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MEMORANDUM

October 18, 2024

Reference No.: 24296/200

TO: Mathew Halo
 Kevin Bechard

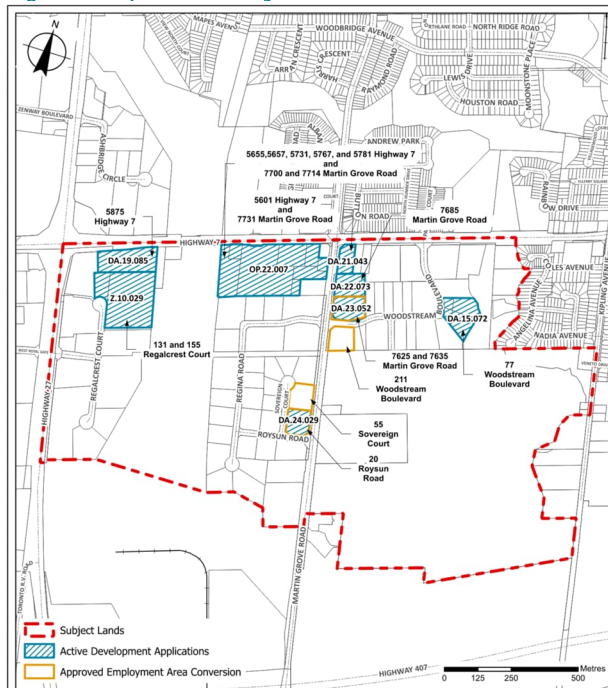
FROM: Kenneth Chan

CC: Jocelyn Wallen

RE: Martin Grove Road and Highway 7 Special Area Transportation Review

LEA has been retained by the Bostar Inc. and 1639326 Ontario Limited to conduct a transportation review of the Martin Grove Road and Highway 7 Special Area proposed by the City of Vaughan. In reviewing the Staff Report dated June 18 2024, it is our understanding that this special area is requested by City staff to address recently approved employment conversions along Martin Grove area south of Highway 7 as highlighted in the Figure 1 below:

Figure 1: Special Study Area



Source: Attachment 2 of Staff Report (June 18, 2024)

As we understand it, the objective of the Special Study Area is to study a number of elements with the transportation focused elements being:

- ▶ Phasing of developments;
- ▶ Achievement of transit supportive and pedestrian-oriented uses; and
- ▶ Pedestrian, bicycle, and vehicular circulation networks.

In reviewing the proposed study area, it is our opinion that the inclusion of the lands to the west of the Infrastructural and Utilities Corridor within the Special Study Area is not required from a transportation perspective. The existing local roads network between Highway 27 and Martin Grove are distinctively separated by the existing utilities corridor as shown in Figure 2.

Figure 2: Special Study Area Local Road Network



The area east and west of the utilities corridor only have one shared transportation facility, which is Highway 7. This section of Highway 7 within the proposed special study area is identified as a Regional Corridor in the Region of York Official Plan. Furthermore, the 2022 York Region Transportation Master Plan have already defined this section of Highway 7 to be a Rapid Transit Corridor which is identified as a Bus Rapid Transit extension to the existing Orange Viva line that terminates at Helen Street.



Given the limitation of expending any new transportation facilities through the utilities corridor consisting of the Woodbridge and Claireville Transformer Stations and future pedestrian desired line to Highway 7, development area east and west of the utility corridor would have to develop their own transportation plans to access Highway 7 in the interim and ultimate state. A combined study as proposed by the City is not beneficial as transportation recommendations will be independent and different for the area east and west of the utility corridor.

In reviewing the staff report in support of the Special Study area, the future operation of a Regional Corridor is not the focus of the study. Changes to the Regional Corridor would require regional approval and review. Given the planned redevelopment along the entire Highway 7 corridor, a narrowed focused study of the proposed Special Study Area is not required.

From an overall transportation perspective, it should be noted that the Region's TMP, which directs the regional road network, has already accounted for the redevelopment of lands in the southeast quadrant of Highway 7 and Highway 27. As shown in Figure 2, the properties that have direct frontages onto Highway 7 has already been planned for redevelopment in the range of range of 2.5-3 FSI. As such, it is our opinion that the Regional Transportation Plans have adequately accommodated the future redevelopment of lands in this area and it is not necessary to include these lands further in the proposed Highway 7 Special Study Area.

In reviewing the narrow and broader transportation scope and benefit of a special study area study, it is my opinion that a combined study area, east and west of the utility corridor, is not required to comprehensively evaluate transportation needs of each of the two distinctive areas.