



**REGION OF YORK
CLERK'S OFFICE**

FILE No. - *p43*

FOR INQUIRIES: PLEASE QUOTE ITEM & REPORT NO.

May 14, 2012

Mr. Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street, Box 147
Newmarket, ON L3Y 6Z1

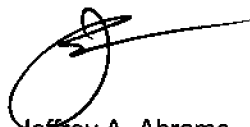
Dear Mr. Kelly:

**RE: COMPREHENSIVE TRANSPORTATION STUDY
LIBERTY DEVELOPMENT CORPORATION
OFFICIAL PLAN AMENDMENT FILE OP.08.005
ZONING BY-LAW AMENDMENT FILE Z.08.022
WARD 3 – VICINITY OF NORTHEAST CORNER OF WESTON ROAD AND HIGHWAY 7**



Attached for your information is **Item 1, Report No. 20**, of the Special Committee of the Whole regarding the above-noted matter which was adopted without amendment, by the Council of the City of Vaughan at its meeting of May 8, 2012.

Sincerely,



Jeffrey A. Abrams
City Clerk

Attachment:

Extract

1. Transportation Study Area
2. Liberty Development Transportation Study Executive Summary

JAA/as

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 8, 2012

Item 1, Report No. 20, of the Special Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 8, 2012.

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**COMPREHENSIVE TRANSPORTATION STUDY
LIBERTY DEVELOPMENT CORPORATION
OFFICIAL PLAN AMENDMENT FILE OP.08.005
ZONING BY-LAW AMENDMENT FILE Z.08.022
WARD 3 – VICINITY OF NORTHEAST CORNER OF WESTON ROAD AND HIGHWAY 7**

The Special Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 1, 2012, be approved; and
- 2) That the following deputations and communication be received:
 1. Mr. Barry Horosko, Bratty and Partners, LLP, Suite 200, 7501 Keele Street, Vaughan L4K 1Y2, on behalf of the applicant;
 2. Mr. Jim Levac, Weston Consulting Group, 201 Millway Avenue, Unit 19, Vaughan L4K 5K8, on behalf of the applicant;
 3. Mr. Richard Pernicky, Cole Engineering Group Ltd., 70 Valleywood Drive, Markham L3R 4T5, on behalf of the applicant, and Communication C1;
 4. Mr. Joseph Chakkalakal, 23 Venetian Crescent, Vaughan L4L 5E5;
 5. Mr. Andre Witte, 77 Line Drive, Woodbridge L4L 5N4; and
 6. Ms. Rose Savage, Vice-President, East Woodbridge Community Association, 39 Radley Street, Woodbridge L4L 8J7.

Recommendation

The Commissioner of Engineering and Public Works in consultation with the Commissioner of Planning recommends:

1. THAT the staff report and presentation from 2159645 Ontario Inc., C/O Liberty Development Corporation with respect to the comprehensive transportation study associated with the Liberty Development proposal (Official Plan Amendment File OP.08.005 and Zoning By-Law Amendment File Z.08.022), BE RECEIVED;
2. THAT the findings and recommendations of the comprehensive transportation study prepared by Cole Engineering Group Ltd., related to the Liberty Development Corporation proposal be carried forward as input into the Secondary Plan to be prepared for this area; and
3. THAT a copy of this report be forwarded to the Region of York.

Contribution to Sustainability

The proposed mixed-use development with pedestrian and transit oriented features will support major public transit investment in the immediate area.

The Owner will be required to identify sustainable development initiatives and implementation measures at the site plan stage.

Economic Impact

There is no economic impact to the City in connection with this report.

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Communications Plan

A notice of the Special Committee of the Whole Meeting was circulated to all property owners within the area bounded by Highway 7, Langstaff Road, Pine Valley Drive and Weston Road. Through the notice circulation, residents were advised that written comments may also be mailed or faxed to the City Clerk no later than 12:00 noon on April 27, 2012.

Purpose

The purpose of this report is to supplement the presentation from Liberty Development Corporation on the comprehensive transportation study findings in support of the proposed high density mixed use (residential, office, commercial) development proposal located at the northeast corner of Weston Road and Highway 7.

Background - Analysis and Options

Council, at its meeting on May 3, 2011, adopted the following:

1. *"That Official Plan Amendment File OP.08.005 and Zoning By-Law Amendment File Z.08.022 (2159645 Ontario Inc. C/O Liberty Development Corporation) continue to be processed by City staff in advance of the required Secondary Plan for the Weston Road and Highway 7 area pursuant to Section 10.1.1.10 of the City of Vaughan Official Plan 2010; "*
2. *"That the applicant supply a comprehensive traffic study which will encompass the traffic movement within a radius not less than one (1) kilometre of the proposed land;*

That upon completion of the traffic study, the applicant agree to attend one (1) Special Committee of the Whole meeting for the purpose of civic engagement as well as at least one (1) Ward 3 Community meeting;

That Council give staff direction to attend the community meeting and request the attendance of regional staff; and

That the City notify the community contained within Highway 7 to Langstaff Road and Pine Valley Drive to Weston Road for the Special Committee of the Whole meeting."

The Development/Transportation Engineering Department in consultation with the Policy Planning and Development Planning Departments has prepared this report in response to Council's direction.

Development Proposal

The Liberty development proposal comprises of two (2) residential condominium buildings (30 and 33 storeys) totaling 728 units and one 10 storey office building with ground floor commercial uses. The site is located at the northeast corner of Highway 7 and Weston Road (7777 Weston Road) as shown on Attachment No. 1.

Official Plan and Transportation Master Plan

Pursuant to the current in-force OPA #500 (Corporate Centre Plan), the subject lands are designated "Corporate Centre Corridor" and "Transit Stop Centre" as amended by in-force OPA#663 (The Avenue 7 Land Use Future Study Plan). The proposal does not conform to the density and height policies of the Official Plan; therefore, an Official Plan Amendment Application (File OP.08.005) is required.

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In keeping with Provincial and Regional land use policy requirements, Council adopted the new Vaughan Official Plan 2010 (VOP 2010) on September 7, 2010, and as appeals have been received, is currently pending approval from the Ontario Municipal Board (OMB). Under the VOP 2010, the subject lands are designated "High-Rise Mixed use", which permits a mix of residential, retail, and office uses (VOP 2010, Section 9.2.2.6 in part) and is identified as a "Primary Centre". The vision for the Primary Centres is that they become locations for intensification with densities that supportive of transit use, walking and cycling. This philosophy of VOP 2010 is further complemented by the City's 2011 Transportation Master Plan that promotes integration of land use and transportation towards achieving a successful and livable community.

The extension of Spadina Subway to the Vaughan Metropolitan Centre by late 2015 and the implementation of Bus Rapid Transit along Highway 7 are major public investments currently underway in the immediate area. This rapid transit infrastructure will facilitate the transformation of the Weston Road and Highway 7 area to a high-density Primary Centre.

The development of 7777 Weston Road is the first redevelopment within the future Weston Road and Highway 7 Secondary Plan area that fosters the transformation of Vaughan into a sustainable city with its proposed mixed use densities supportive of transit, walking and cycling.

Weston Road and Highway 7 Secondary Plan

The subject lands are also located within a designated required Secondary Plan area, more specifically, Weston Road and Highway 7 (VOP 2010, Schedule 14-A). The required Secondary Plan for the larger area is expected to be initiated within the next two years. Once completed, the Secondary Plan will provide a framework for an appropriate street and block pattern, adequate municipal servicing and infrastructure and will determine the appropriate mix, location and intensity of certain uses. The area will be well served by local and rapid transit and will be the focus for growth and intensification, providing a higher density of residents, jobs and activities to make use of transit investments. The Secondary Plan process will engage landowners within the Study Area, residents and businesses in the surrounding neighbourhoods and public bodies as appropriate and is programmed to be initiated in late 2012 or 2013.

Development Proposal Comprehensive Transportation Study

In response to Council direction, Liberty Development Corporation submitted a comprehensive transportation study prepared by Cole Engineering Group Ltd. dated April 2012 that includes a detailed traffic analysis of the Liberty development proposal together with a long-term analysis that evaluates the transportation and land use alternatives for consideration in the future Secondary Plan exercise for the Weston Road and Highway 7 area. The study area is bounded by Steeles Avenue to the south, Creditstone Road to the east, Langstaff Road to the north and Pine Valley Drive to the west as shown on Attachment No. 1.

Distinction should be made between the detailed analysis of the proposed Liberty development site and the immediate area, and the Secondary Plan study that will evaluate transportation /land use alternatives for the larger area. The study prepared by Liberty Development will inform the City's pending Secondary Plan study and evaluates impacts that the future development is likely to have on the transportation network in the broader study area.

The Liberty transportation study recommendations pertaining to the site development proposal are:

- Obtain access to the site from the private north-south roadway east of the proposed development with a mutual right-of-way easement for vehicular and pedestrian access purposes

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- A proposed right-in/right-out driveway on Highway 7
- A driveway onto Northview Boulevard, along with the conversion of the existing full movement signalized intersection
- A detailed Transportation Demand Management (TDM) implementation strategy plan to facilitate gradual shift from automobile dependency to transit and active transportation modes
- A reduced parking supply

The proposed access arrangements will be evaluated in further detail at the site plan stage with respect to operational impacts and needs, through which the number of access points as well as access location, control, and configuration will be confirmed.

In the Liberty Transportation Study, the future Secondary Plan development area was evaluated under two traffic scenarios: 2021 and 2031 reflecting a maximum intensification scenario within each of these planning horizons. The Liberty Transportation Study confirms that level of service at some major intersections in the future will be more reflective of the planned dense urban conditions. This is not unexpected. To manage the future transportation conditions in the area, the study recommends the following:

- A finer road network to be constructed as each development parcel redevelops
- Capacity and lane improvements to the study corridors and individual intersections at key locations
- Preparation of a Traffic Impact Study to optimize roadway operations and timing of infrastructure improvements
- A detailed phasing plan to allow for timely optimization of available capacity and transportation infrastructure improvements
- A TDM strategy to mitigate the impact of the planned intensification on the surrounding roadways

The Executive Summary of the Liberty Transportation Study is provided in Attachment No. 2.

The recommendations of the Liberty Transportation Study confirm the appropriateness of the significant public investment in local and rapid transit to provide the framework for the future transportation network. The existing street network in the area will be used for enhancements to transit, walking and cycling systems, making efficient use of existing and future infrastructure investments.

The historical pattern of growth and current urban structure have created a number of issues that Vaughan and other suburban municipalities must begin to address. These include, among many others: car dependence, traffic congestion and increasing commuting times; and low-density, single-use areas that do not allow for the efficient provision of transit. Vaughan has recognized these issues and has begun to address them by encouraging more compact and complete communities that make better use of land resources and infrastructure.

It is expected that people will continue to drive cars until there are more viable transportation options. The Spadina Subway Extension and Bus Rapid Transit along Highway 7 will provide strong foundations for public transit infrastructure that will support city building in Vaughan.

While the findings of the comprehensive transportation study are not intended to replace the transportation analysis required in support of the Secondary Plan, the study findings will be valuable for further evaluation of transportation-land use alternatives while engaging landowners within the study area, residents and businesses in the surrounding neighbourhoods and public bodies as appropriate. The transportation study will help inform the terms of reference for future work as part of the secondary plan and other private proposals if they are received by the City.

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Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in planning and managing growth, and economic vitality. Accordingly, this report is consistent with the priorities previously set by Council.

Regional Implications

York Region staff advised that they accept, in principle, the information contained in the comprehensive transportation study subject to the applicant completing additional refinements and details related to the site specific and area-wide transportation requirements to the satisfaction of the Region and City prior to the approval of the site development application. As part of the conditions, the applicant is required to prepare a consolidated report that addresses all of the York Region comments, along with an innovative and aggressive TDM program to reduce the amount of auto trips. The TDM should speak to measures to facilitate the resident's use of public transit and other modes of transportation to/from this site. The Owner will be required to enter into a Regional Site Plan Agreement that formalizes the TDM program.

Conclusion

The recommendations of the Liberty Transportation Study confirm the appropriateness of the significant public investment in transit which can accommodate the Liberty proposal and other similar developments in the area. The investment in rapid transit in this area will provide a framework for the future transportation network to be built on today's system. Accordingly, staff recommends that the information contained in the Transportation Study related to the Liberty proposal be implemented through the processing of development applications to the satisfaction of the City and the Region of York.

Attachments

1. Transportation Study Area
2. Liberty Development Transportation Study Executive Summary

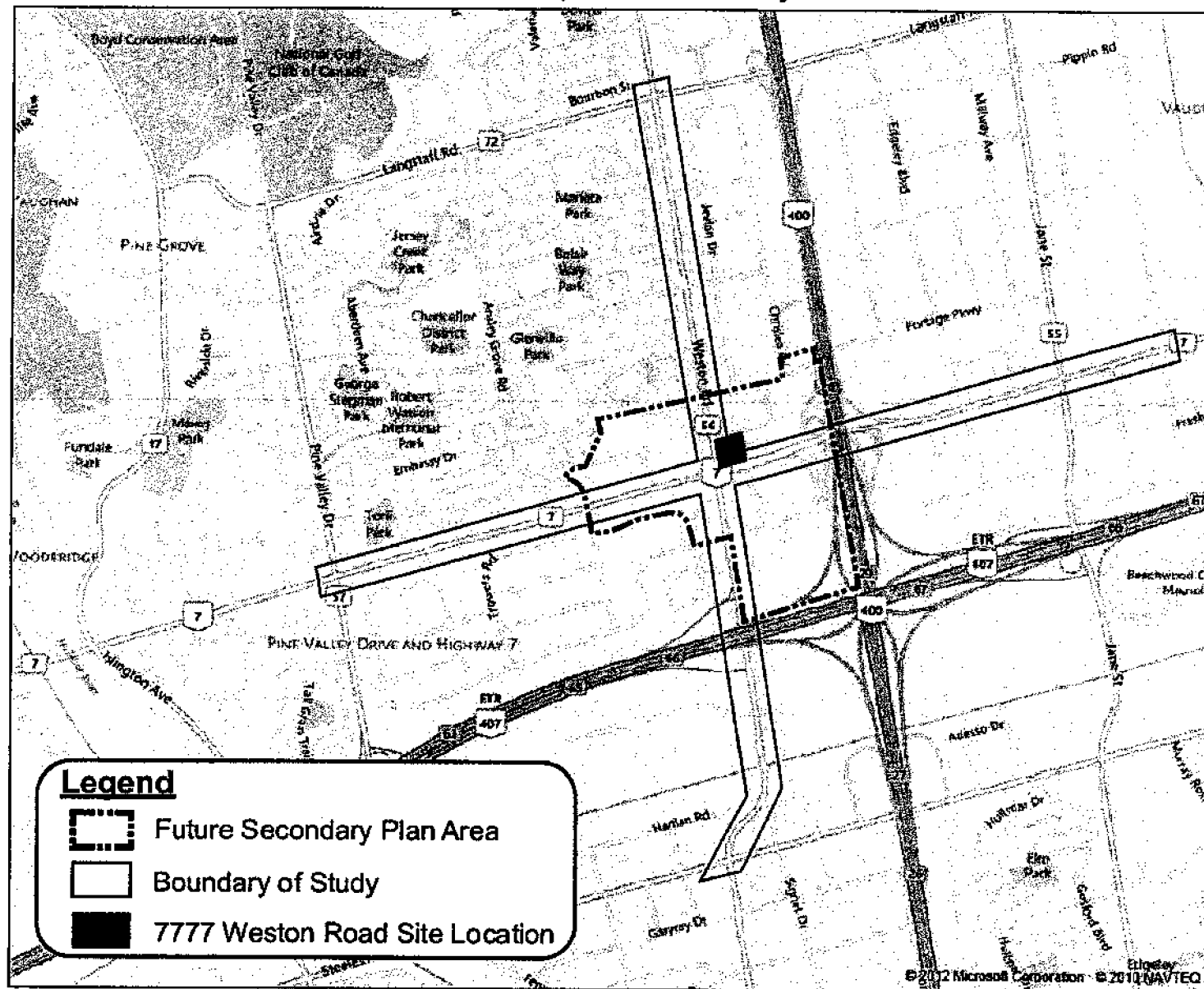
Report prepared by:

Selma Hubjer, Transportation Engineer, Ext. 8674

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

Attachment No.1

Transportation Study Area



1.6

Executive Summary

Introduction

To respond to the intensification directives set forward by the various governments and approved transit infrastructure coming into place, Liberty Developments has submitted an application for a true mixed-use development with pedestrian and transit oriented features at 7777 Weston Road. The project will provide a mixture of residential condominium units, commercial office space as well as large and small retail tenant spaces which serves to bring a truly integrated and vibrant mixed-use development.

In considering this application, Liberty Developments received Council direction to "supply a comprehensive traffic study which will encompass the traffic movement within a radius not less than one (1) kilometre of the proposed land". The transportation study has now been submitted to the City of Vaughan and York Region. It should be noted that the limits of this study are much broader than the limits of the future Secondary Plan study that will be completed by the City of Vaughan.

The Policy Context

The subject proposal needs to be considered in the context of the current Provincial Policy regime which has been mandated through the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The days of urban sprawl and traditional low density development, combined with a focus on the automobile, are now history. The two (2) important Provincial initiatives noted above promote redevelopment and intensification within existing urban areas and further encourage municipalities to establish policies aimed to promote mixed use development accommodating a range of residential, office and retail commercial uses in designated growth areas.

In conjunction with these policies a transportation infrastructure network is being planned to support the planned growth. The transportation infrastructure that supports this development area includes a new subway to open in 2015, Bus Rapid Transit initiatives along Hwy 7, as well as VIVA buses and a network of road improvements.

Both the Region of York and the City of Vaughan have undertaken local planning exercises to comply with the provincial requirements. Both the Region and the City have Official Plan policies in place which identify the Weston Road and Highway 7 area as a future growth node. York Region further identifies Highway 7 as a Regional Rapid Transit Corridor and Weston Road as a Local Corridor. The Region supports the development of mixed uses and higher densities along designated corridors which can be supported by public transit services.

The new City of Vaughan Official Plan identifies the Weston Road and Highway 7 intersection, including the subject lands, as a Primary Centre where intensification in the form of mixed-use densities supportive of transit, are encouraged. The proximity of these lands along both a future Bus Rapid Transit route and their proximity to the future Vaughan Metropolitan Centre subway station make them perfectly suited for the scale of redevelopment being proposed. This form of development will fulfill the goals and objectives of the local municipalities to promote transit supportive intensification as mandated by the Province.

capacity and transportations infrastructure improvements are available to accommodate the development proposals.

Key recommendation of the Transportation Study Area report, in order to reduce the number of auto trips within the Study Area is to recommend that each site plan application to submit a Transportation Assessment ensuring that sufficient roadway and transit capacity exists to accommodate the level of development proposed. In addition, a Transportation Demand Management (TDM) Plan should be developed with submission of the Site Plan Application with ongoing monitoring in place to ensure that targets established in the TDM plan are being achieved.

A reduced parking ratio consistent with high density development and the close proximity to higher order transit should be applied to all future developments within the Study Area in consultation with the City of Vaughan.

In Conclusion

The development embodies a modern and up to date reflection of all the new government policies that promote transit oriented and intensification in key development nodes. 7777 Weston Rd. is a transit supportive, mixed use proposal in a gateway location in the City of Vaughan. In addition to being a significant investment, this type of mixed -use proposal will implement what is only envisioned in the City of Vaughan Official Plan and bring forward the type of development needed to support planned and existing transit infrastructure. The transportation report reviewed all aspects of the proposed development in context of the new BRT, subway and VIVA service and concludes that impact can be accommodated on the existing infrastructure and that medium and long term transportation improvements will continue to service the area to acceptable levels.