preferred plan were considered in refining the multi-modal transportation network that is presented in this TMP. Comments on the phasing of improvements were noted and addressed through the TMP's phasing plan.

Setting the Stage: Existing Conditions

The Weston 7 study area already is a busy area today with numerous retail, restaurant, and entertainment options and a growing residential community as high-rise residential buildings are being constructed. Many of the streets have sidewalks, some on both sides of the street and others only on one side. The cycling network is limited to facilities on Highway 7 and the existing community is predominantly auto-oriented. Bus rapid transit (BRT) operates in designated lanes on Highway 7, with two stops in the study area, at Weston Road and Ansley Grove Road. North-south bus service also operates on Weston Road.

Traffic operations analysis of existing conditions shows congestion at select intersections on Highway 7 and select intersections on Weston Road during peak travel hours. A portion of those travelling on these major arterials are through traffic with origins and destinations outside of the study area. Highway 400 immediately to the east and Highway 407 immediately to the south are major attractors of trips through the study area.

A Stage 1 archaeological assessment was conducted for the study area. The study area was found to have been significantly previously disturbed. Based on these findings, no further archaeological assessment is recommended. A cultural heritage assessment also was conducted. No built heritage

resources or cultural heritage landscapes with known or potential cultural value or interest were identified within the Weston 7 TMP study area.

Developing the Vision Statement

The analysis of existing conditions revealed a number of transportation needs and opportunities to address in the TMP, including:

- Provide a grid network of complete streets throughout Weston 7;
- Ensure the transportation network is designed all users;
- Improve safety for all modes of travel;
- Leverage new innovative smart mobility and Transportation Demand Management (TDM) measures; and
- Increase the share of non-auto trips.

These existing needs and opportunities, combined with the goal of accommodating over 50,000 residents and jobs in the study area provide a significant challenge, or opportunity, for the TMP to address.

The study area is compact and there are relatively limited opportunities to provide considerable additional vehicle capacity. The focus of the TMP has been to emphasize more sustainable travel options and provide strategic road network improvements where possible.

The TMP vision statement reads:

The vision of the Weston 7 Secondary Plan transportation network is to accommodate future growth that includes commercial, cultural, and entertainment destinations, along with housing and employment opportunities. The TMP will enhance the sustainable and multi-modal transportation system for the City with a network that supports all users and all modes of transportation. The City's transportation system will be accessible and promote connectivity, leveraging existing rapid transit infrastructure and service within and to and from the broader area.

The four key principles integrated into the vision are:

- Promoting sustainability;
- Improving connectivity;
- Enhancing accessibility; and
- Supporting mobility for all modes of transportation.

Alternative Network Development and Assessment

Extensive technical analysis was undertaken to analyze future conditions of multiple alternatives. These analyses used the York Region 2041 travel demand forecasting model as a basis and considered full build out of the study area, which at the time of analysis was estimated to be 64,900 people and jobs. Analysis of road links and intersections at a microsimulation level using the Aimsun software was conducted for an interim condition of about 40% of the above-noted full build out (about 26,000 people and jobs). Meetings were held with York Region to agree to parameters to use in the travel demand model to better reflect future conditions, such as reducing the amount of parking provided for future residential units and increasing the cost of all day parking, plus adjusting the trip rates from different land uses to reflect trip rates seen in more urban conditions.

The assessed alternatives are described below:

- Alternative 0 – Baseline: only Regional and Provincial planned improvements, with no City improvements;
- Alternative 1 – Colossus Drive: The Baseline plus the Colossus Drive extension;
- Alternative 2 – Demonstration Plan: The Baseline, Colossus Drive, plus initial road network concept for the Secondary Plan; and
- Alternative 3 – Network Plan: The Baseline, Colossus Drive, adjustments to the initial road network concept, and additional multi-modal improvements to enhance opportunities for residents and visitors to use sustainable modes of transportation.

Through the assessment detailed in the TMP, Alternative 3 was identified as the preferred alternative.

The analysis showed that a measured approach to development would be necessary. For the interim conditions with 26,000 people and jobs, chronic congestion was observed in the micro-simulation model at intersections along Highway 7 and Weston Road during peak hours. The level of congestion could be accommodated, but numerous intersections with movements with long delay were noted.

An analysis of the full build-out scenario noted above (64,900 people and jobs) was analyzed in the travel demand model only because the expected road congestion resulted in capacity constraints throughout the micro-simulation, precluding the ability to collect analytical results.

Future Multi-modal Network

The preferred multi-modal network of the future is described in more detail in this chapter. Improvements for active transportation (human-powered walking, rolling, and cycling), transit, and

the street network were defined. Sidewalks will be provided on both sides of all streets. Dedicated cycling facilities will be provided on all collector and arterial streets. A transit circulator services the Weston 7 study area and is planned to connect to the Vaughan Metropolitan Centre subway station and the Highway 407 / Jane Street subway station. The Colossus Drive extension east across Highway 400 is the main road improvement, along with a finer grain street network to facilitate multi-modal access to properties.

Figures showing the individual active transportation improvements (Figure ES 2), transit improvements (Figure ES 3), and street network improvements (Figure ES 4) are provided.

Supportive transportation policy work is included as part of the preferred alternative and is designed to leverage the infrastructure investments. For example, an extensive parking management plan was developed to provide parking in strategic locations and in limited supply to encourage the use of non-auto modes of travel. Transportation demand management measures further support sustainable travel options.

Figure ES 2: Active Transportation Network Improvements

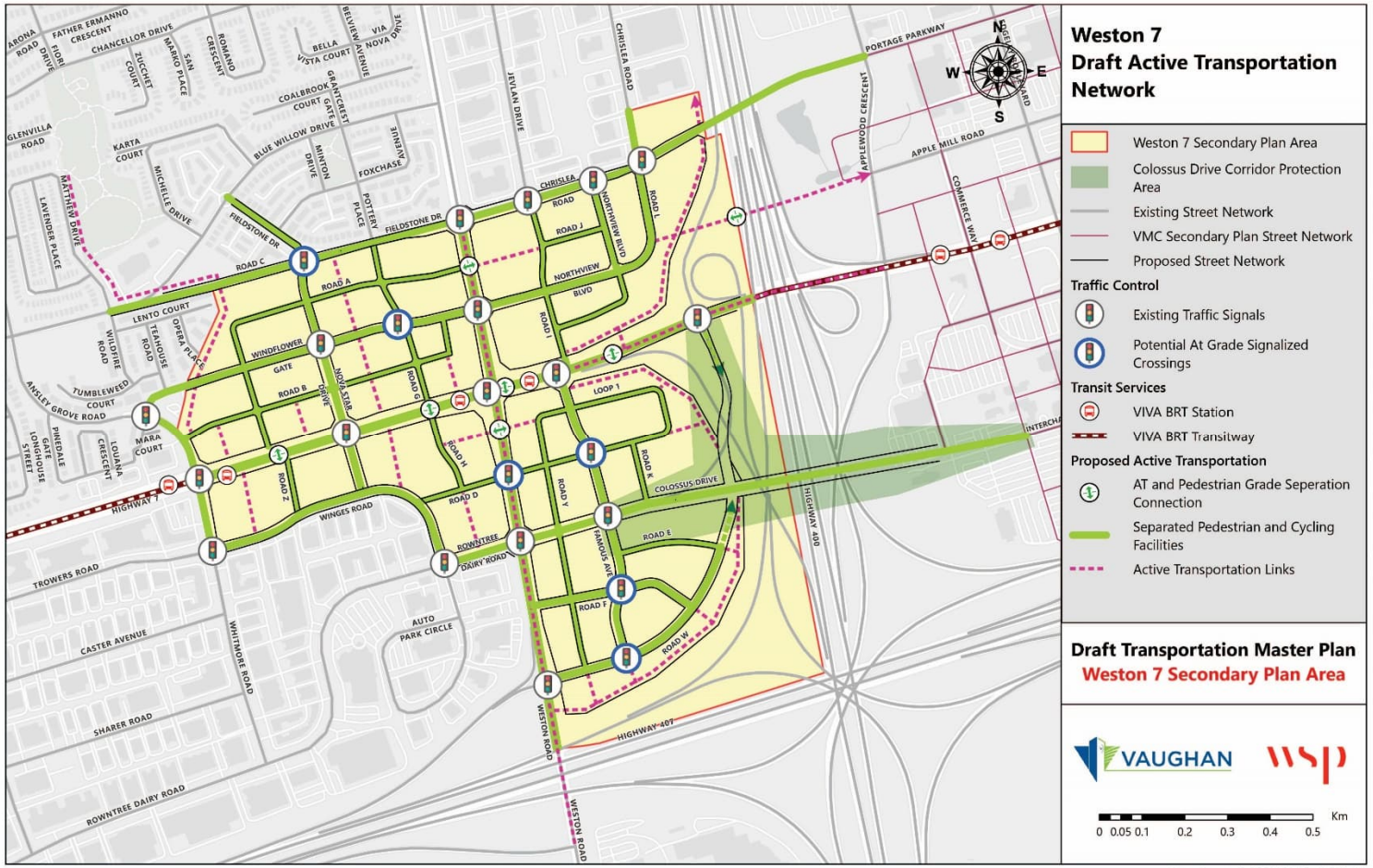


Figure ES 3: Transit Network Improvements

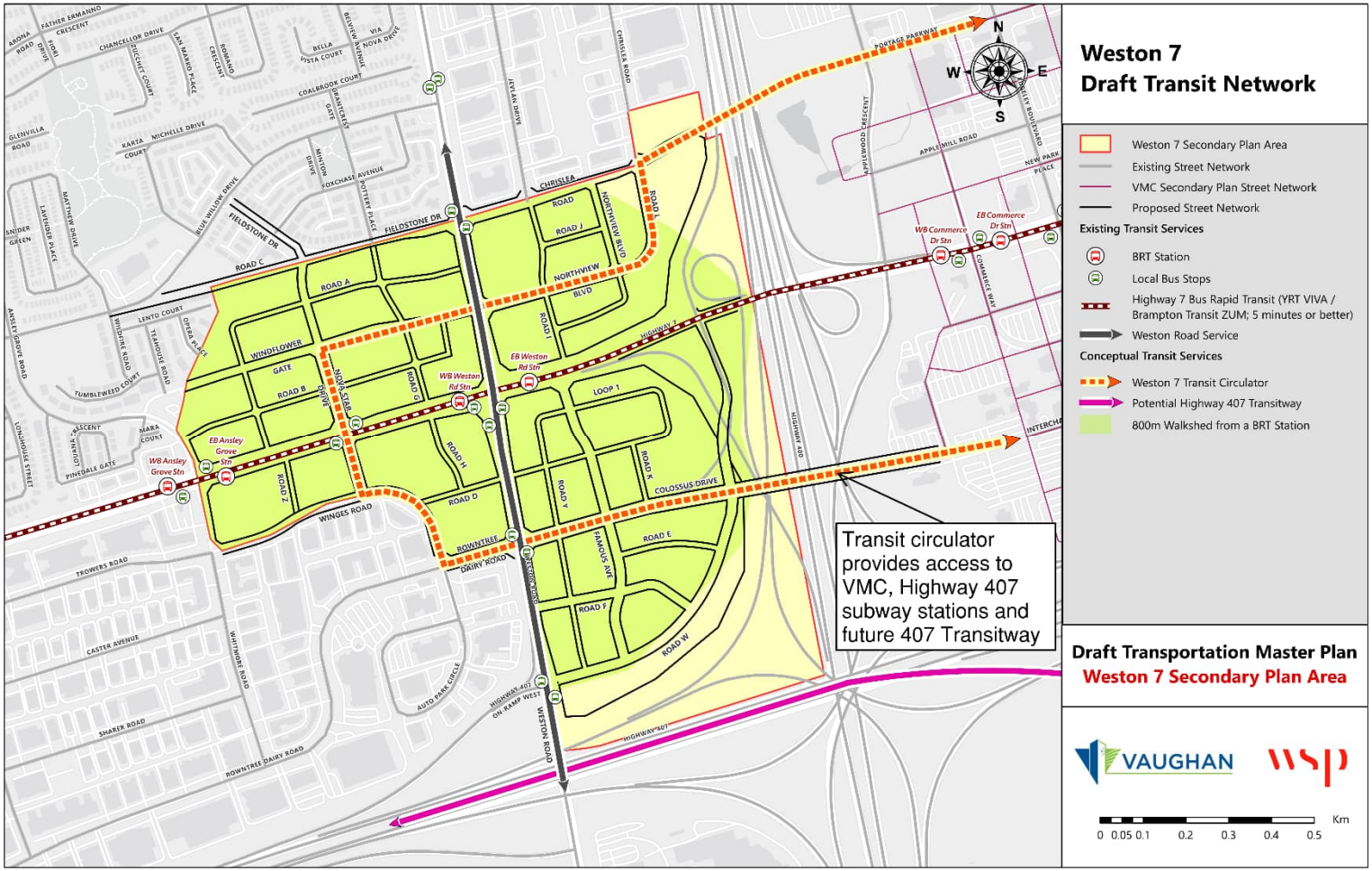
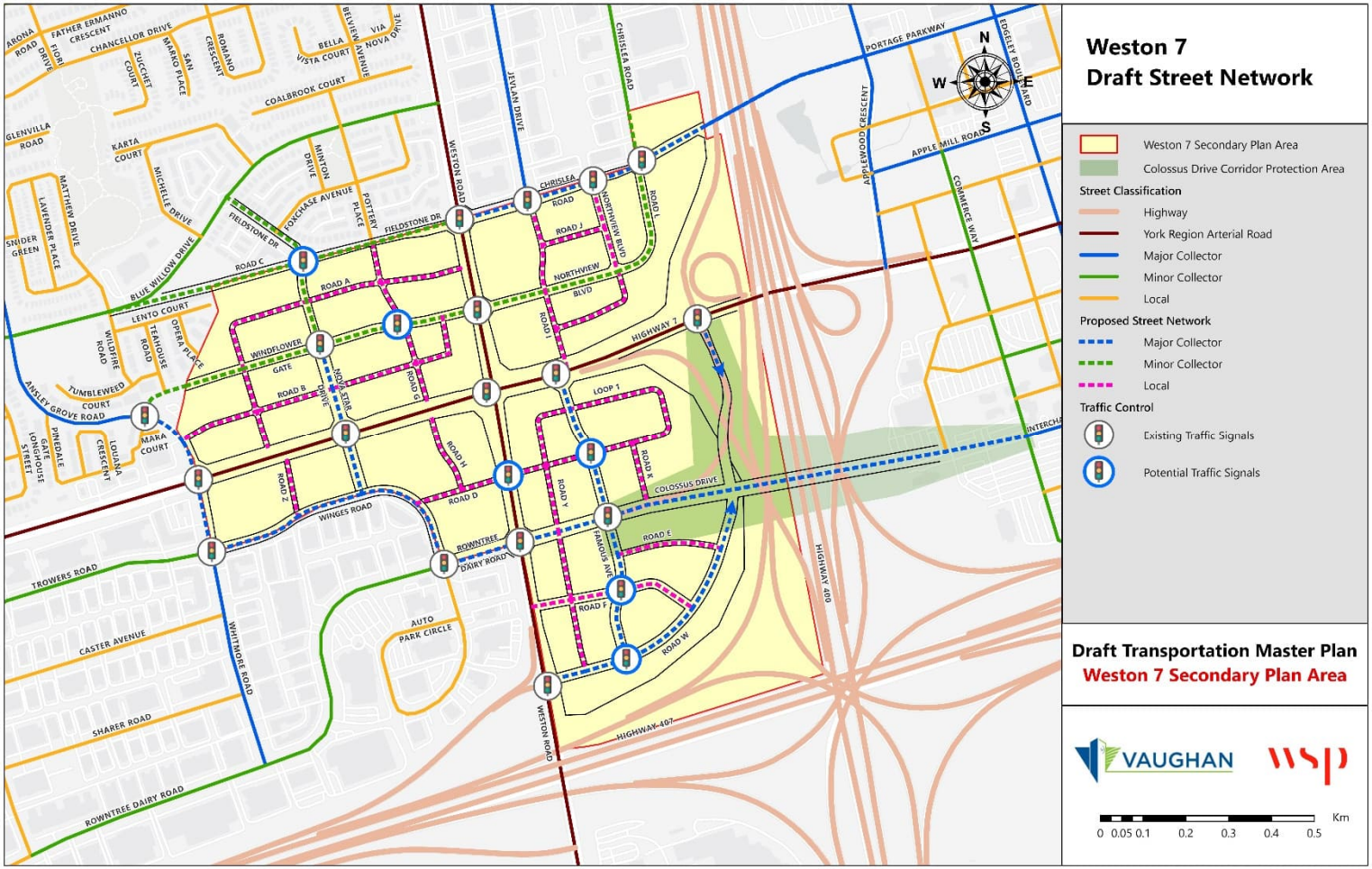


Figure ES 4: Street Network Improvements



Implementing the Plan

The implementation framework of the multi-modal transportation network proposed for the Weston 7 Secondary Plan will be imperative for planning, protecting, and positioning the area to accommodate additional population and jobs. The framework is structured around both required implementation of broader City and Regional Transportation improvements as well as the multi-modal transportation network projects recommended for the Weston 7 Secondary Pln.

City and Regional transportation infrastructure will be necessary to provide the capacity to accommodate growth up to the 2041 interim horizon (15,840 people and 10,051 jobs). The necessary broader area City and Regional improvements are as follows:

- Colossus Drive extension over Highway 400;
- Bass Pro Mills extension from Highway 400 to Weston Road;
- Langstaff Road widening between Weston Road and Creditstone Road (4 to 6 lanes);
- Langstaff Road connection over CN Yard;
- Langstaff Road full interchange at Highway 400;
- Steeles Avenue widening west of Jane Street (4 to 6 lanes);
- Pine Valley Drive widening between Highway 7 and Steeles Avenue (4 to 6 lanes);
- Weston Road widening north of Steeles Avenue (4 to 6 lanes);
- Keele Street widening north of Steeles Avenue (4 to 6 lanes);
- Highway 7 rapid transit corridor (Viva headway 10 minutes);
- Steeles Avenue Transit Corridor (4 general purpose lanes plus dedicated transitway east of Jane St); and
- Jane St Transit Corridor (4 general purpose lanes plus dedicated transitway between Major Mackenzie Dr and Highway 7 (Viva headway 10 mins))

A quadrant-based approach is proposed for the orderly and contiguous implementation of the internal multi-modal transportation network. Generally, the collector street network in a quadrant will be secured prior to development proceeding within that quadrant, while local streets will be delivered when adjacent development proceeds. Identification of phasing of projects and improvements for local streets should also consider existing parcel fabric and built form.

The following street (ST) and active transportation (AT) projects have area-wide implications and should be secured prior to the development within a quadrant:

- ST-34, ST-36 and ST-31: Colossus Drive Extension and connecting roadways;
- ST-35 and ST-10: All ages and abilities cycling infrastructure along Chrislea Road and Portage Parkway (Weston Road to VMC);
- ST-5, ST-1.1, and ST-1.2: Fieldstone Drive extension and related improvements (Weston Road to Blue Willow Drive);
- AT-12: New pedestrian / cycling overpass connecting Weston 7 with VMC over Highway 400, located between Highway 7 and Portage Parkway existing structures;
- ST-23, ST-24.1, ST- 24.2 and ST-18: Rowntree Dairy Road, Winges Road and Whitmore Road improvements;
- AT-15: Weather protection along the existing Highway 7 median multi-use path over Highway 400;
- AT–24 Weston Road between Highway 407 ETR EB Ramp to Chrislea Road/ Fieldstone Drive – Improved AT Separated in-boulevard cycling facilities;
- Five-minute all-day bus frequencies along the Highway 7 Viva Rapidway; and
- Transit circulator connecting Weston 7 to VMC and Highway 407 Subway stations.

Preliminary capital construction cost estimates were developed at a project level for major and minor collector road projects and some of the major active transportation infrastructure and are displayed in Table ES 1. It should be recognized that the AT Network Implementation Study will advance the designs and refine cost estimates for new major active transportation infrastructure. Internal active transportation links will be implemented in conjunction with development.

Capital construction costs are preliminary and subject to adjustment and refinement through future studies and processes for detailed design and engineering.

Table ES 1: Summary of Major Infrastructure Costs

ID#	Street	From	To	Cost ($)
ST-10 ST-35	Chrislea Road	Weston Road	Applewood Crescent / Portage Pkwy	$6,600,000
ST-12.1 ST-12.2	Northview Blvd	Weston Road	Chrislea Road	$2,600,000
ST-2.1 ST-2.2 ST-2.3	Windflower Gate	Ansley Grove	Weston Road	$3,600,000
ST-1.2 ST-5	Fieldstone Drive Road C (Fieldstone Drive Extension)	Blue Willow Drive Fieldstone Drive	Weston Road Blue Willow	$4,500,000

ID#	Street	From	To	Cost ($)
ST-7 ST-8	Nova Star Drive	Fieldstone Drive	Highway 7	$2,200,000
ST-19	Nova Star Drive	Highway 7	Winges Road	$800,000
ST-31	Road W	Weston Rd. @ 407 ETR EB Ramp	Colossus Drive	$5,600,000
ST-26 ST-33	Famous Avenue	Highway 7	Road W	$4,600,000
ST-23 ST-24.1 ST-24.2	Winges Road - Rowntree Dairy Rd- Whitmore	Highway 7	Weston Road	$5,700,000

ID#	AT Link	From	To	Improvement	Cost ($)
AT-12	Crossing Highway 400	Road L	Applemill Road (VMC)	Grade separated AT Overpass over Highway 400	$31,500,000
AT-15	Along Highway 7	Famous Avenue	Applewood Crescent	Enhance existing median multi-use path - Weather Protection	$9,000,000
AT-19	Crossing Highway 7	SE quadrant east of Weston Road	NE quadrant east of Weston Road	Grade separated crossing of Highway 7	$8,400,000