



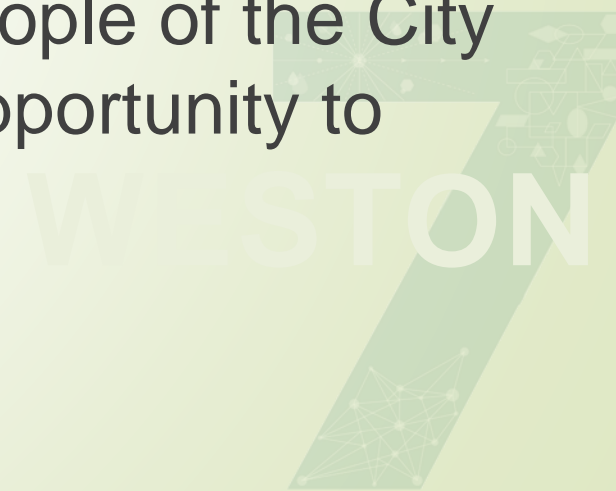
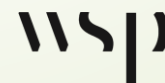
# Weston 7 Transportation Master Plan (TMP)

## Public Information Centre 1



## Land Acknowledgement

- ▶ We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.



# Public Information Centre Overview

*Due to the COVID-19 State of Emergency, physical attendance is not permitted at this meeting. This public meeting is being held electronically.*

## Presentation Etiquette

- **Be patient:** Virtual meetings don't always run as smoothly as planned.
- **Be respectful:** The City of Vaughan is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

**We want to hear from you regarding the TMP – please don't be shy!**

**Comment period is from November 4 to November 30, 2021**

For ongoing updates, please visit the project website at: [www.vaughan.ca/Weston7](http://www.vaughan.ca/Weston7). If you have any questions or wish to be added to the mailing list, please email us directly at: [Weston7TMP@wsp.com](mailto:Weston7TMP@wsp.com) or contact one of the individuals below:

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WSP

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# Agenda

1. Secondary Plan Update
2. TMP Purpose and Process
3. Policy and Planning Context
4. Existing Conditions
5. Problems and Opportunities
6. Future Network Scenarios
7. Engagement Activities
8. Next Steps

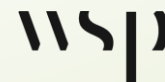






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# Secondary Plan Update







# VAUGHAN WESTON 7 Secondary Plan



## The Planning Partnership

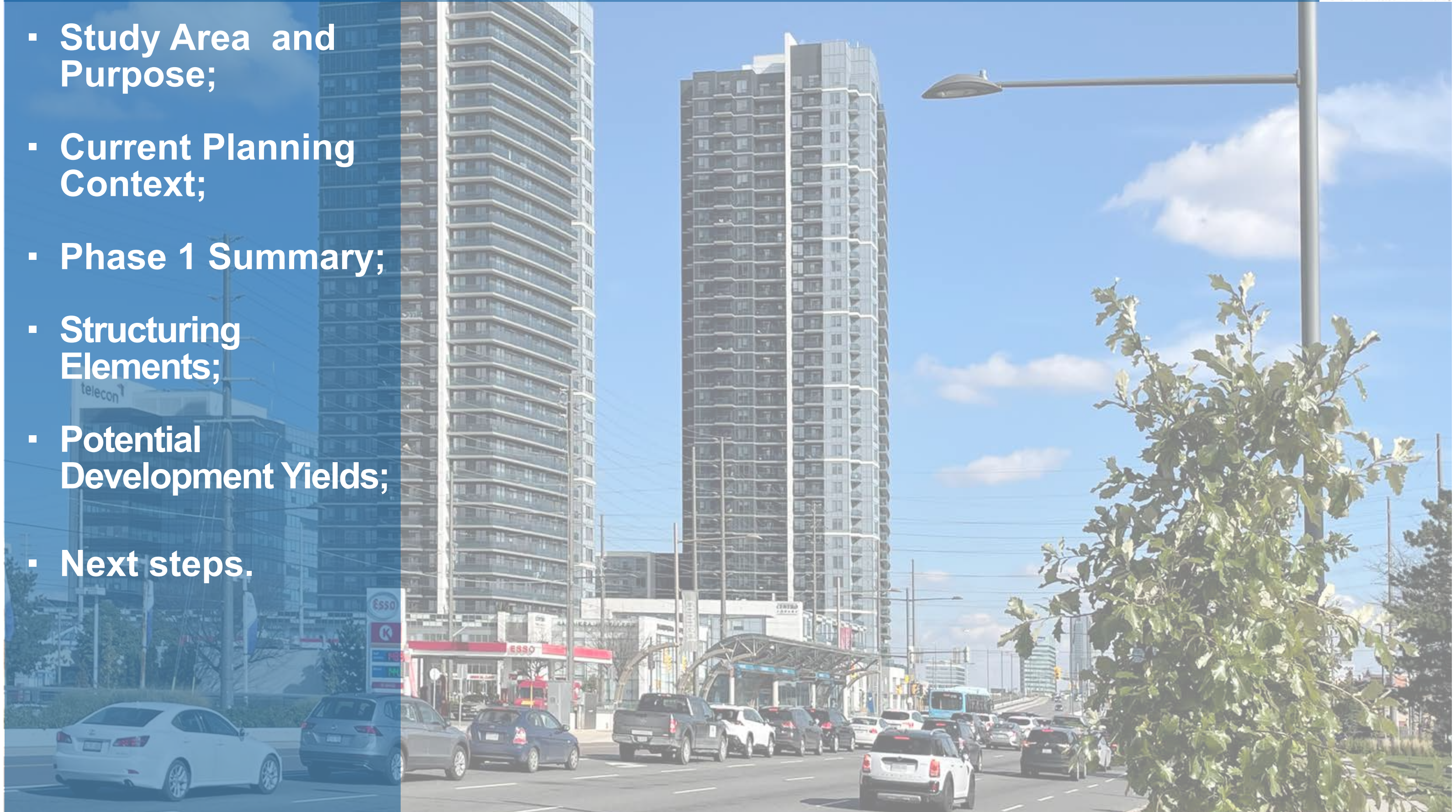
N. Barry Lyon Consultants  
Arup  
Urban Equation  
Nbsiing Consulting





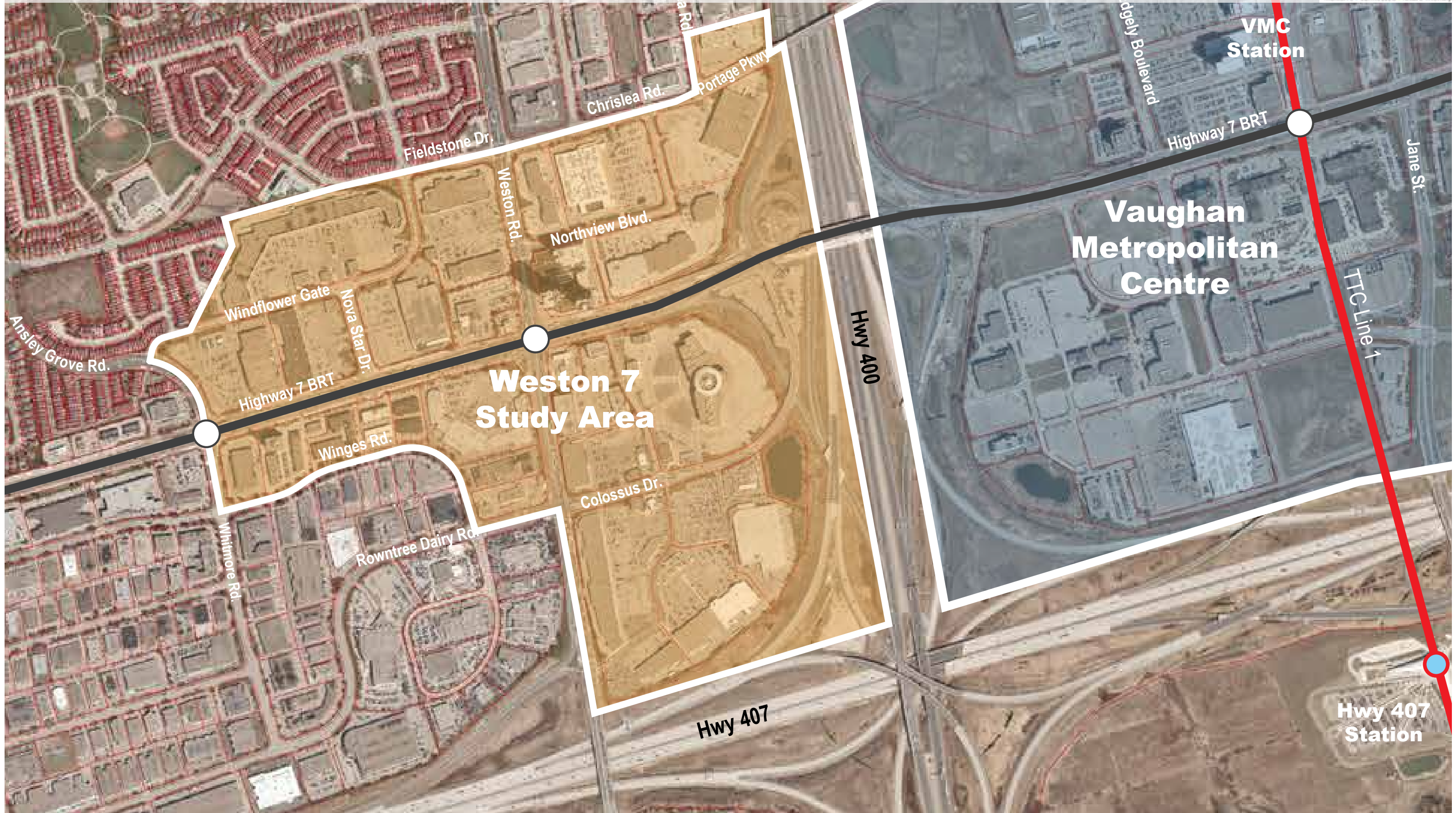
# Presentation Outline

- Study Area and Purpose;
- Current Planning Context;
- Phase 1 Summary;
- Structuring Elements;
- Potential Development Yields;
- Next steps.

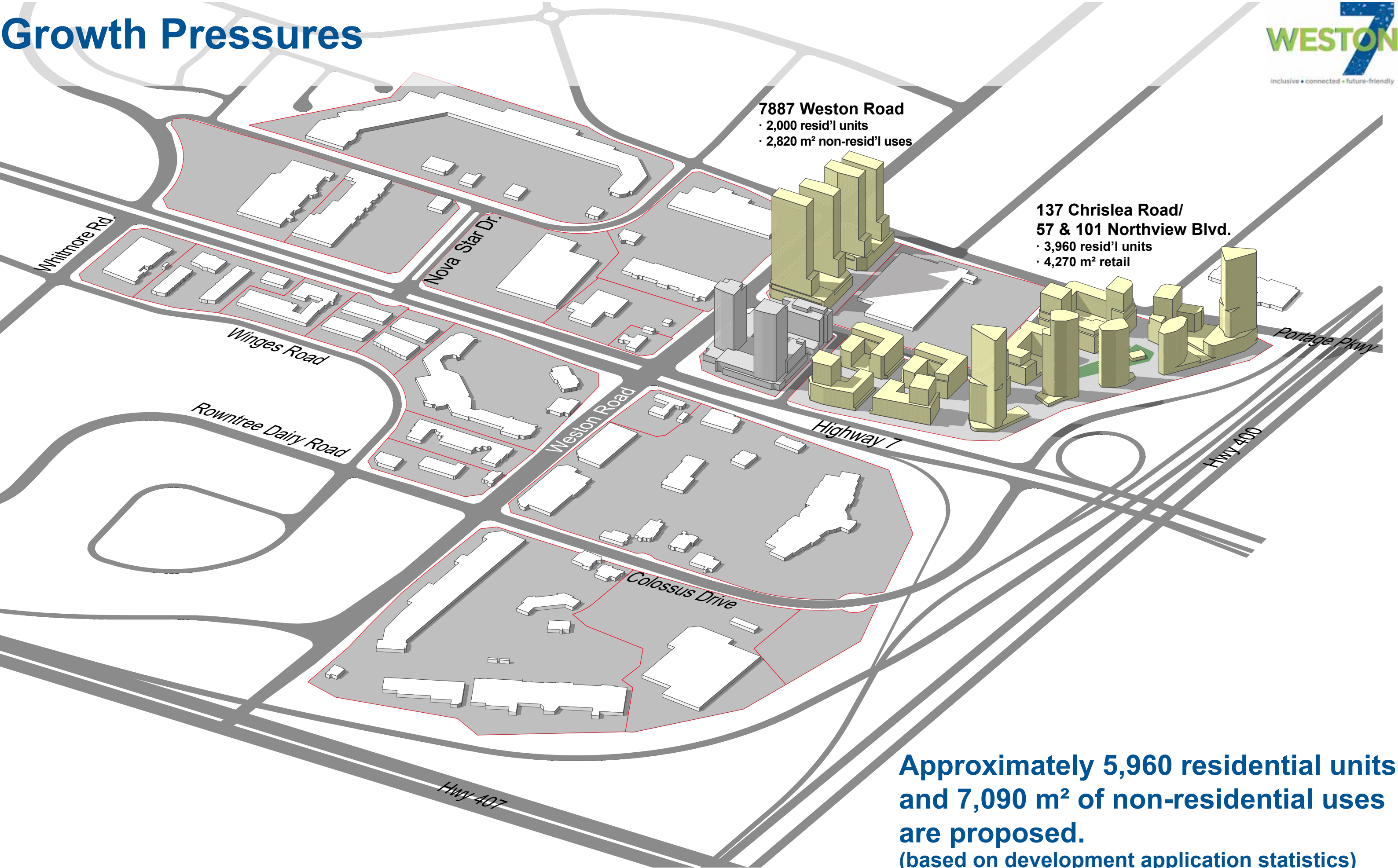




# Study Area and its context



# Growth Pressures



**Approximately 5,960 residential units and 7,090 m<sup>2</sup> of non-residential uses are proposed.**  
(based on development application statistics)



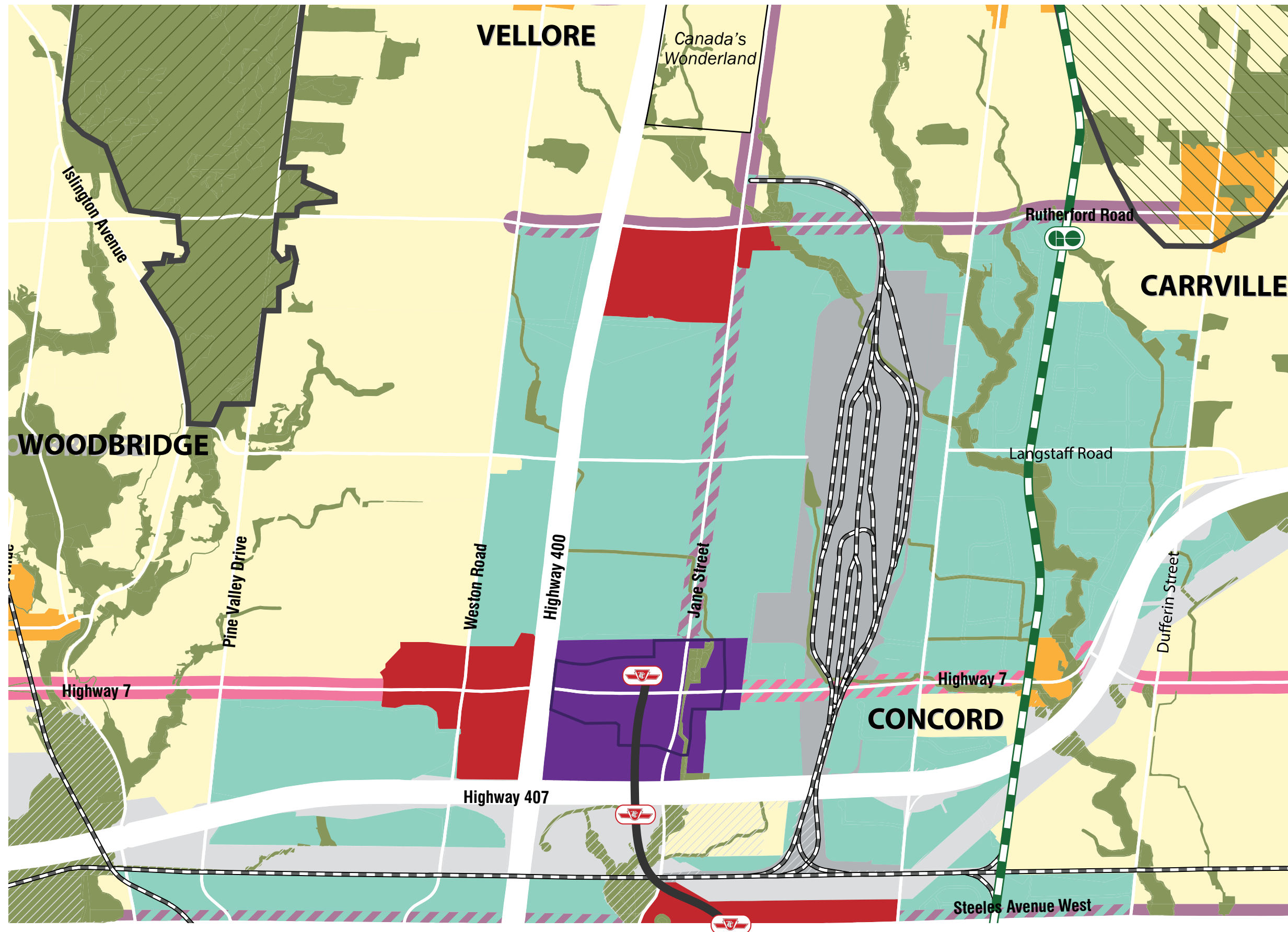
# Creating a Vision for Weston 7


























- Create a vibrant and inclusive place for all to gather, shop, live, work, and enjoy;
- Develop a distinct urban place with a variety of commercial, cultural, and entertainment destinations, providing housing options and jobs within walking distance to the Highway 7 rapidway;
- Establish a place that is universally accessible, providing convenient options to comfortably and safely get around by walking, biking, taking transit, or driving; and,
- Strive to be a low-carbon, healthy community defined by a network of pedestrian-oriented, well-connected streets, parks, and gathering places that becomes a distinguished landmark destination of choice.



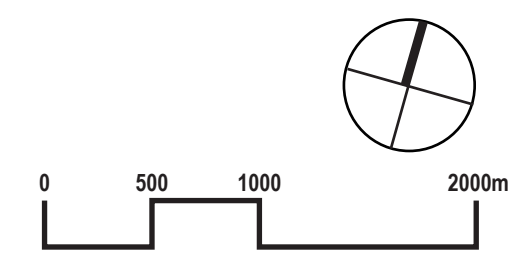


# Official Plan Schedule 1: Urban Structure (detail)



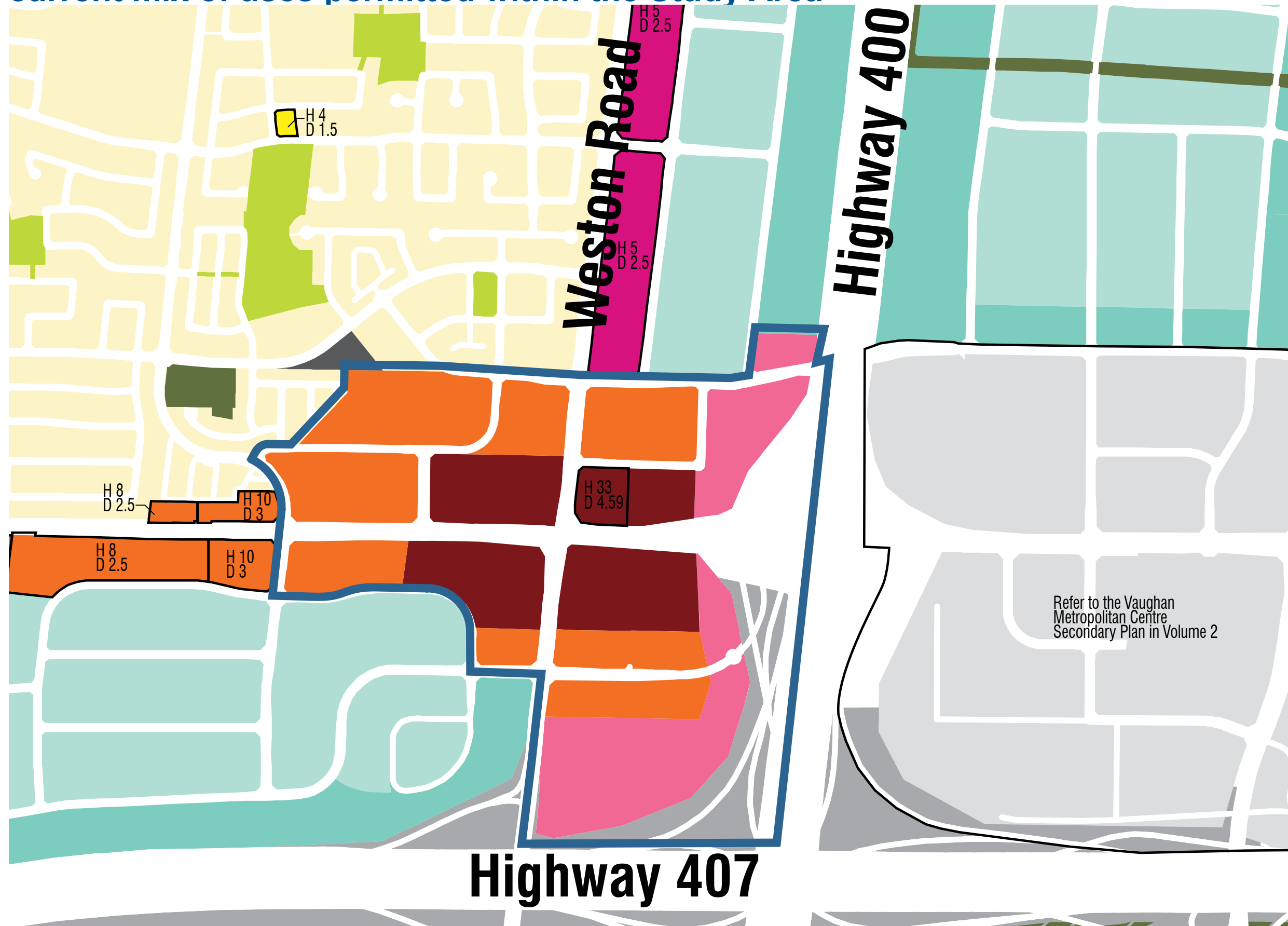
-  Urban Boundary
  -  Urban Growth Centre Boundary
- Stable Areas**
-  Natural Areas and Countryside
  -  Community Areas
  -  New Community Areas
  -  Employment Areas
  -  Rail Facilities
- Intensification Areas**
-  Vaughan Metropolitan Centre (Regional Centre)
  -  Primary Centres
  -  Local Centres
  -  Regional Intensification Corridors
  -  Regional Intensification Corridors within Employment Areas
  -  Primary Intensification Corridors
  -  Primary Intensification Corridors within Employment Areas
-  Parkway Belt West Lands
  -  Railway
  -  Subway Extension
  -  Proposed Subway Extension
  -  GO Transit Network
  -  Greenbelt Plan Area<sup>1</sup>
  -  Oak Ridges Moraine Conservation Plan Area<sup>1</sup>
  -  Urban Growth Centre Boundary
  -  Hamlet
  -  See Minister's Decision on ORMCP Designation
  -  Municipal Boundary

<sup>1</sup> See Schedule 4 for limits and land use information of the Greenbelt Plan Area and Oak Ridges Moraine Conservation Plan Area



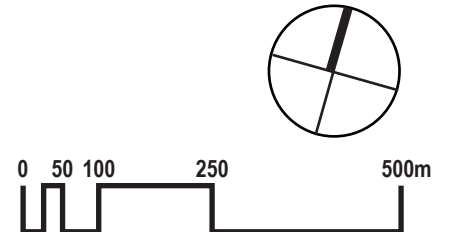
# Official Plan Schedule 13: Land Use

## current mix of uses permitted within the Study Area



- Natural Areas
  - Parks
  - Private Open Spaces
  - Agricultural
  - Rural
  - Low-Rise Residential
  - Low-Rise Mixed-Use
  - Mid-Rise Residential
  - Mid-Rise Mixed-Use
  - High-Rise Residential
  - High-Rise Mixed-Use
  - Community Commercial Mixed-Use
  - Employment Commercial Mixed-Use
  - General Employment
  - Prestige Employment
  - Major Institutional
  - New Community Areas
  - Theme Park and Entertainment
  - Parkway Belt West Lands
  - Infrastructure and Utilities
  - Lands Subject to Secondary Plans (See Schedules 14A)
  - Roads
  - Railway
  - Greenbelt Plan Area & Oak Ridges Moraine Conservation Plan Area
  - Oak Ridges Moraine Natural Core
  - Oak Ridges Moraine Natural Linkage
  - Oak Ridges Moraine Countryside
  - Hamlet
  - See Minister's Decision on ORMCP Designation
  - Municipal Boundary
- Refer to Schedules 14B-C for Lands Subject to Area and Site Specific policies in Volume 2

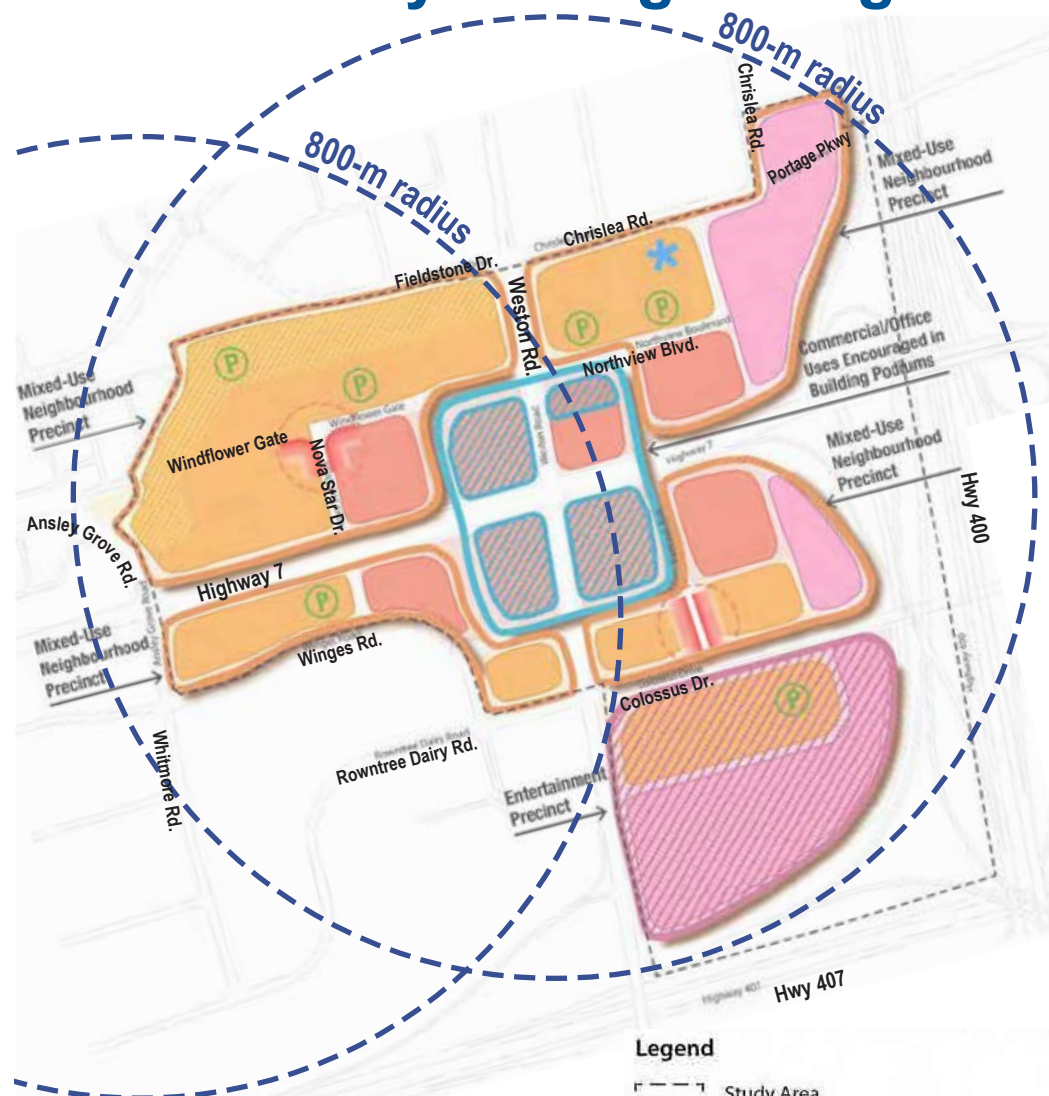
Refer to the Vaughan Metropolitan Centre Secondary Plan in Volume 2



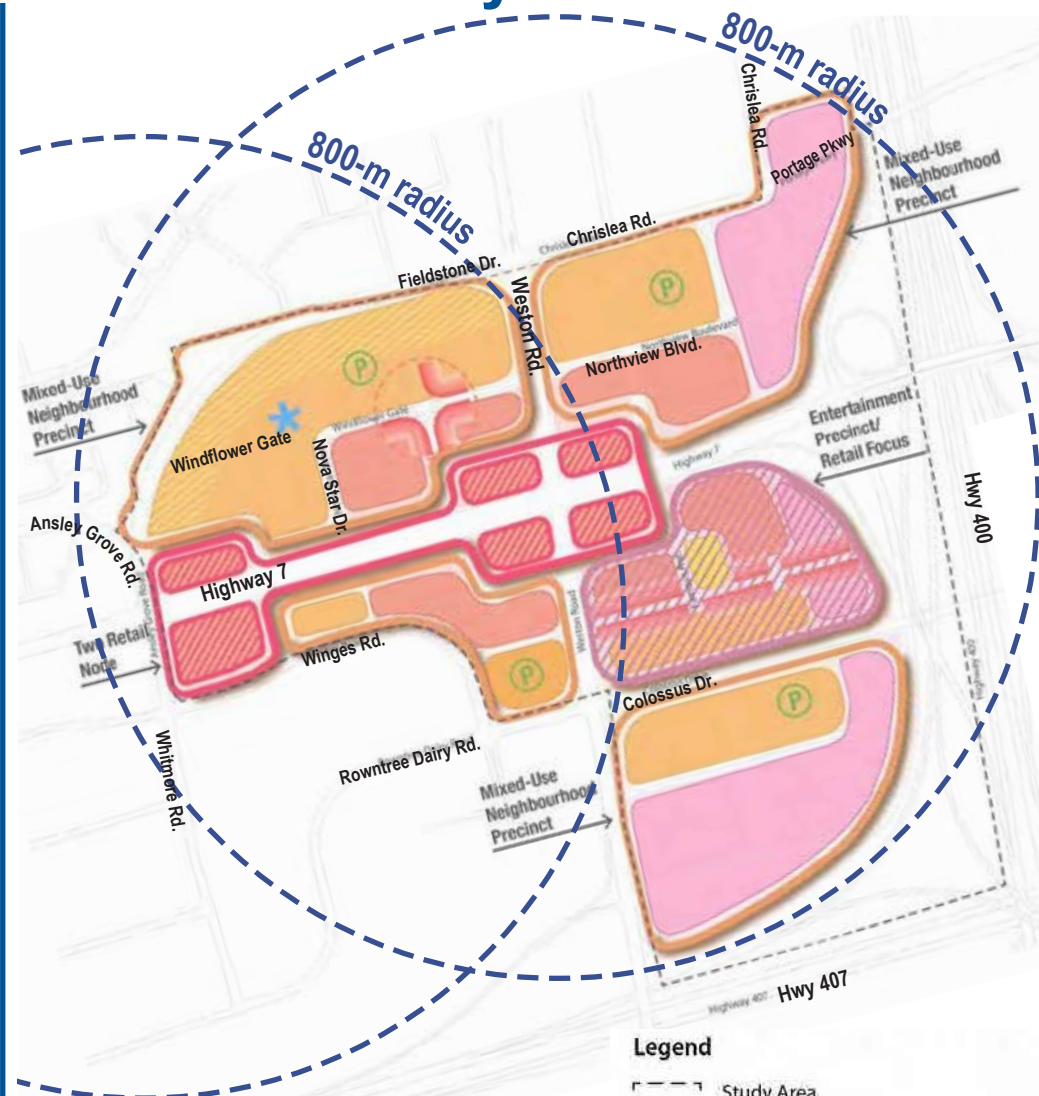


# Phase 1 Land Use Scenarios

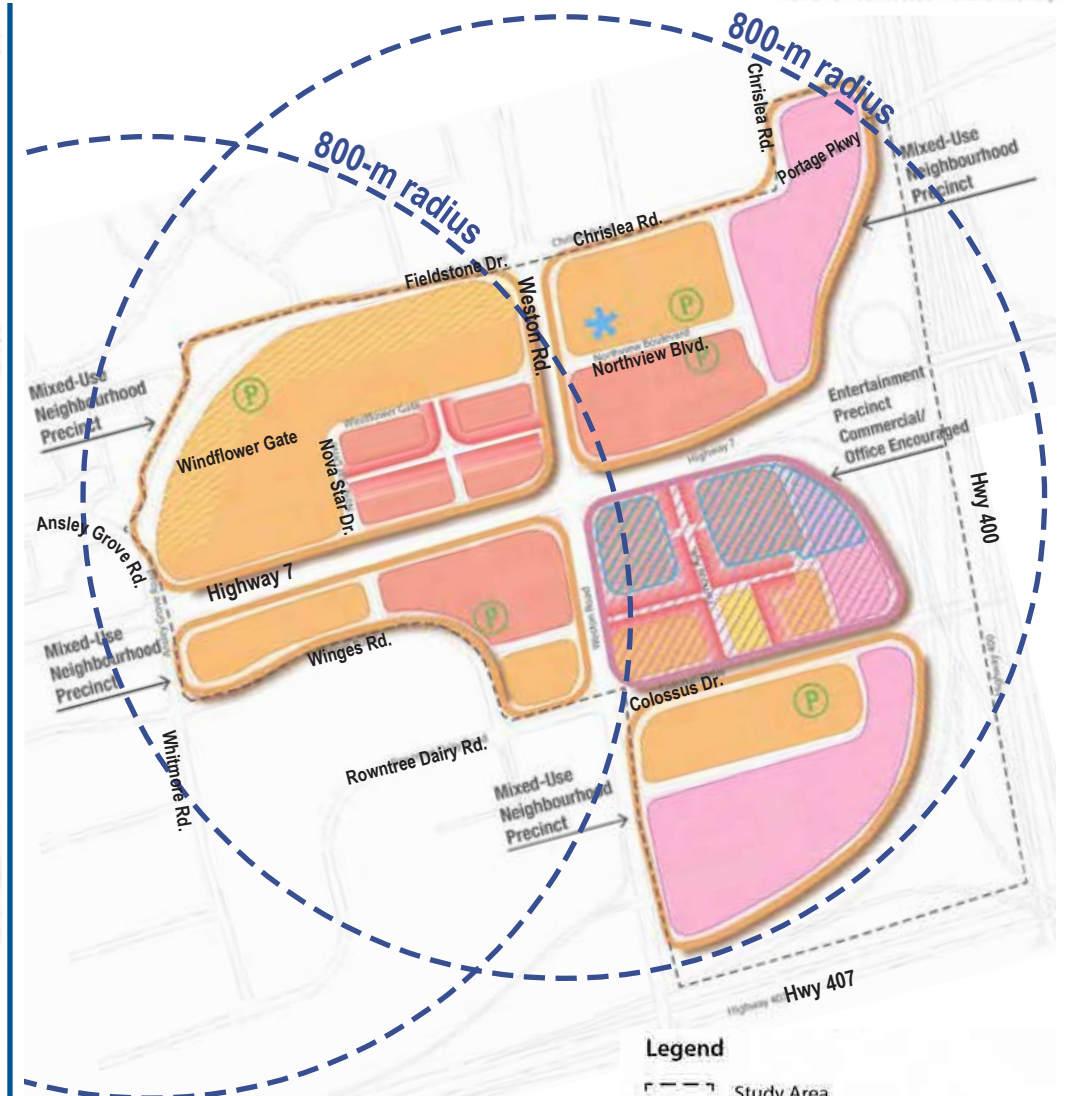
3 different ways of organizing uses within the Study Area



- Legend**
- Study Area
  - Mid-Rise Mixed-Use
  - Neighbourhood Transition
  - High-Rise Mixed-Use
  - Commercial/Office Encouraged
  - Community Commercial Mixed-Use
  - Mixed-Use Neighbourhood Precinct
  - Entertainment Precinct
  - Retail Focus
  - P Parkland
  - \* Community Hub/School



- Legend**
- Study Area
  - Mid-Rise Mixed-Use
  - Neighbourhood Transition
  - High-Rise Mixed-Use
  - Retail Node
  - Community Commercial Mixed-Use
  - Two Nodes (Retail Focus)
  - Mixed-Use Neighbourhood Precinct
  - Entertainment Precinct (Retail Focus)
  - Public Square
  - Retail Focus
  - P Parkland
  - \* Community Hub/School



- Legend**
- Study Area
  - Mid-Rise Mixed-Use
  - Neighborhood Transition
  - High-Rise Mixed-Use
  - Commercial/Office Encouraged
  - Community Commercial Mixed-Use
  - Mixed-Use Neighbourhood Precinct
  - Entertainment Precinct (Office Focus)
  - Public Square
  - Retail Focus
  - P Parkland
  - \* Community Hub/School

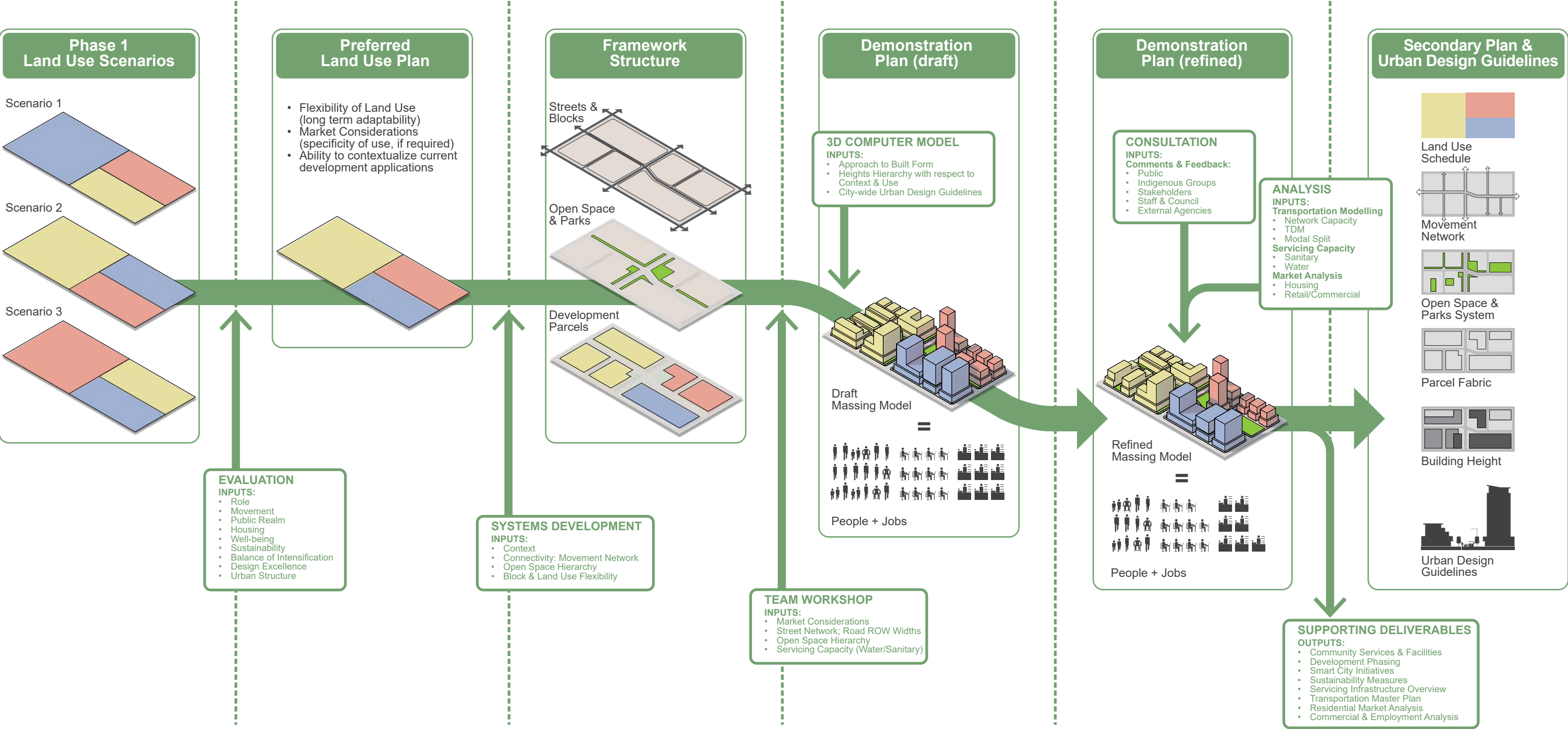
**Land Use Scenario 1  
Four Corners  
Central Node**

**Land Use Scenario 2  
Two Nodes  
Retail Focus**

**Land Use Scenario 3  
Southeast Mixed-Use  
Entertainment Precinct**



# Approach & Methodology in preparation of the Secondary Plan





# Proposed Land Use Designation

## Mixed Use Area Permitted uses:

- **Residential**
- **Retail & Service Commercial**
- **Office**
- **Community**
- **Specified Accessory**
- **Parks & Open Space**

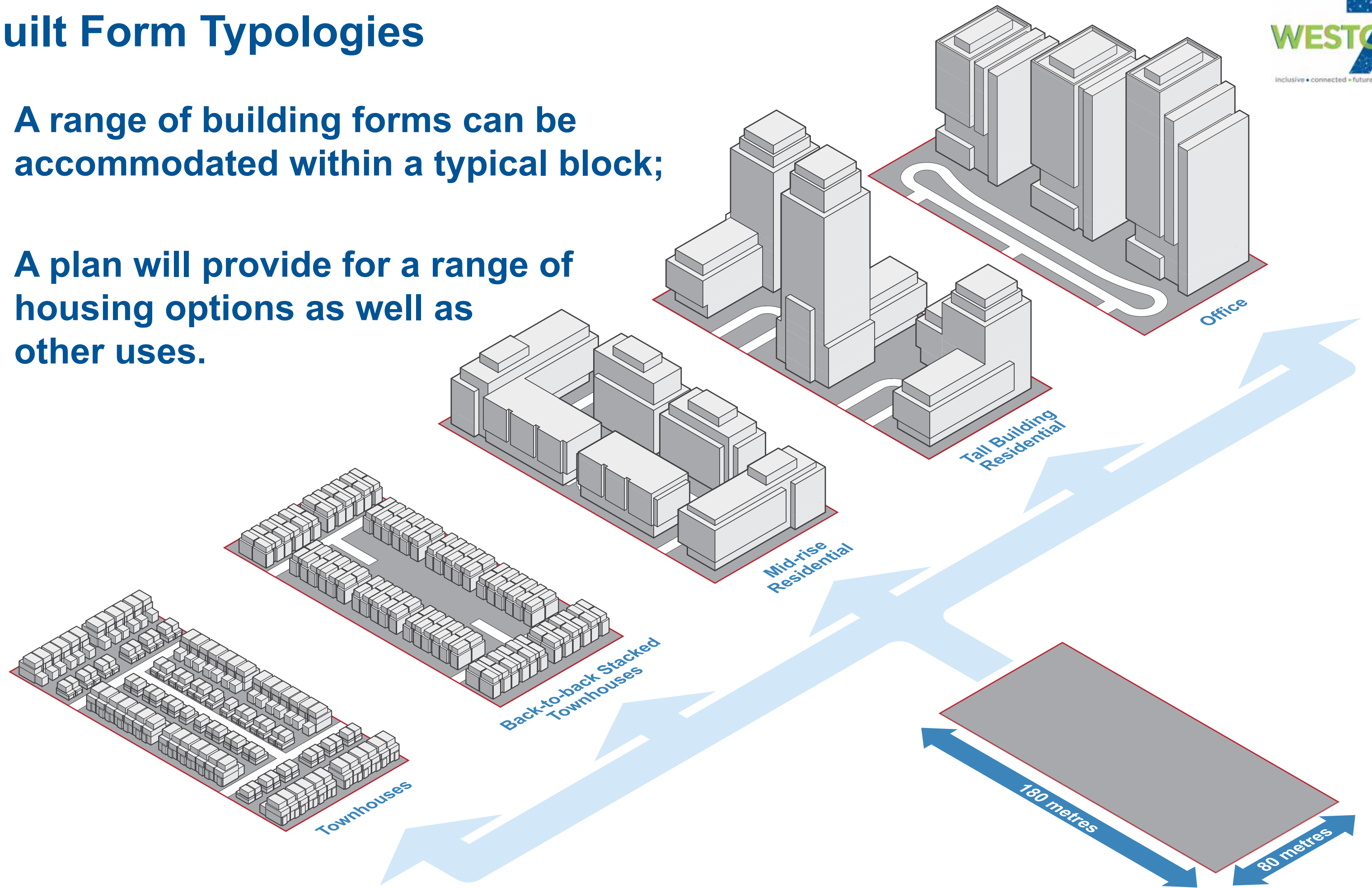
- Long-term planning requires *flexibility* to market conditions;
- Potential for *one* land use designation accommodating a range of possibilities;
- Identify areas where mix of uses *must include* ground-related retail/commercial, *may include* ground-related retail/commercial, or should *not permit* retail/commercial.



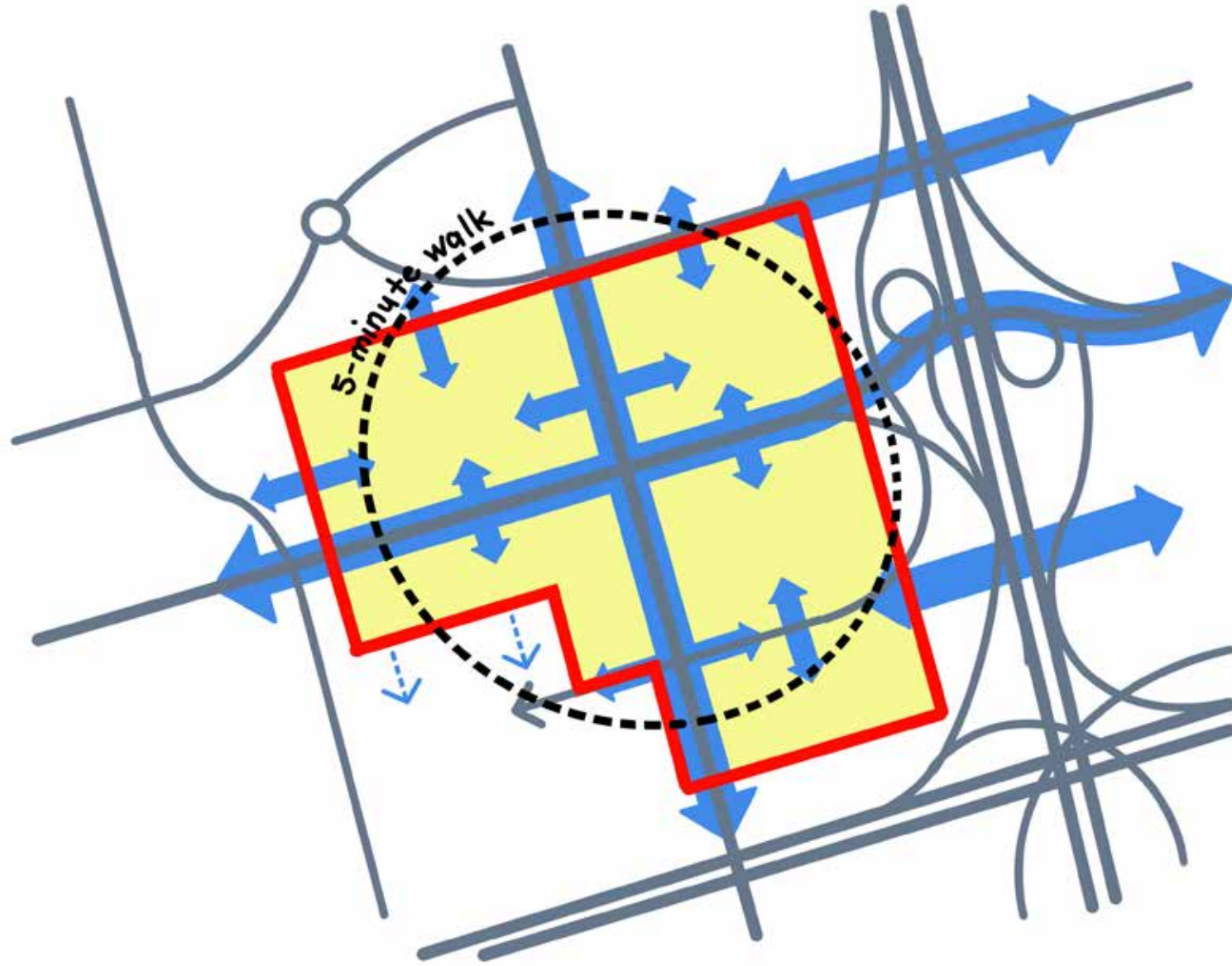


# Built Form Typologies

- A range of building forms can be accommodated within a typical block;
- A plan will provide for a range of housing options as well as other uses.



# Structuring Elements



## Connectivity

- Establish and improve multi-modal linkages within Weston 7 and surrounding area;
- Integrate linkages with Parks & Open Space System.



## Buffers & Seams

- Provide gradual transition in building height adjacent to existing neighbourhoods;
- Reinforce buffers between community and highway;
- Treat Highway 7 & Weston Road as seams connecting and not acting as barriers.

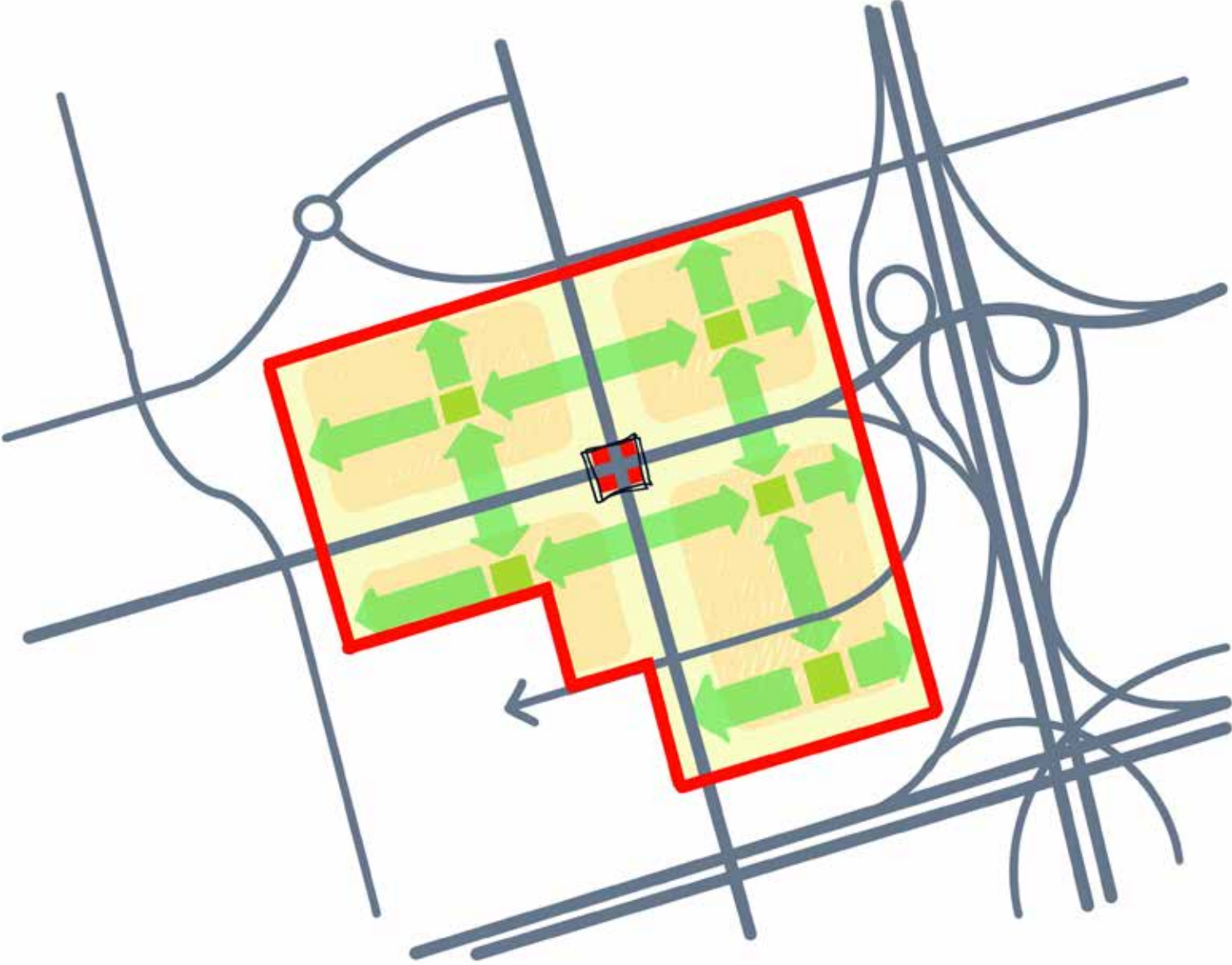


# Structuring Elements



## Character-based Communities

- 4 new neighbourhoods with individual character and amenities.



## Placemaking

- Each neighbourhood to have at least one significant open space as a community focus;
- Interconnect open spaces to each other and to adjacent communities;
- Distinguish a central node at Weston and 7.

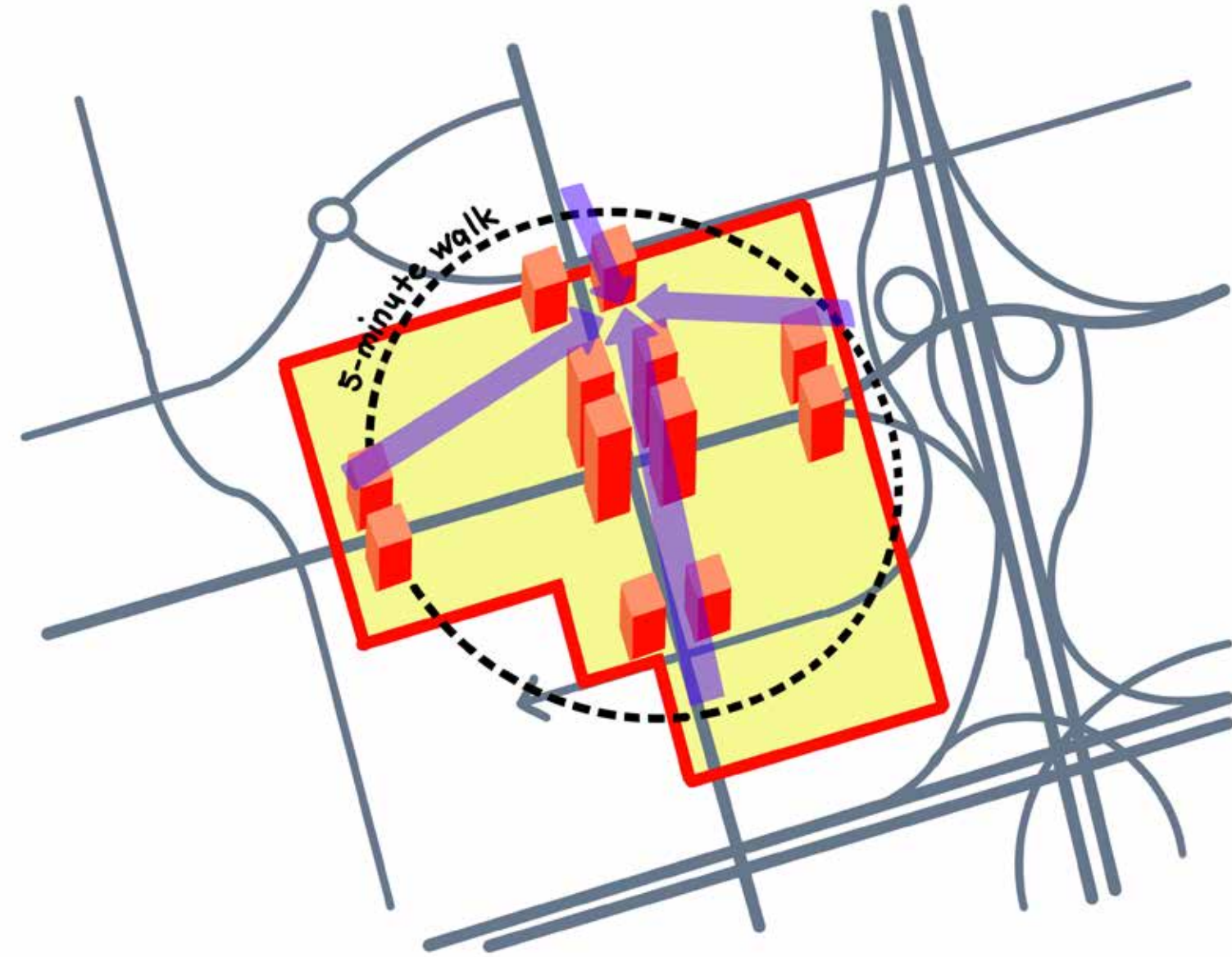


# Structuring Elements



## Flexible Blocks

- Develop a block structure that can accommodate a range of building types and land uses;
- Ensure that blocks are permeable and allow for active transportation through movement.



## Building Height Transition

- Taller buildings to be located along arterial roadways (i.e. Weston and 7);
- Tallest buildings to be located at Weston & 7 node where transit is most robust;
- Heights also proportional to road ROW width.





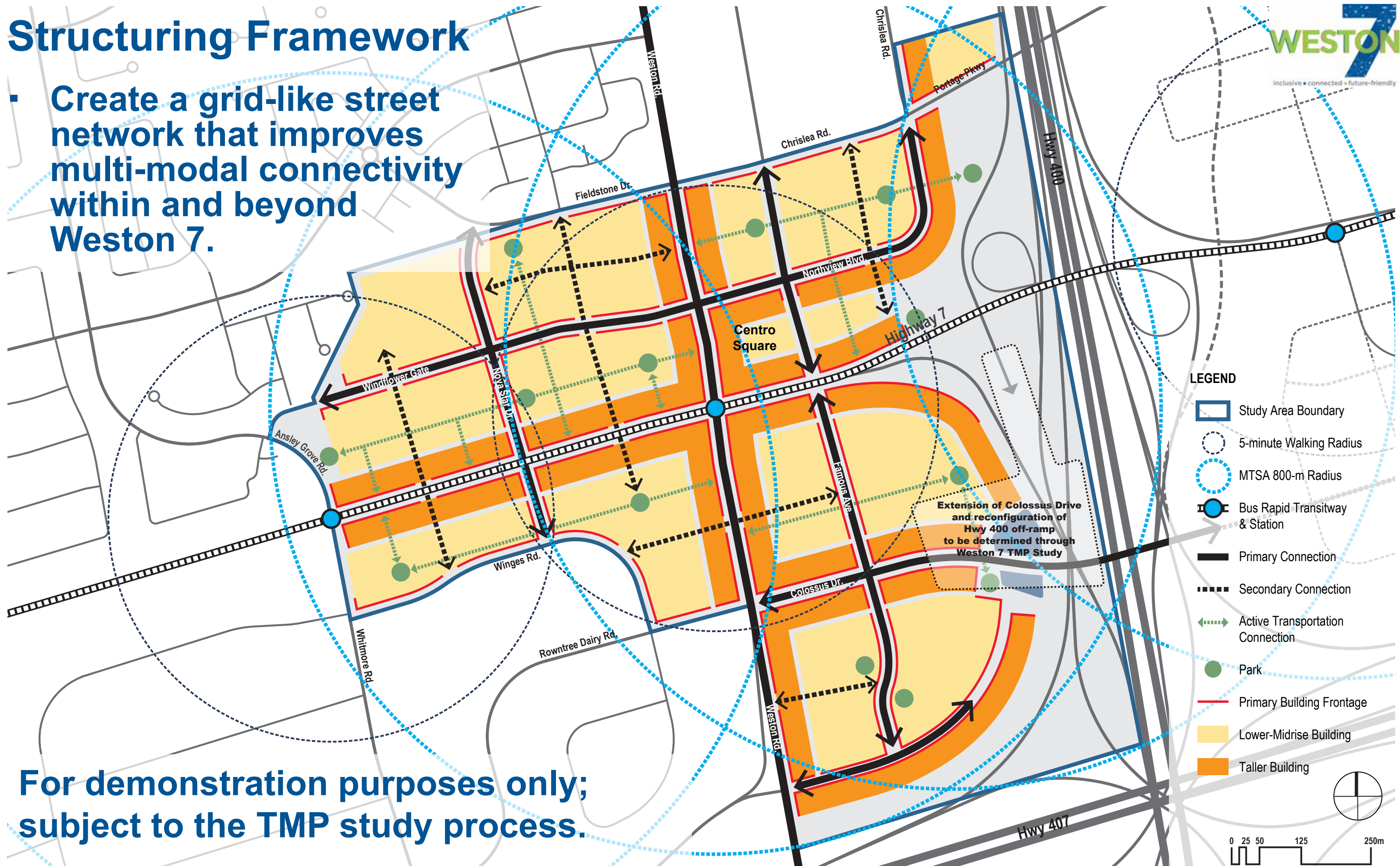
## Emerging Structure

- Comprehensive systems and unifying elements;
- Distinct neighbourhoods sharing common edges;
- Hard boundaries where needed and softer edges when transitioning to adjacent neighbourhoods.



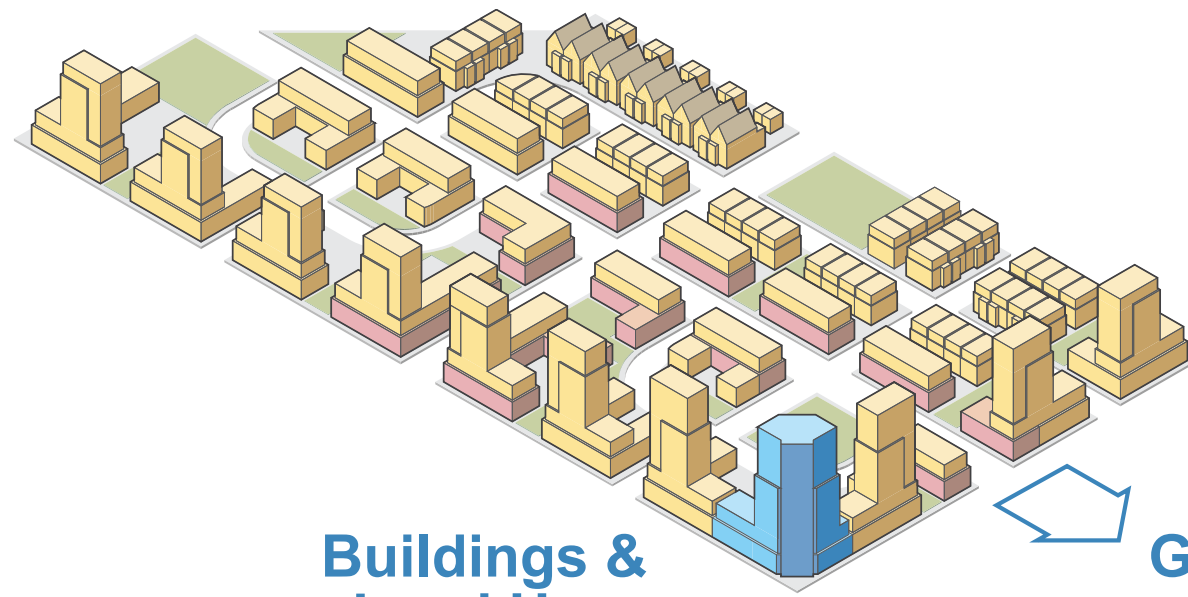
# Structuring Framework

- Create a grid-like street network that improves multi-modal connectivity within and beyond Weston 7.



**For demonstration purposes only; subject to the TMP study process.**

# Potential Development Yield (at full build out)



Buildings & Land Use

Gross Floor Areas

Population and Jobs

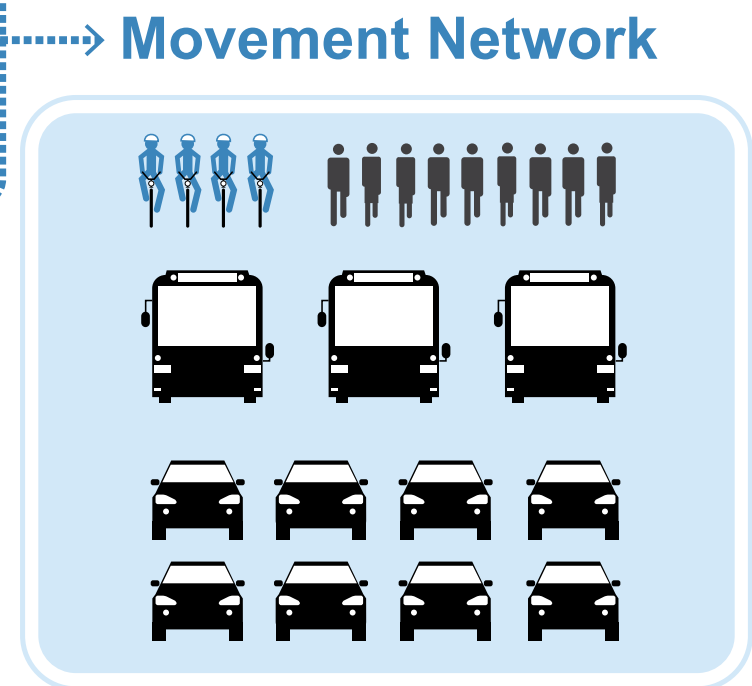
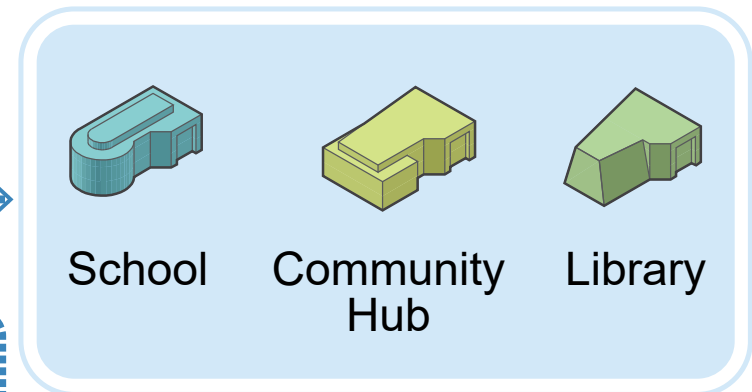
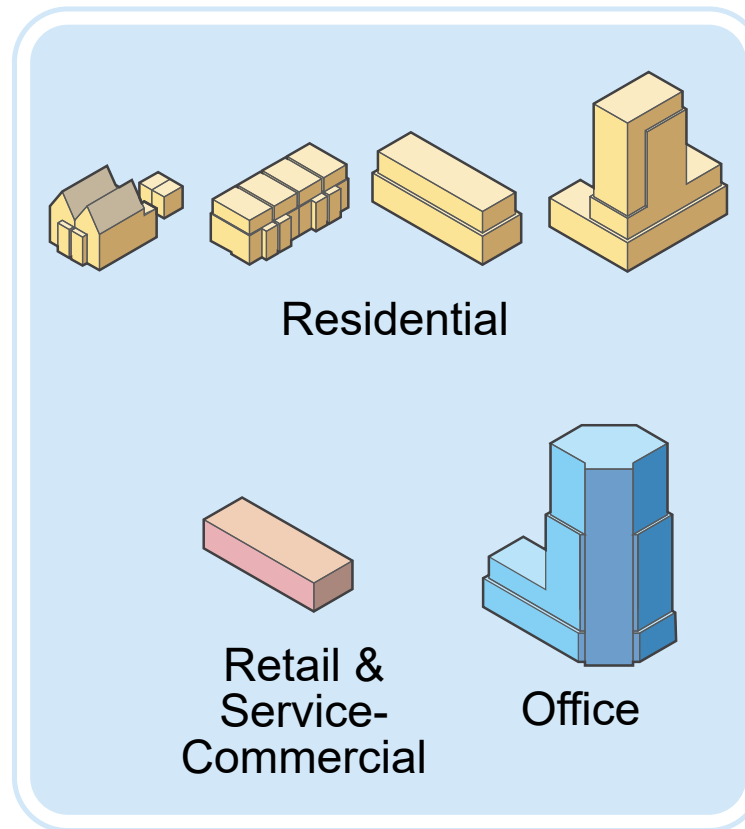
Community Facilities

**2.1 million m<sup>2</sup>**  
residential GFA

**26,000 residential units**  
**50,000 people**

**415,000 m<sup>2</sup>**  
non-residential GFA

**12,300 jobs**



**Projected Population:**  
**62,300 people + jobs**



# Next Steps

- **TMP Team will analyze the potential development yields in terms of transportation;**
- **TMP to inform the Secondary Plan, including the draft preferred land use plan;**
- **Develop the draft emerging land use plan and seek feedback from technical experts.**

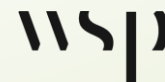






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# TMP Purpose and Process





# Purpose

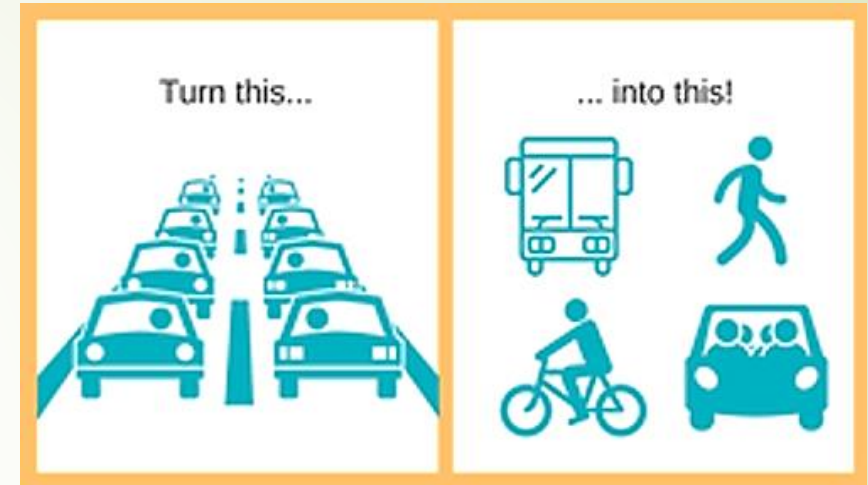
- Support intensification and transformation of the Weston / 7 area by developing a sustainable, accessible, connected, and efficient multi-modal transportation network
  - Provide connectivity to, from, and within the area
- Support the Weston 7 Secondary Plan study
- Develop and analyze a range of future transportation networks to determine a preferred transportation network





# Objectives

- Complete a Transportation Master Plan in accordance with the EA Process and in conjunction with the Secondary Plan process
- Test alternative transportation network options
- Identify and evaluate an active transportation network
- Use a multimodal level of service approach to evaluate network connections and infrastructure
- Evaluate the opportunities of new mobility options (Smart Mobility)
- Develop a travel demand management and parking strategy

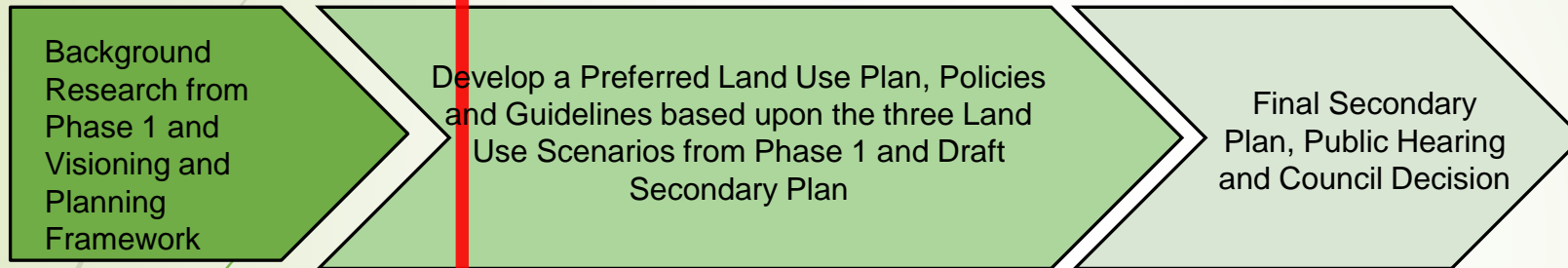




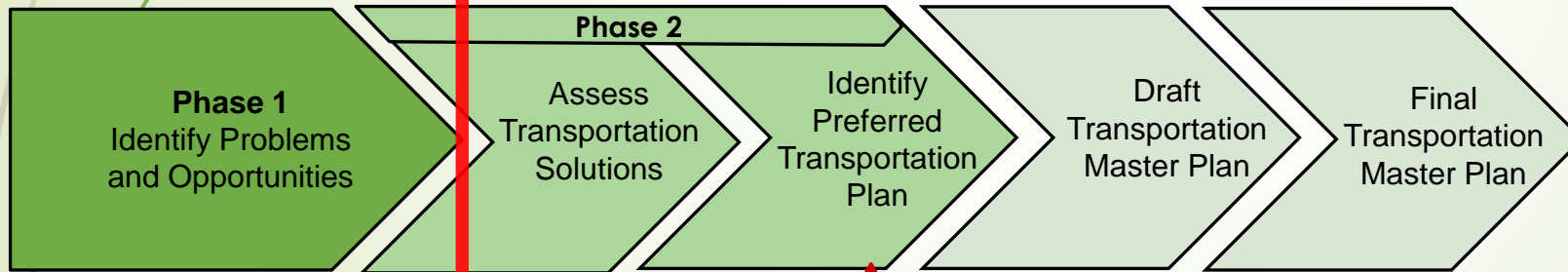
# Process

**Municipal Class EA (MCEA) Process**  
 The Weston 7 TMP is being carried out in accordance with the Master Plan Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process.

## Secondary Plan Phase 2 & 3



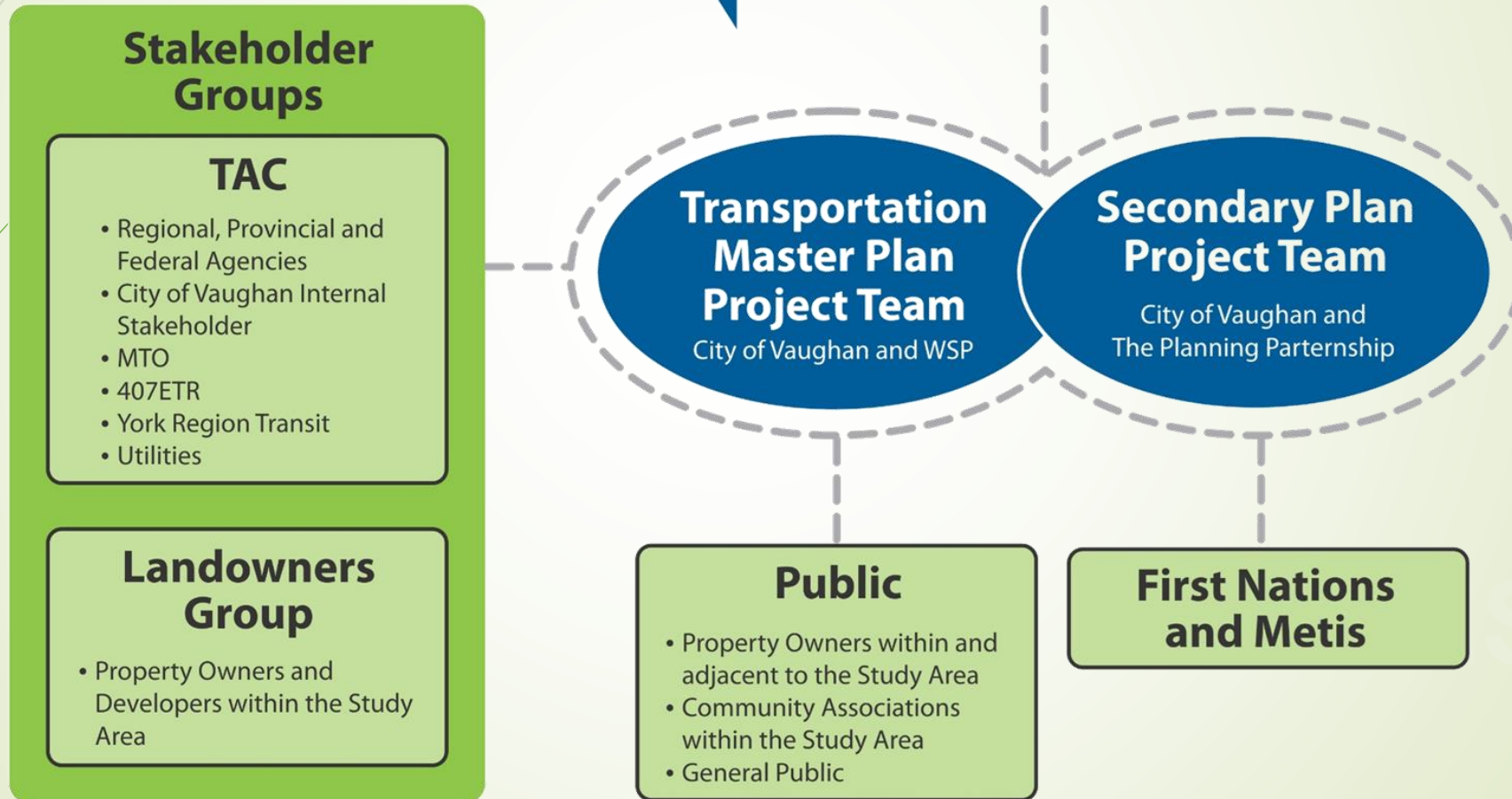
## Transportation Master Plan



**Future Studies**  
 Environmental Assessment Studies for Future Projects

Fall 2020 ----- Fall 2021 ----- Spring 2022 ----- Fall 2022

# Stakeholder Groups and Public Consultation







# Transportation Vision

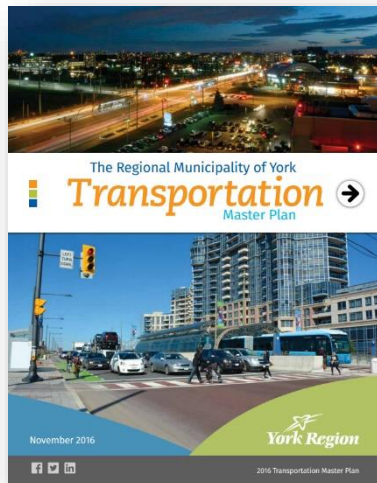
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# Transportation Policy and Planning Context

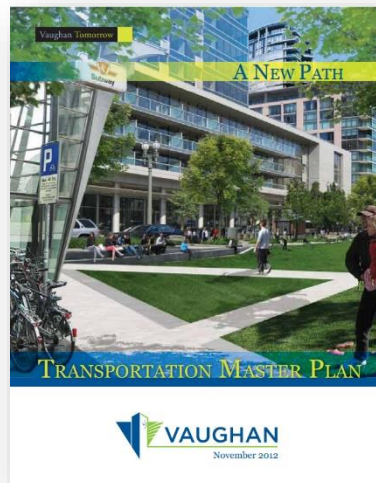
## Regional

2016 York  
Region  
Transportation  
Master Plan\*

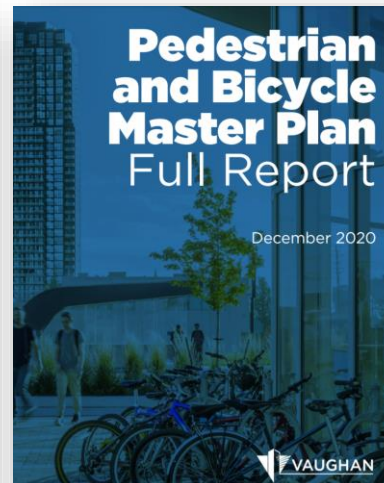


## City-Wide

2012  
Transportation  
Master Plan  
A New Path



2020  
Pedestrian  
and Bicycle  
Master Plan



Vaughan Transportation Plan  
(on-going)



\*2022 Update Underway



# Transportation Vision

A Multimodal Transportation Network that:

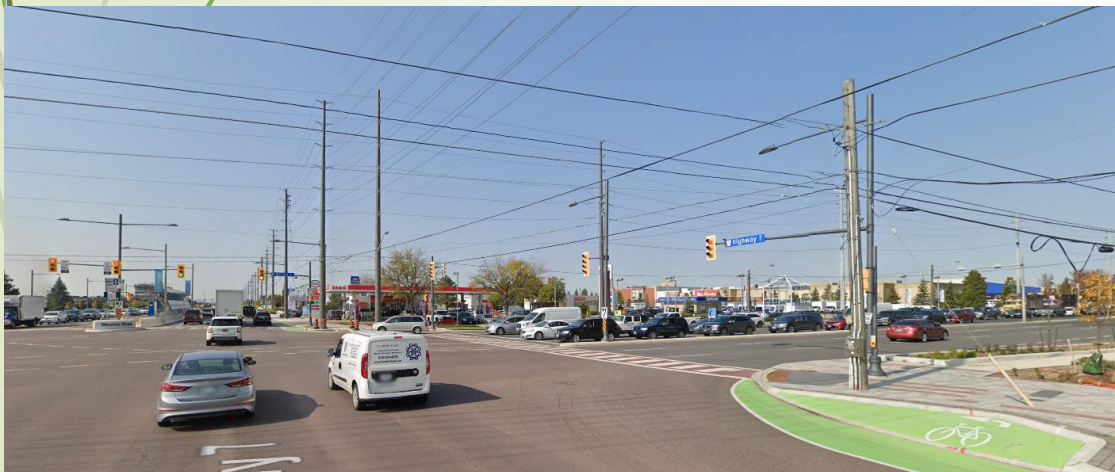
- Improves safety
- Encourages sustainable travel
- Enhances connectivity
- Embraces Smart Mobility
- Supports intensification of land use



# Weston 7 Today vs. the Vision



Toronto



New York City



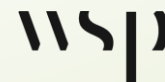
Ottawa



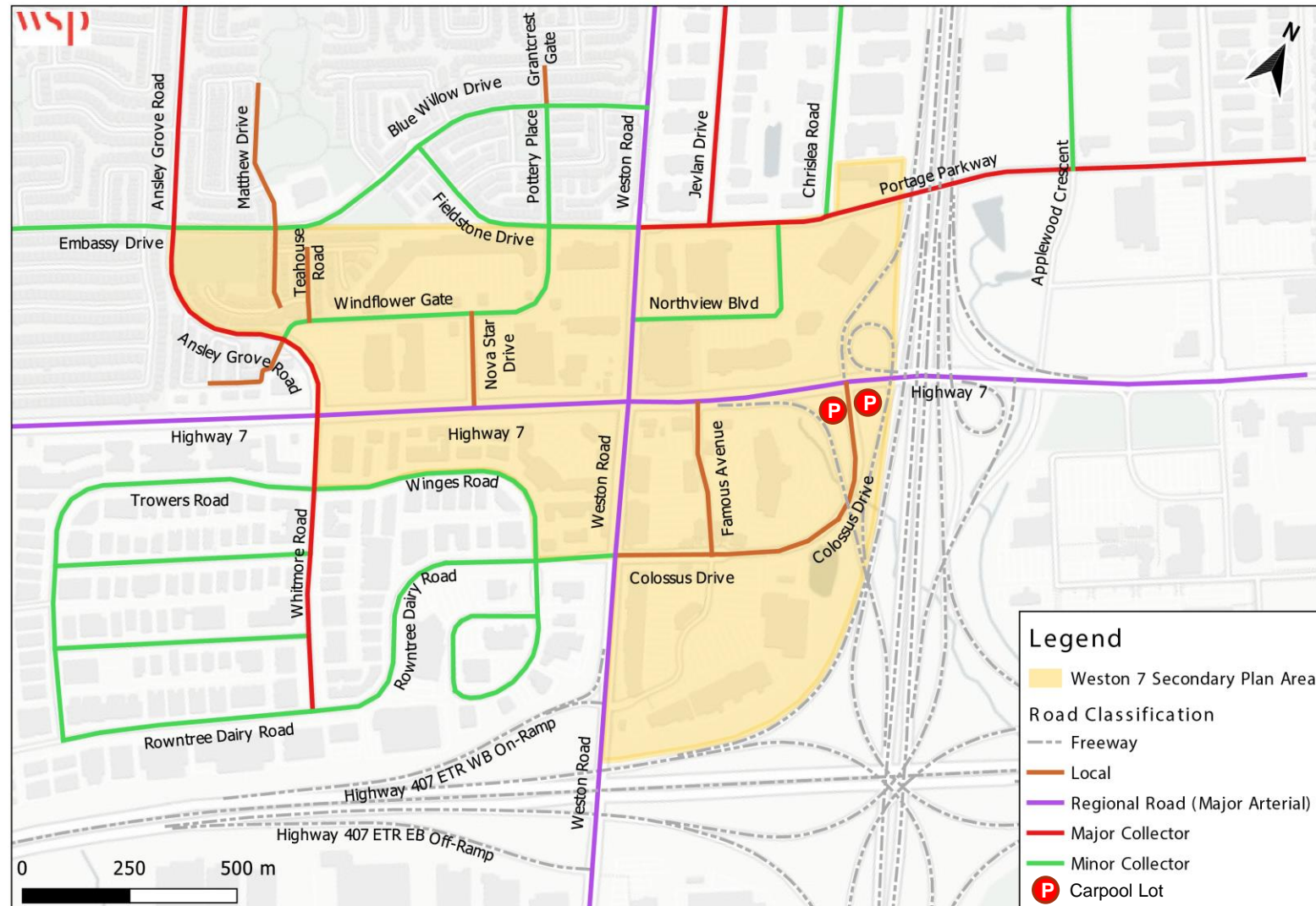


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# Existing Conditions



# Existing Road Network

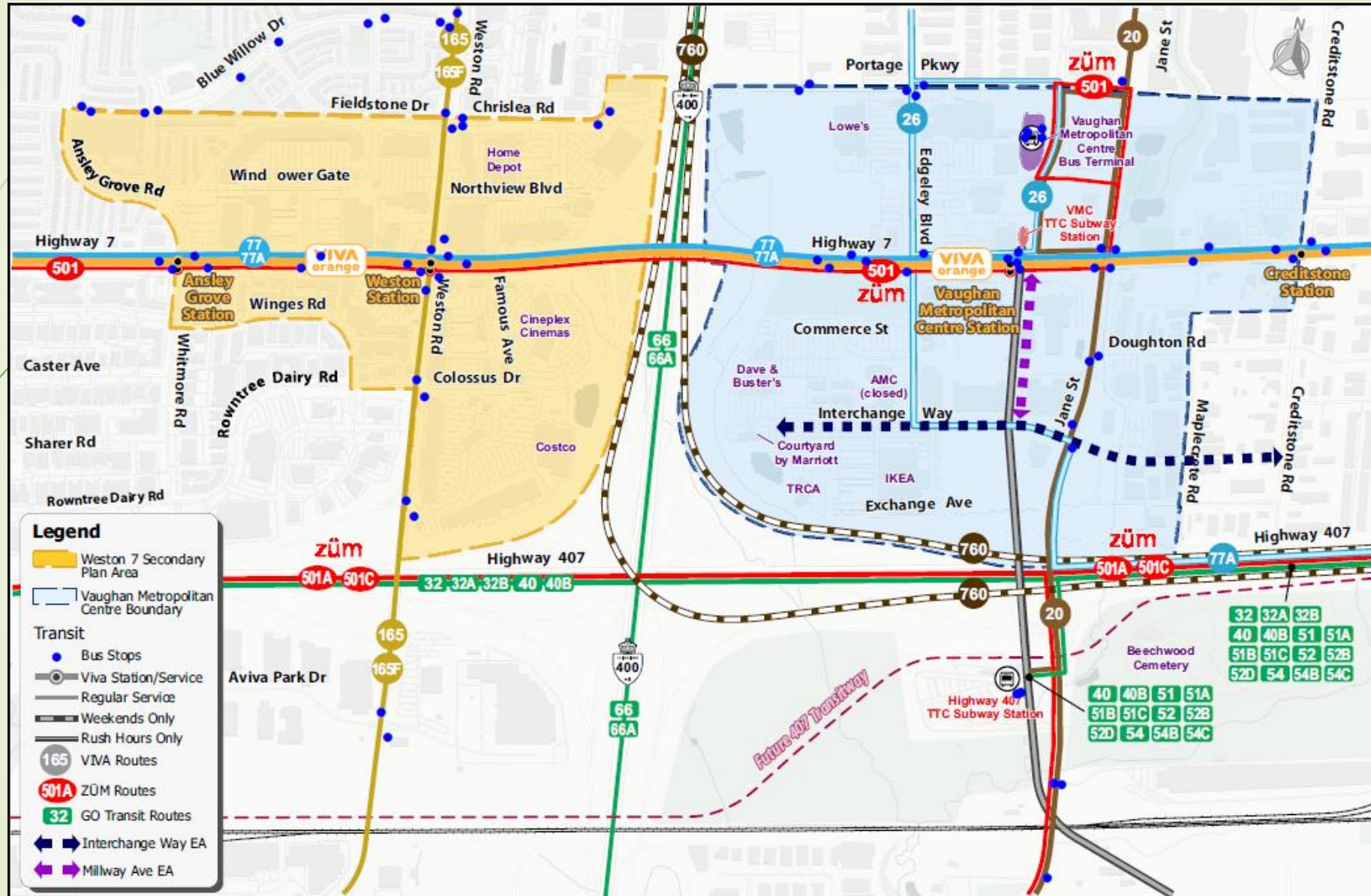




# Existing Intersection Performance - Afternoon Peak Hour

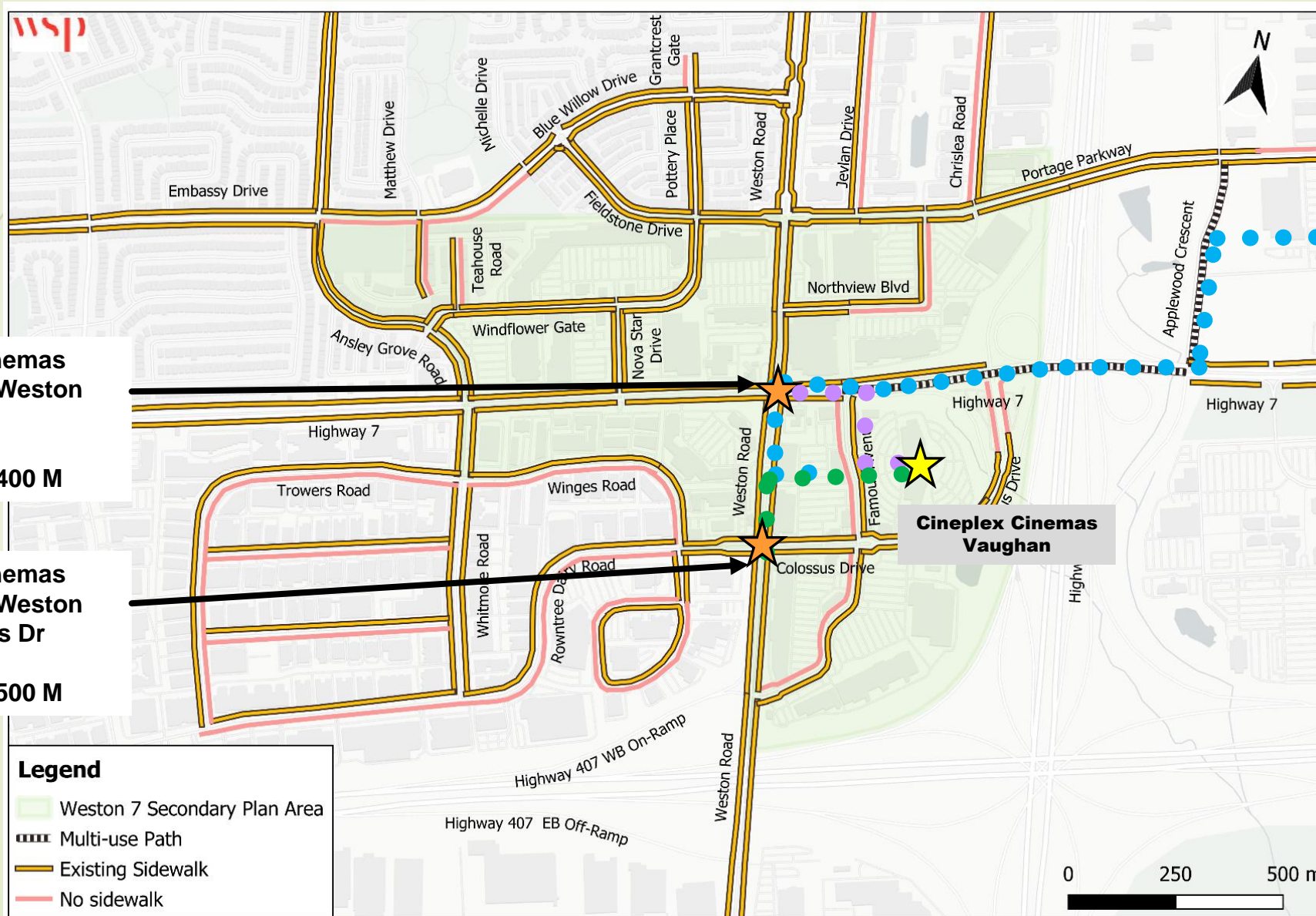


# Existing Transit Network





# Existing Pedestrian Network



**Cineplex Cinemas Vaughan → Weston Rd/ Hwy 7**

**5 Minutes – 400 M**

**Cineplex Cinemas Vaughan → Weston Rd/ Colossus Dr**

**6 Minutes – 500 M**

**Legend**

- Weston 7 Secondary Plan Area
- Multi-use Path
- Existing Sidewalk
- No sidewalk

**Vaughan Metropolitan Centre Subway**

**Cineplex Cinemas Vaughan → Vaughan Metropolitan Centre Subway**

**28 Minutes – 2.2 km**



# Existing Pedestrian Level of Service





# Existing Cycling Network

**Cineplex Cinemas  
Vaughan → Weston  
Rd/ Hwy 7**

**2 Minutes – 550 M**

**Cineplex Cinemas  
Vaughan → Weston  
Rd/ Colossus Dr**

**3 Minutes - 500 M**

**Cineplex Cinemas  
Vaughan →  
Vaughan  
Metropolitan Centre  
Subway**

**9 Minutes – 2.2 KM**



**Legend**

- Weston 7 Secondary Plan Area
- TTC Subway
- VMC Bus Terminal
- Left-Turn Bicycle Box
- Multi-use Path
- Cycle Tracks
- Bike Lanes



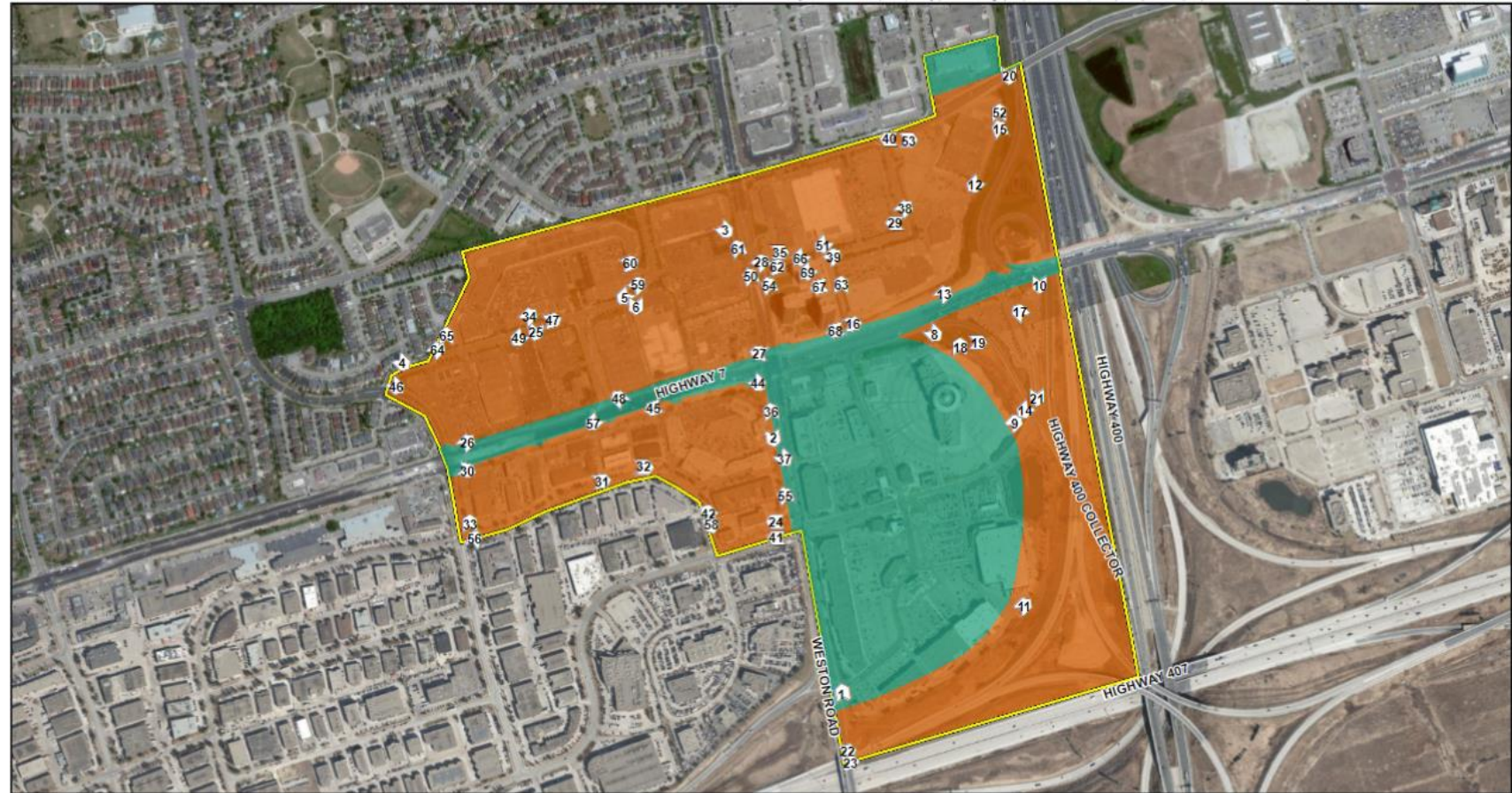
# Existing Cycling Level of Service





# Archaeological Assessment Findings

- Stage 1 Archaeological Assessment found that the study area has been significantly disturbed
- No further Archaeological Assessment is recommended



## LEGEND

### Survey Results

- Previously Assessed - No Further Assessment Required
- Disturbed - No Further Assessment Required



# Cultural Heritage Findings



- No built heritage resources or cultural heritage landscapes with known or potential cultural heritage value or interest were identified
- No further heritage reporting is required

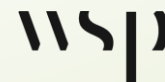






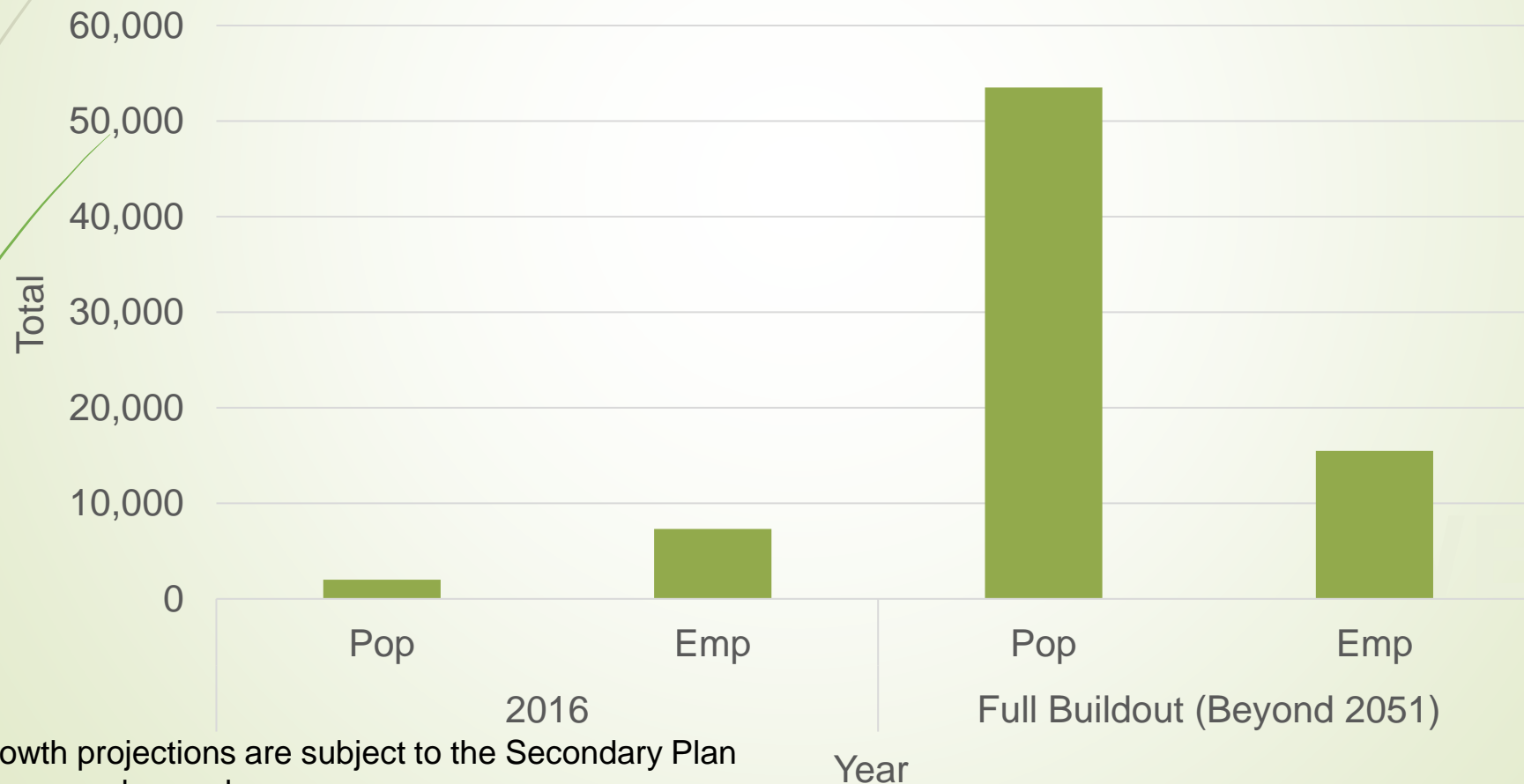
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# Problems and Opportunities



# Existing & Preliminary Future Population and Employment

The TMP will identify long-term strategies, policies and infrastructure needs to support population and employment growth\* to 2051 and beyond.



\*Growth projections are subject to the Secondary Plan process and may change.





# Achieving the Vision

To accommodate the proposed development levels, significant changes in transportation are needed.

## Current Situation

- High auto use
- Low use of transit, walking and cycling
- Most trips are not contained within Weston 7

## *What is needed to achieve the vision?*

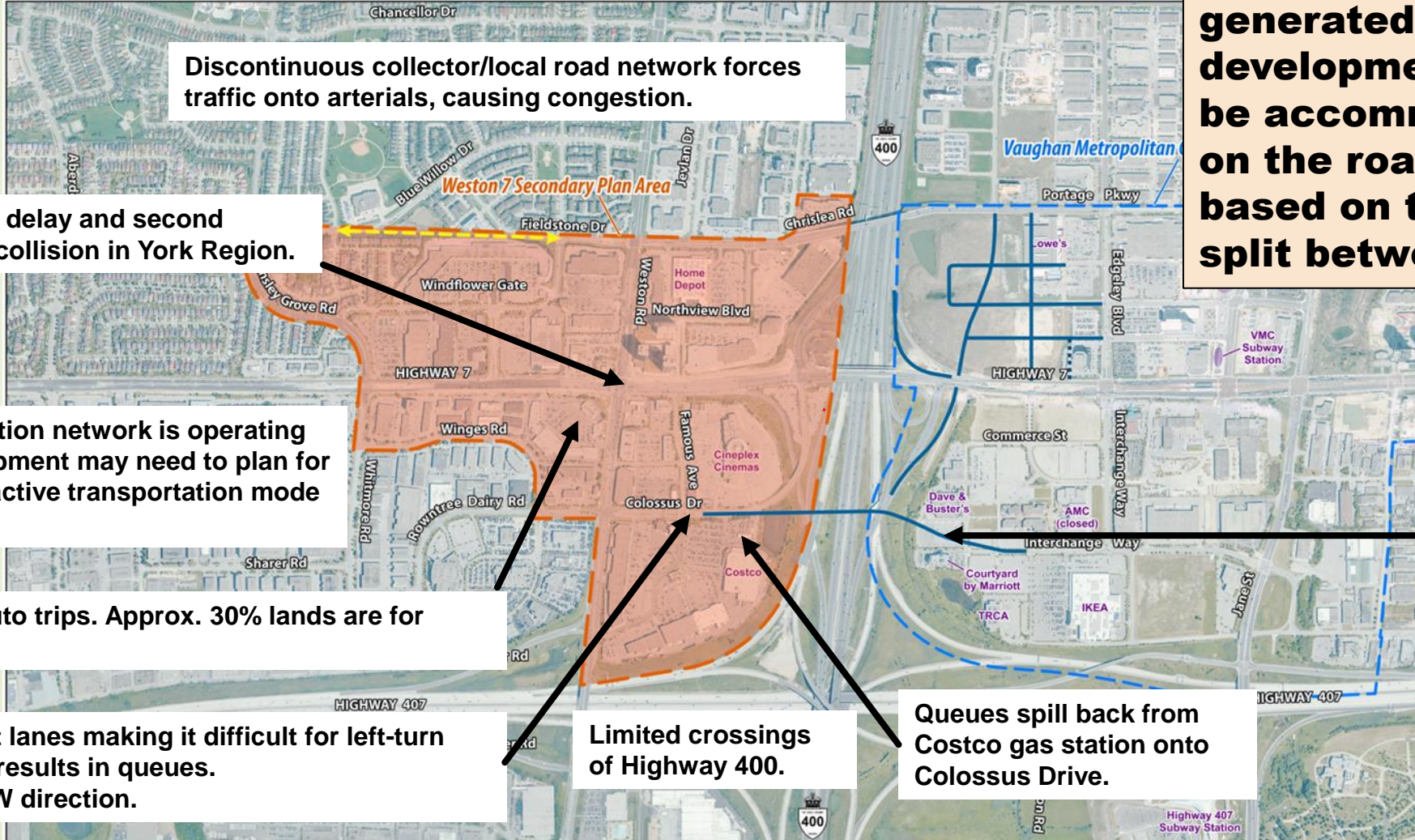
- *Infrastructure to provide modal choice*
- *Sustainable travel programs (transit and cycling)*
- *Supportive policies creating change*

## Transportation Vision

- Balance of transportation demand among all modes
- High degree of self-containment (“15 minute city”)
- Sustainable modes for short trips

# Traffic Challenges

**Key Challenge:** The amount of traffic generated by future development cannot be accommodated on the road network based on the current split between modes.



Discontinuous collector/local road network forces traffic onto arterials, causing congestion.

Very high vehicular delay and second highest number of collision in York Region.

Existing transportation network is operating at capacity. Development may need to plan for higher transit and active transportation mode share.

Large number of auto trips. Approx. 30% lands are for parking.

East-West Thru-Left lanes making it difficult for left-turn movements, which results in queues.  
- No left turns in E-W direction.

Limited crossings of Highway 400.

Queues spill back from Costco gas station onto Colossus Drive.

Proposed extension of Colossus Dr Extension:

- Ramp geometry with vertical grade
- Property requirement
- Setback impacts to buildings
- Existing pond may need to be relocated



# Transit & Active Transportation Challenges

No pedestrian signal heads for north approach. Pedestrian signals only on west approach at Chrislea Rd. and Jevian Dr.

No cycling facilities on Weston Rd, Fieldstone Dr/Chrislea Rd and other major and minor collector/arterials

No cycling connections to Hwy 7 cycle tracks and BRT

Missing sidewalk connection from carpool parking lot to Highway 7 on Colossus Dr. (East & West side)

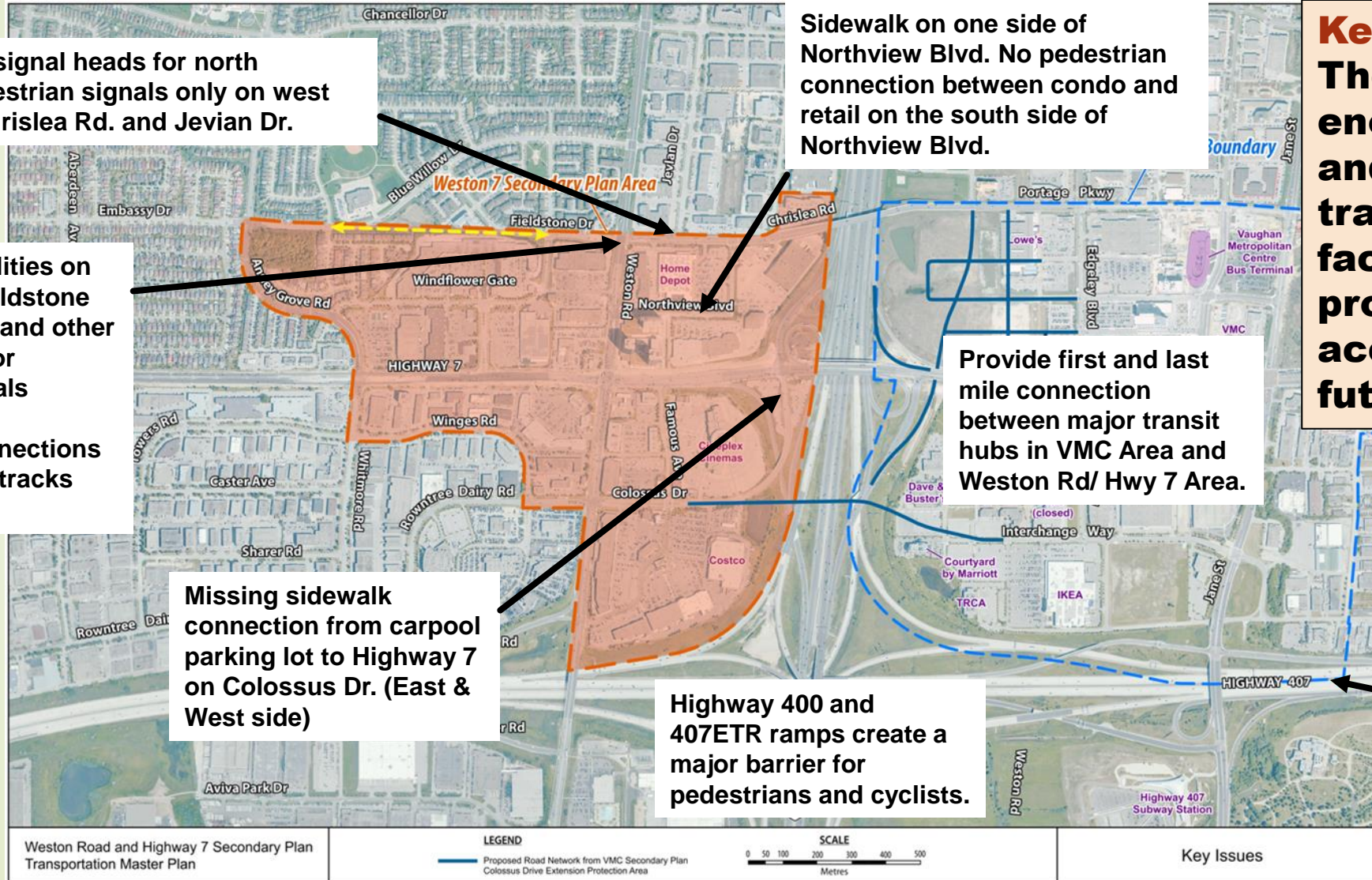
Highway 400 and 407ETR ramps create a major barrier for pedestrians and cyclists.

Sidewalk on one side of Northview Blvd. No pedestrian connection between condo and retail on the south side of Northview Blvd.

Provide first and last mile connection between major transit hubs in VMC Area and Weston Rd/ Hwy 7 Area.

**Key Challenge:**  
There are not enough transit and active transportation facilities or programs to accommodate future growth.

407 Transitway may trigger additional access considerations for Weston 7



# Problem & Opportunity Statement

*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 vision for Weston 7's transportation future integrates FOUR key principles:



Promoting **Sustainability**



Enhancing **Accessibility**



Improving **Connectivity**

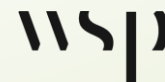


Supporting mobility for **all modes of transportation**

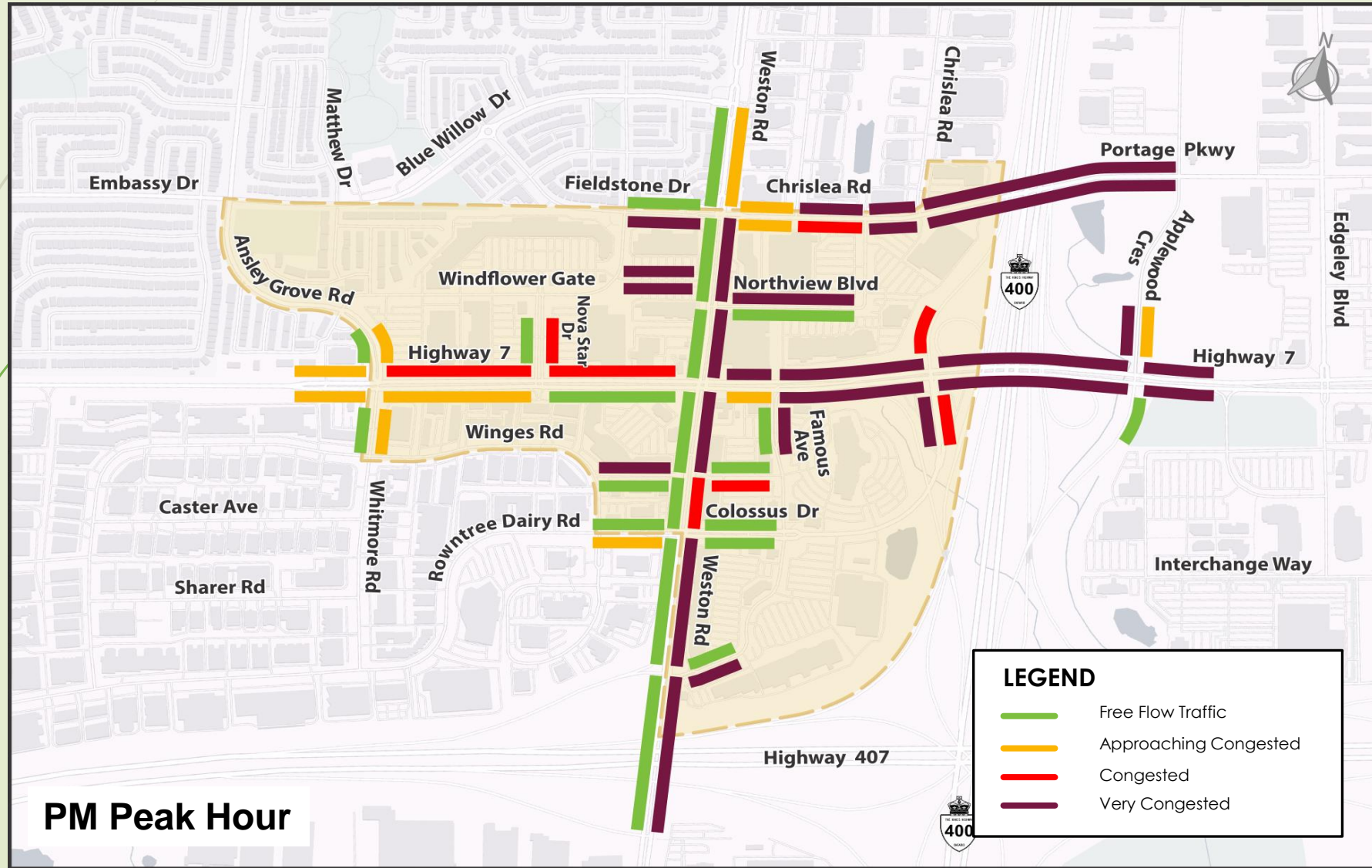




# Future Network Scenarios



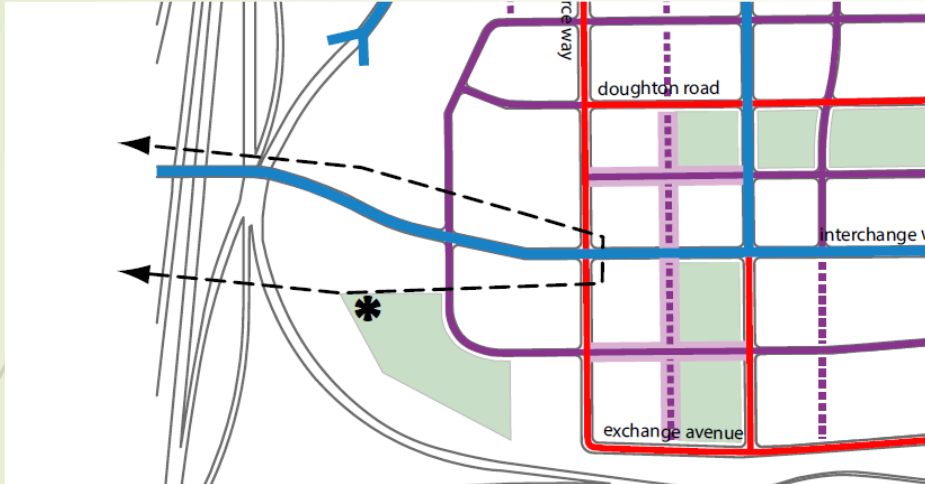
# 2051 Forecast Road Network Conditions





# Weston 7 Transportation Master Plan

## Colossus Drive Extension Across Highway 400



- Weston 7 Tmp Update the assessment and evaluation need and justification for the Colossus Drive extension including informed by travel demand forecasting and Cost Benefit Analysis
- Weston 7 Tmp - Identify, and define a corridor protection area in the Weston 7 SP area , as the basis of policy intended to protect for a range of alignments , for Colossus Drive Extension Across Highway 400 as subject to future Environmental Assessment
- TMP 2012 and focused VMC study identified extending Colossus Drive across Highway 400 as strategic improvement and a key element
- VMC SP provides policy protecting a corridor area for a street connecting Colossus Drive over Highway 400 to Interchange Way

# 2051 Road Network Conditions - with Colossus Drive Extension



STON



# Potential Future Road Network

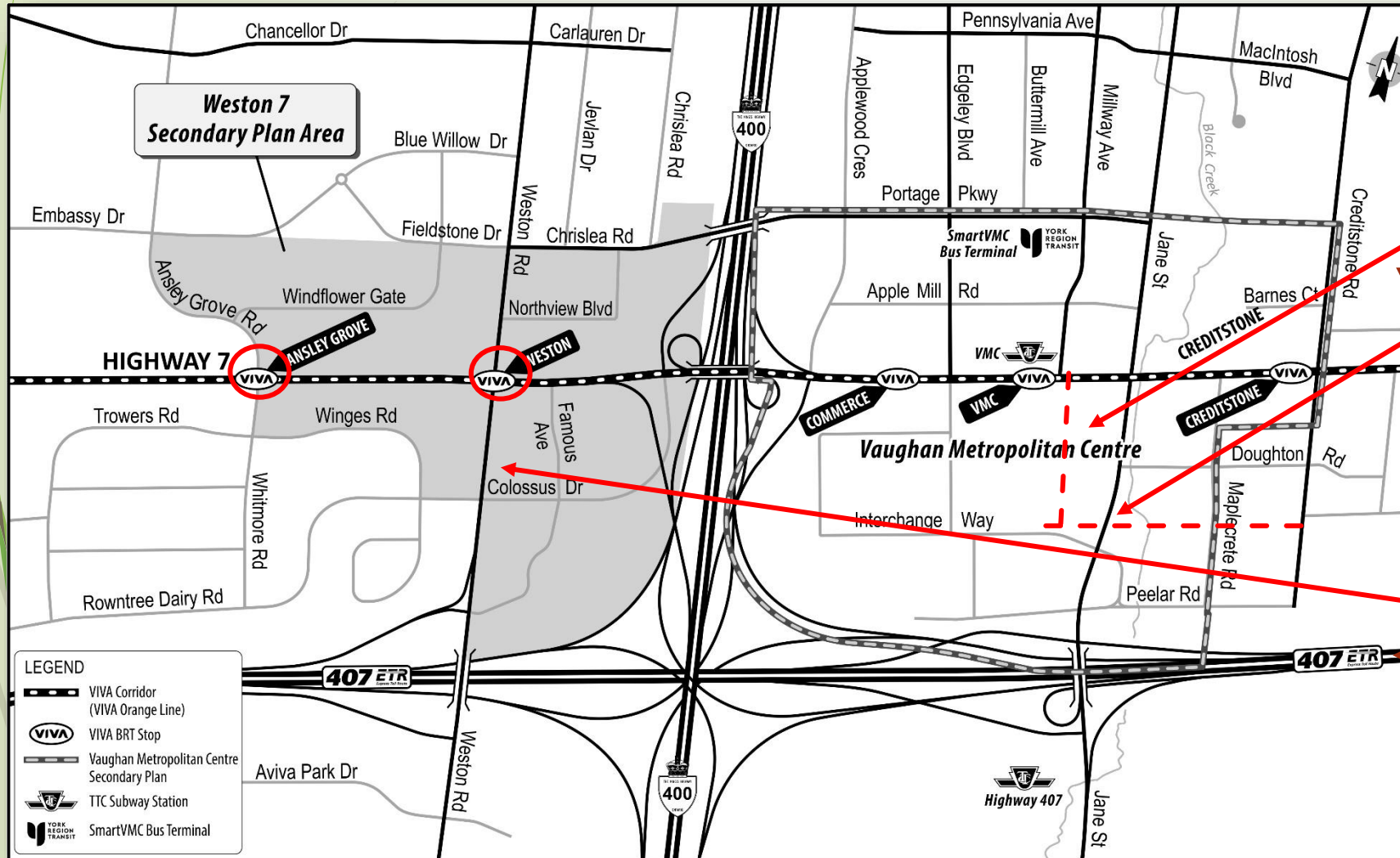


For demonstration purposes – subject to TMP study process.

STON

# Weston 7 Transportation Master Plan

## Network Context – Transportation Plans and Projects



**LEGEND**

- VIVA Corridor (VIVA Orange Line)
- VIVA BRT Stop
- Vaughan Metropolitan Centre Secondary Plan
- TTC Subway Station
- SmartVMC Bus Terminal

### City of Vaughan

- VMC TMP update in support of Secondary Plan update
- Millway Avenue Extension from Highway 7 to Interchange Way
- Interchange Way Extension from Commerce Street to Creditstone Road

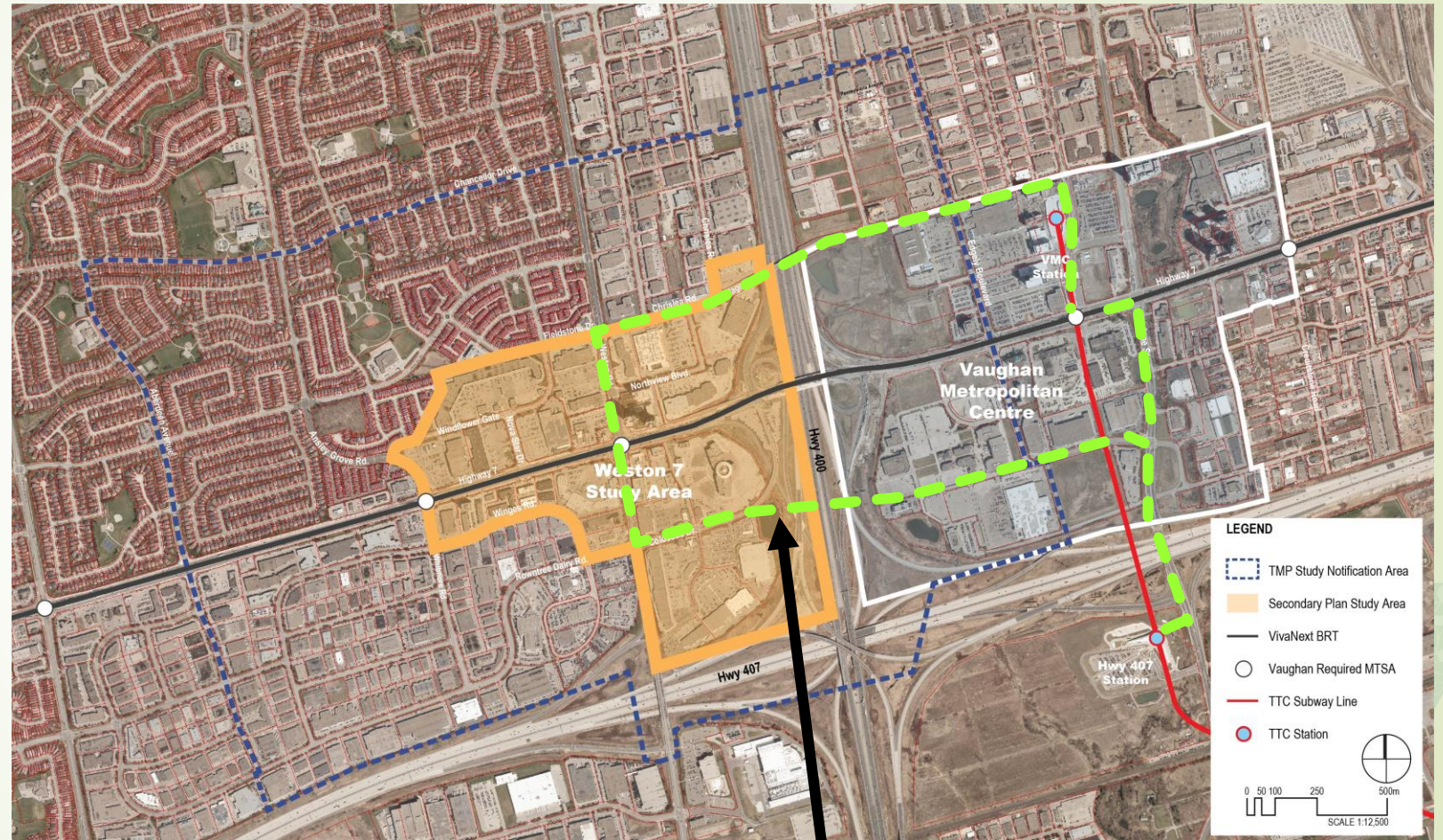
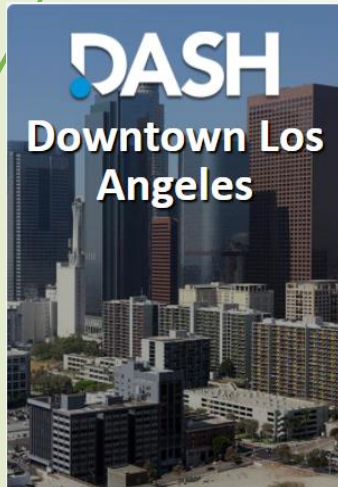
### York Region

- vivaNext BRT rapidway opened on Highway 7 in November 2019 – MTSA's at BRT stops Weston Road and Ainsley Grove
- Weston Road widening/Capital Acceleration Project Highway 407 to Chrislea Road/Fieldstone Road
- South York Greenway Pedestrian and Cycling Corridor Study



# Potential Transit Improvements

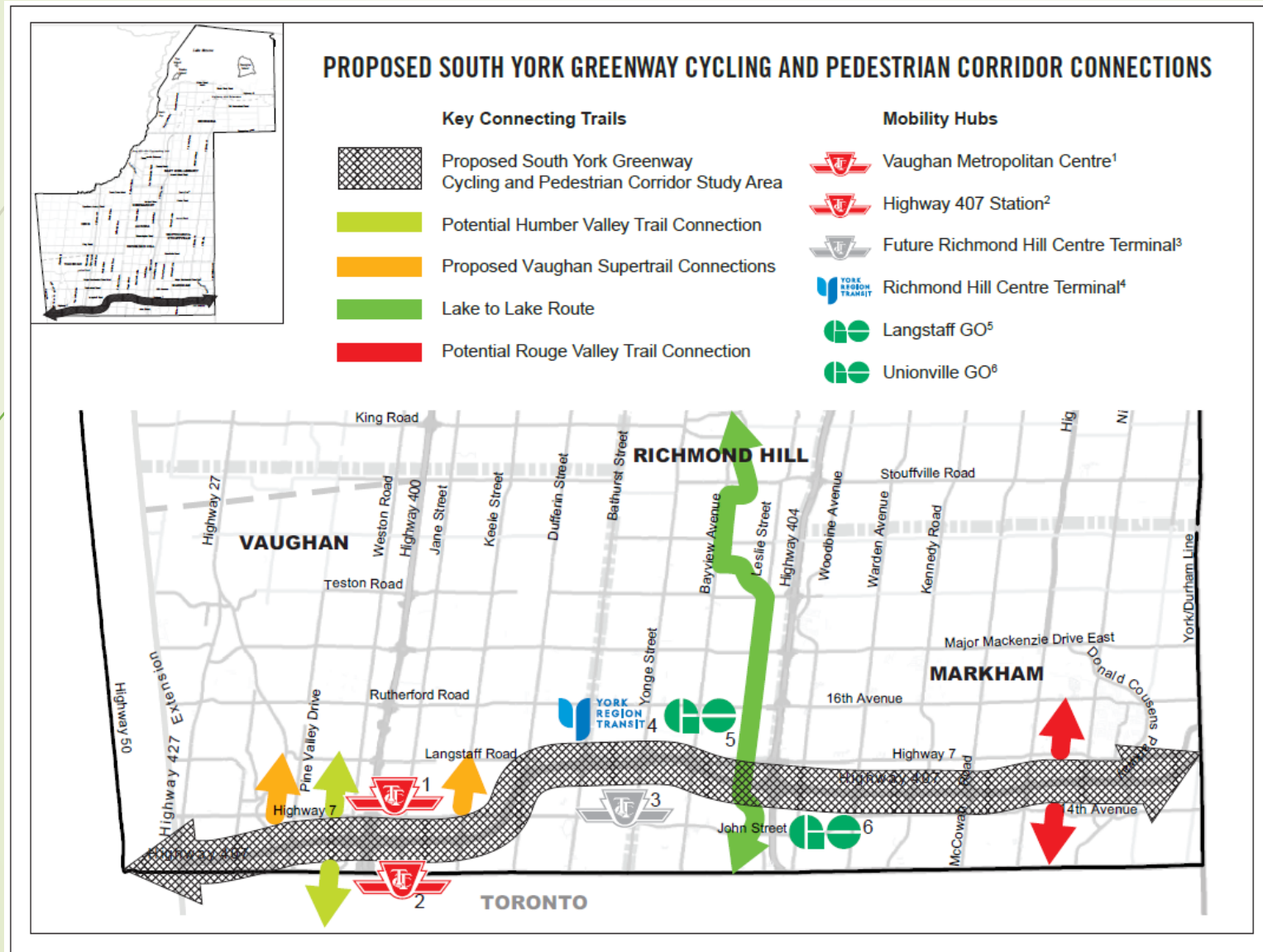
- Local Circulator Transit Service (e.g. DASH)
- Need to utilize Portage Parkway and Colossus Drive, integrating a transit loop to the two subway stations



Potential Local Circulator  
Transit Service



# Proposed Cycling & Pedestrian Corridor Connections





# Potential Ideas for Sustainable Transportation

- Bike Share / eco mobility
- Separated cycling facilities
- Weather-protected crossings of Highway 400
- Parking policies to manage supply and demand
- Car Share



Peace Bridge, Calgary



Bike Share, Toronto

# Criteria Being Considered in Network Evaluation

## Evaluation Criteria

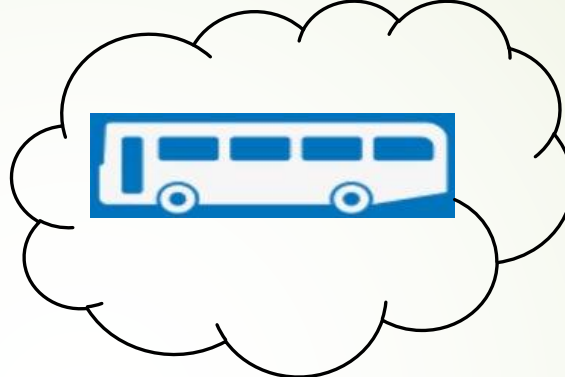
Support for Walking



Support for Cycling



Support for Transit



Financial Cost



Network Performance



Accessibility



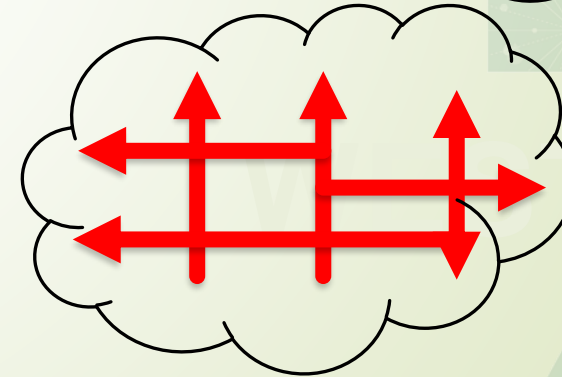
Natural Environment Impact



Consideration of Goods Movement



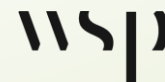
Connectivity







# Engagement Activities



# What is Your Vision?

What are your ideas on what travel should look like in **Weston 7** over the next **30 years**?



**Walking and Cycling**

**Riding Transit**

**Driving / Carpooling**

**Micro-mobility/Autonomous Vehicles**

ON



# What do we want to know from you?



*How do we shift trips from car travel to transit, walking and cycling?*



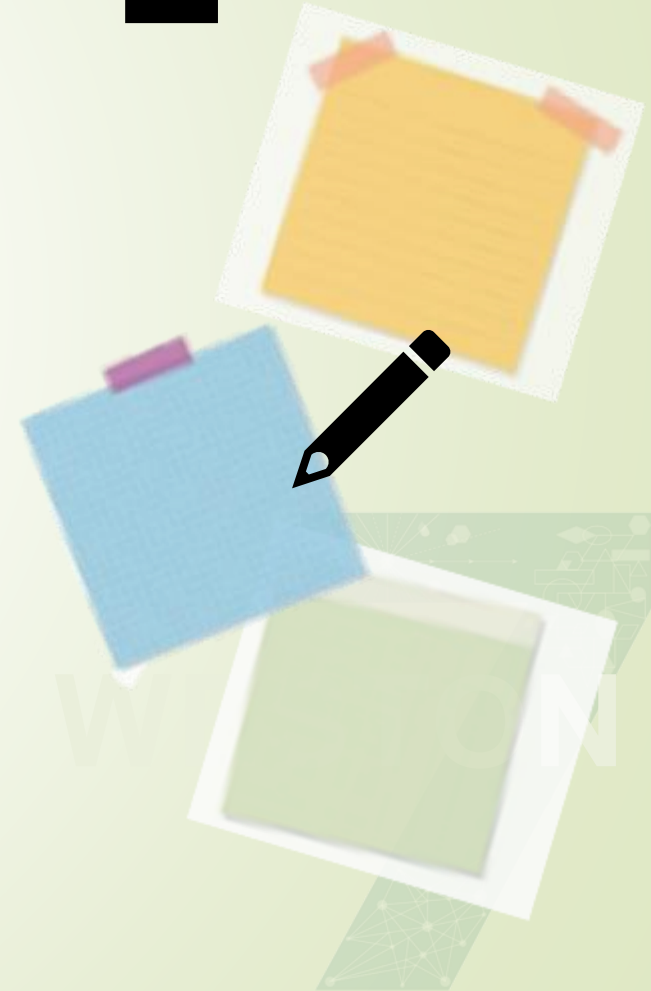
*Are there any other criteria that should be considered for the evaluation?*



*Are there challenges you experience for your day-to-day travel?*



*Are there any opportunities for connections that we should consider?*





# Next Steps





# Next Steps

- 1 Summarize and process input received
- 2 Finalize future potential transportation alternatives
- 3 Analyze future conditions and evaluate network alternatives
- 4 Identify a draft Transportation Plan and preferred multi-modal network for second public information centre
- 5 Present final draft recommendations to Council

## IMPORTANT EVENTS

Event	Date
✓ First Public Open House	Fall 2021
Second Public Open House	Spring 2022



# Thank you for attending!

Stay in contact with the team!

Marta Roias, City of Vaughan  
Brett Sears, WSP

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