

Martin Grove & Highway 7

5655, 5657, 5731 and 5781 Highway 7 & 7700 and 7714 Martin Grove Road, City of Vaughan

Official Plan Amendment (OP.22.007)

Transportation-Focused Working Group Session

March 29, 2023

Proposed Agenda

1. Introductions

2. Recap:

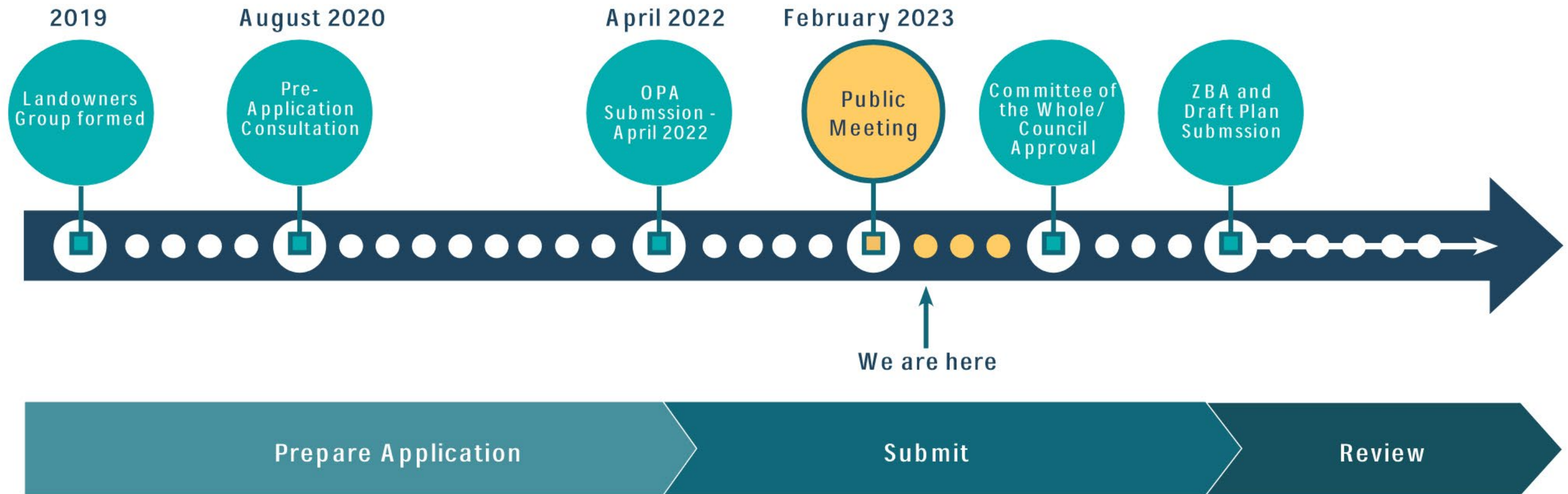
- Where we are in the development process
- Transportation concerns raised to date

3. Overview of development proposal

- New roads and access points / vehicle circulation
- Parking and loading provisions
- Traffic impacts and future area traffic operations

4. Discussion

Recap – Development Timeline



Development Timeline – Transportation Considerations

Approvals Stage	Transportation Elements Addressed
<p style="text-align: center;">We Are Here</p> <div style="border: 2px solid red; padding: 5px; display: inline-block; margin: 10px auto; width: 80%;"> <p>Official Plan Amendment (OPA)</p> </div>	<ul style="list-style-type: none"> • New public roads, including general alignment and right-of-way width (secured through a Plan of Subdivision) • Assessment of anticipated travel patterns associated with proposed land use and overall local transportation network capacity to accommodate new trips
<p>Zoning By-law Amendment (ZBA)</p>	<ul style="list-style-type: none"> • Parking and loading requirements for new buildings • More specific and local assessment of traffic capacity to inform lane/driveway configuration
<p>Site Plan Application (SPA)</p>	<ul style="list-style-type: none"> • Detailing of access/circulation/parking/loading facilities for individual buildings • Site-specific Transportation Demand Management (TDM) measures

Recap – Transportation Issues Raised at Mar 15th Meeting

Proposed Road Network / Vehicle Circulation

- Are the roads properly designed to meet needs of development?
- How do deliveries happen?
- How do emergency vehicles access our site? Is our development impacting the EMS facility adjacent to the site?

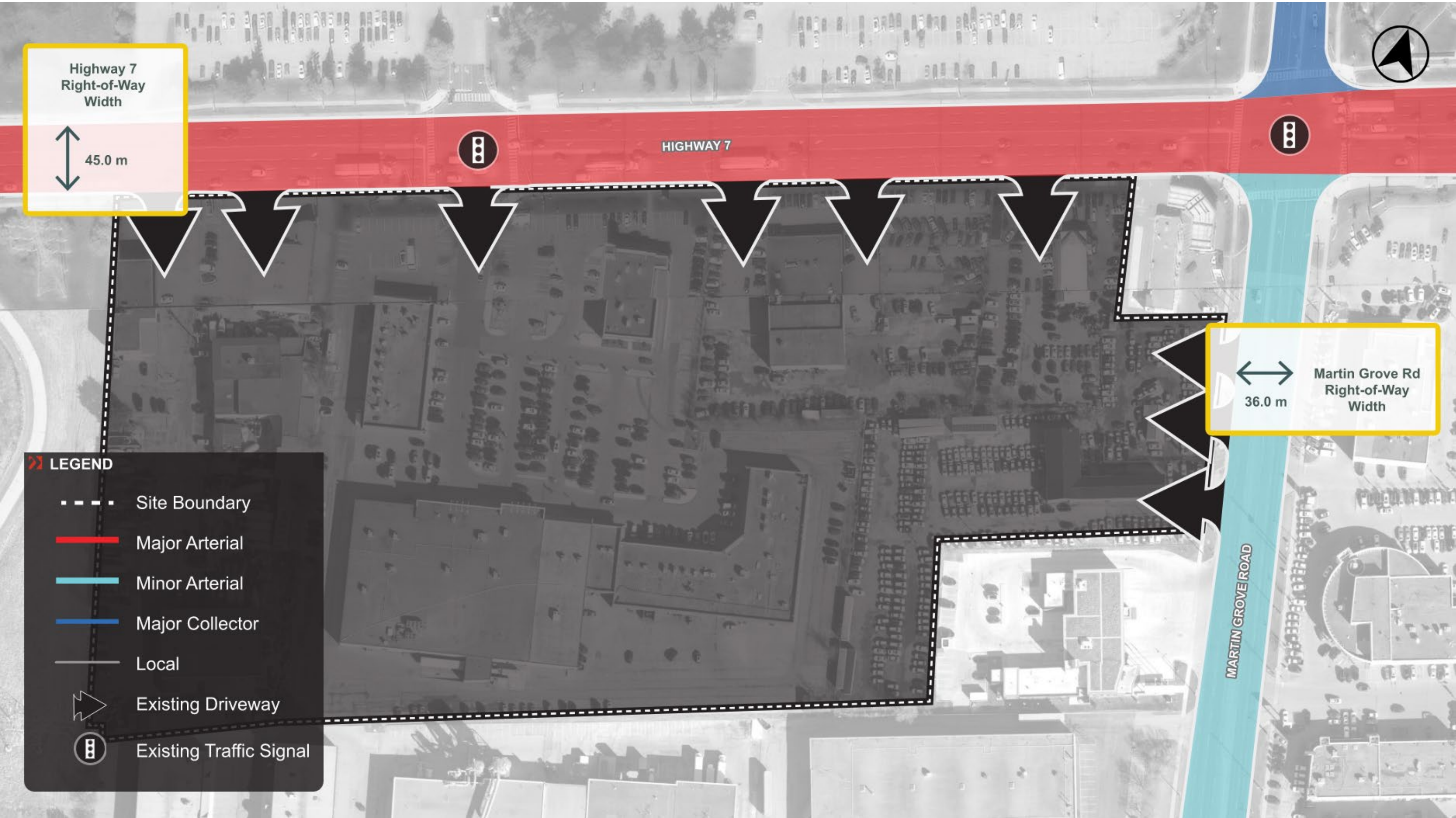
Parking

- What is the current parking on site and what is the total parking proposed (including ratios and parking totals by use)?

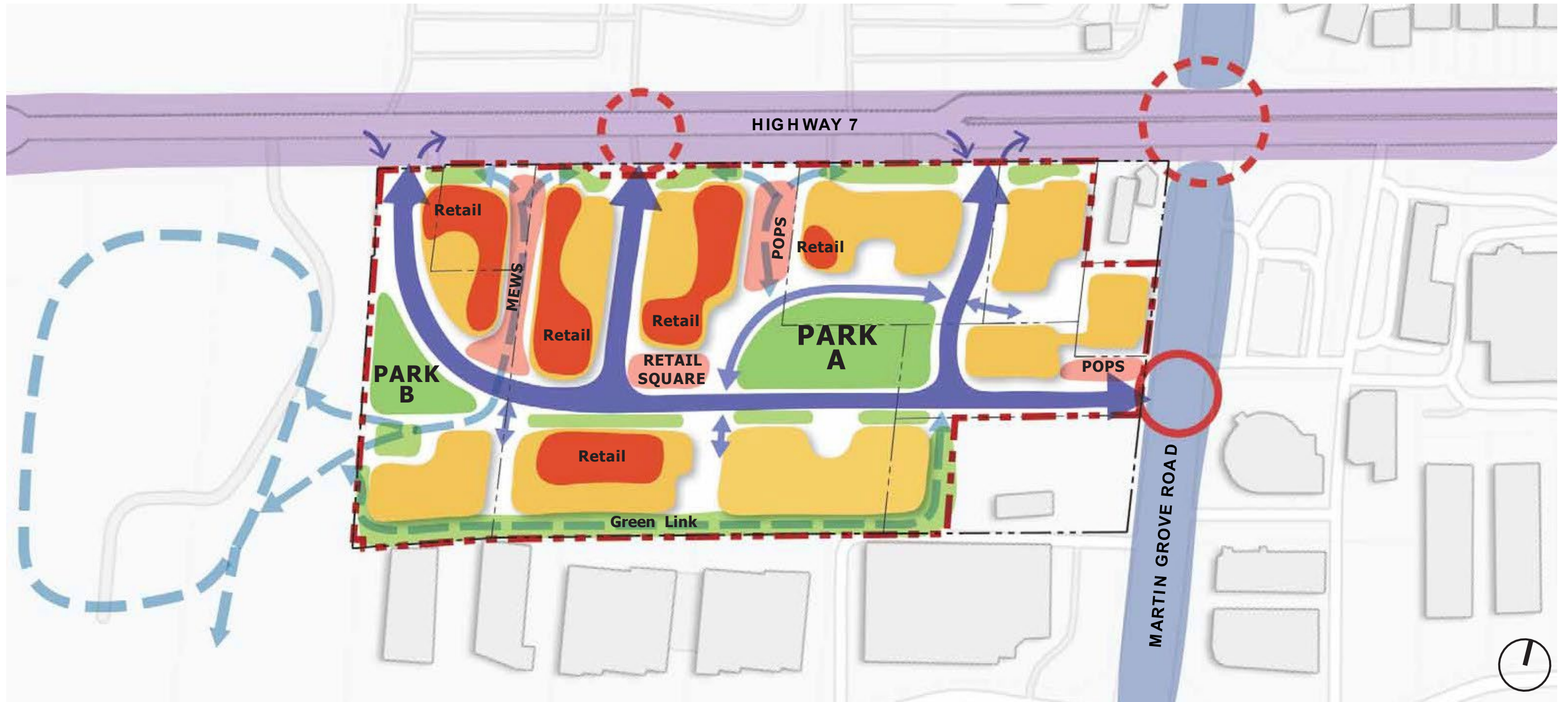
Traffic Volumes and Operations

- What is the traffic generation related to this development?
- Will the new spine street be bottlenecked with the new vehicles generated by the proposed development?

Proposed Road Network – Existing Context



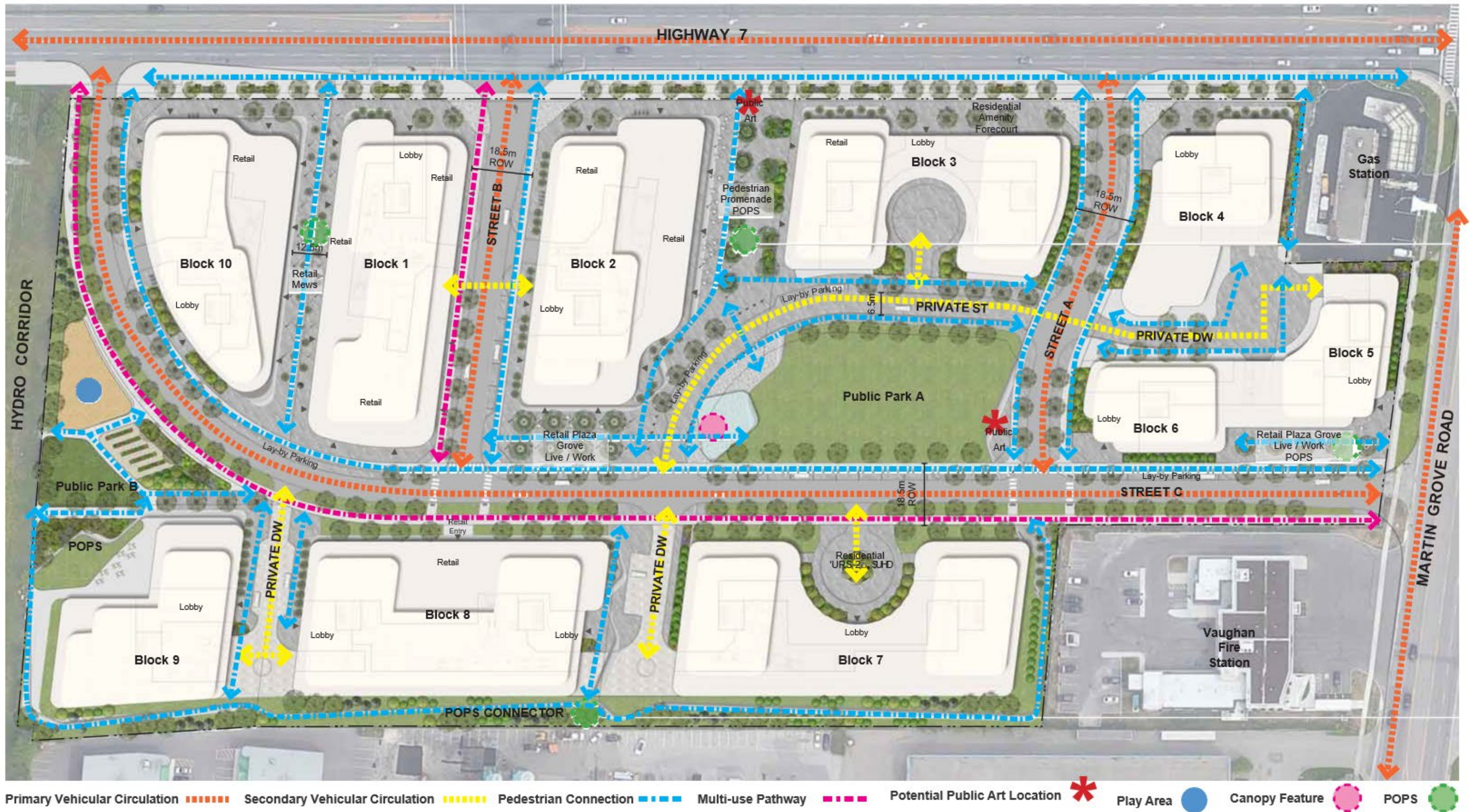
Proposed Road Network – Initial Concept



- PROPOSED PUBLIC ROAD
- PROPOSED PRIVATE ROAD / DRIVEWAY ACCESS
- PEDESTRIAN CONNECTION

- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- RIGHT-IN / RIGHT-OUT

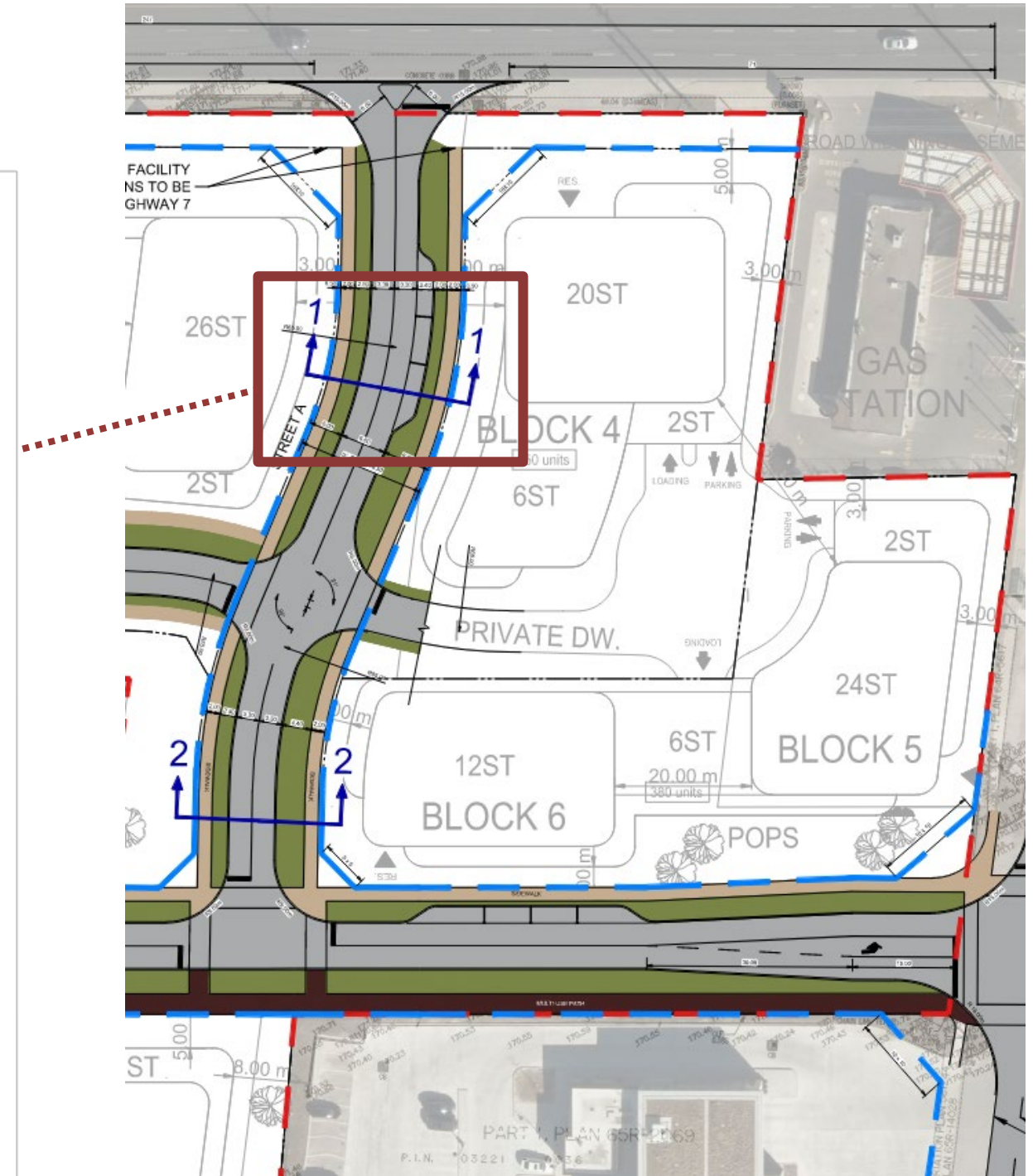
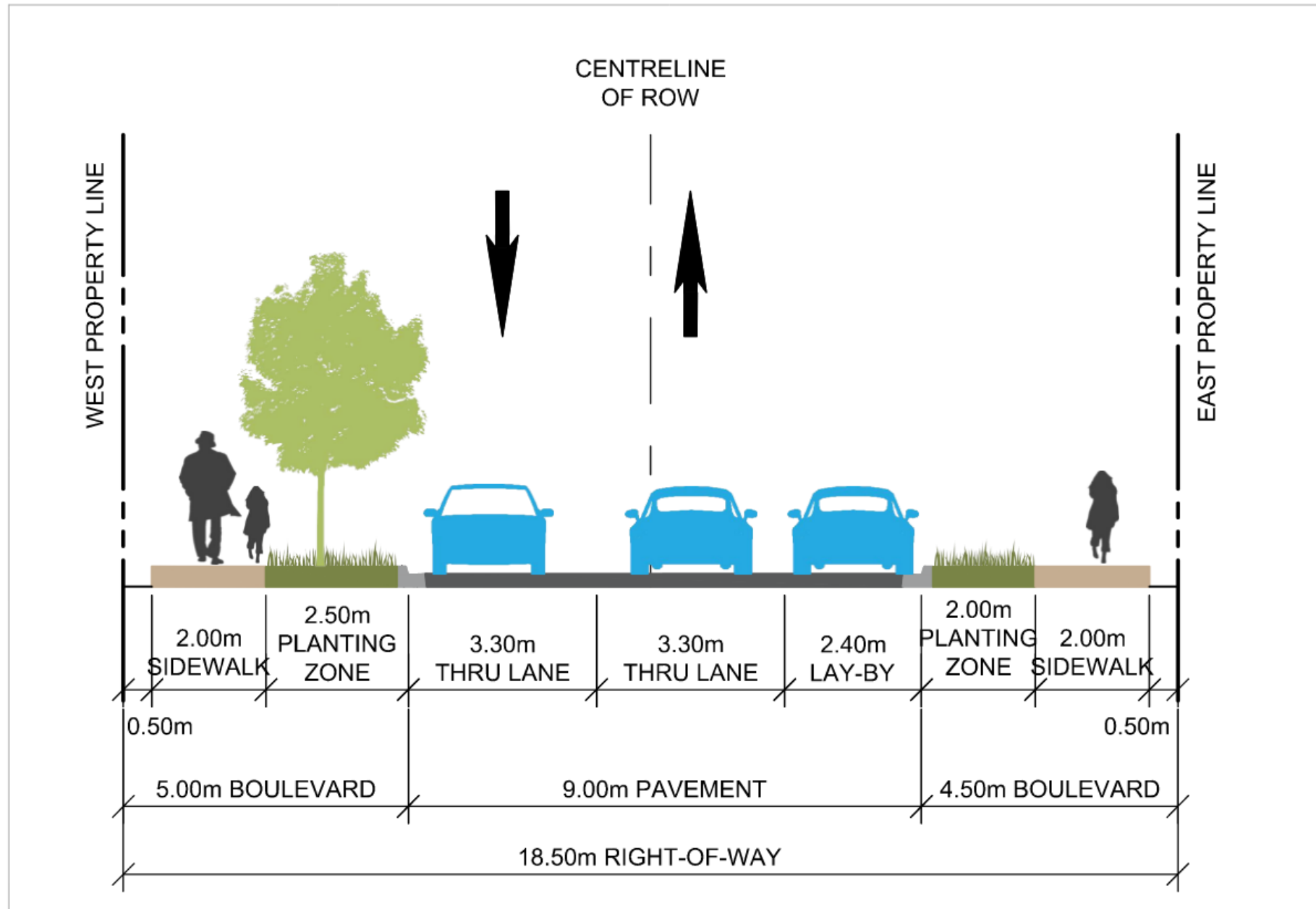
Proposed Road Network – Refined Concept



Primary Vehicular Circulation ----- Secondary Vehicular Circulation ----- Pedestrian Connection ----- Multi-use Pathway ----- Potential Public Art Location * Play Area ● Canopy Feature ● POPS ●

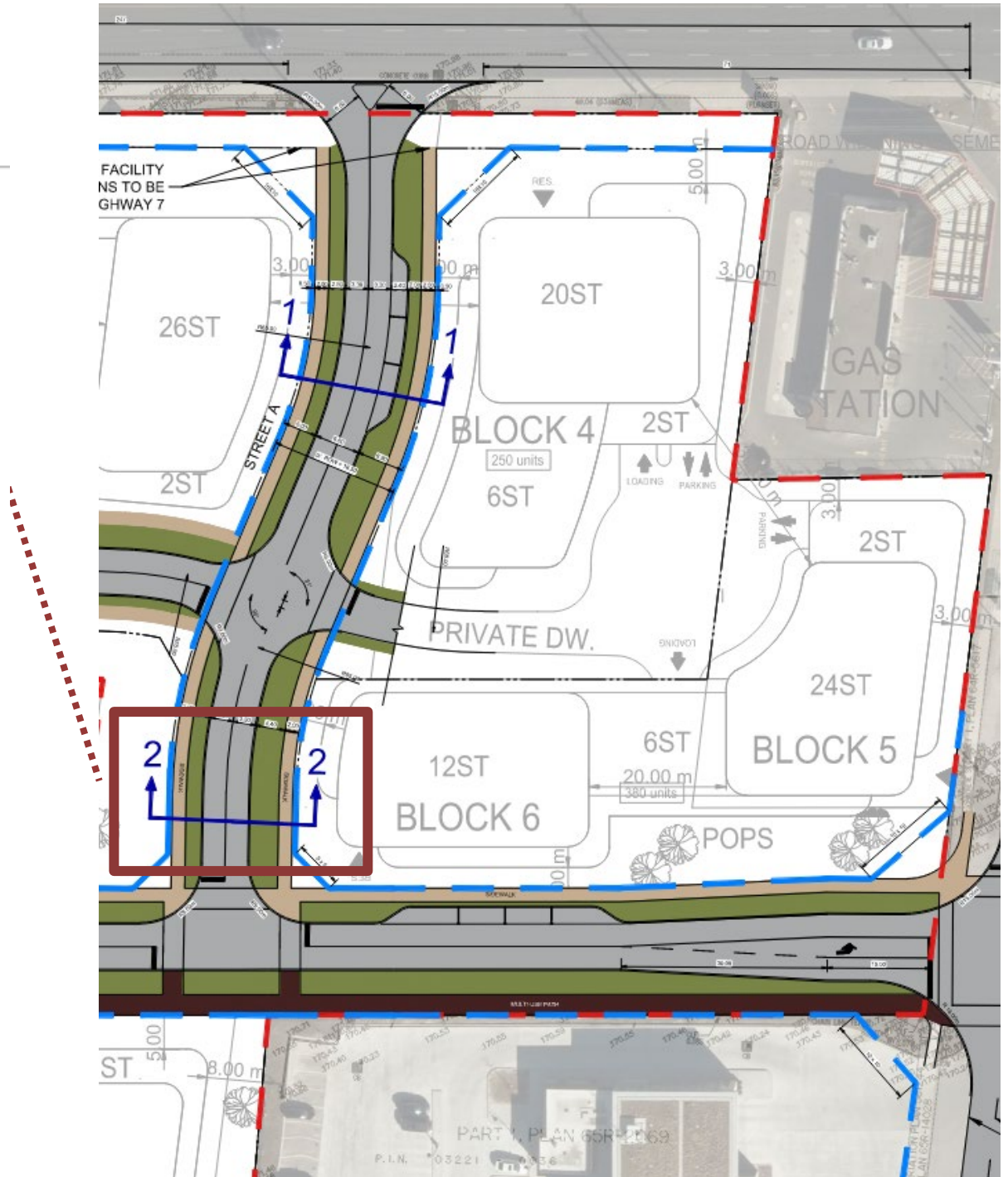
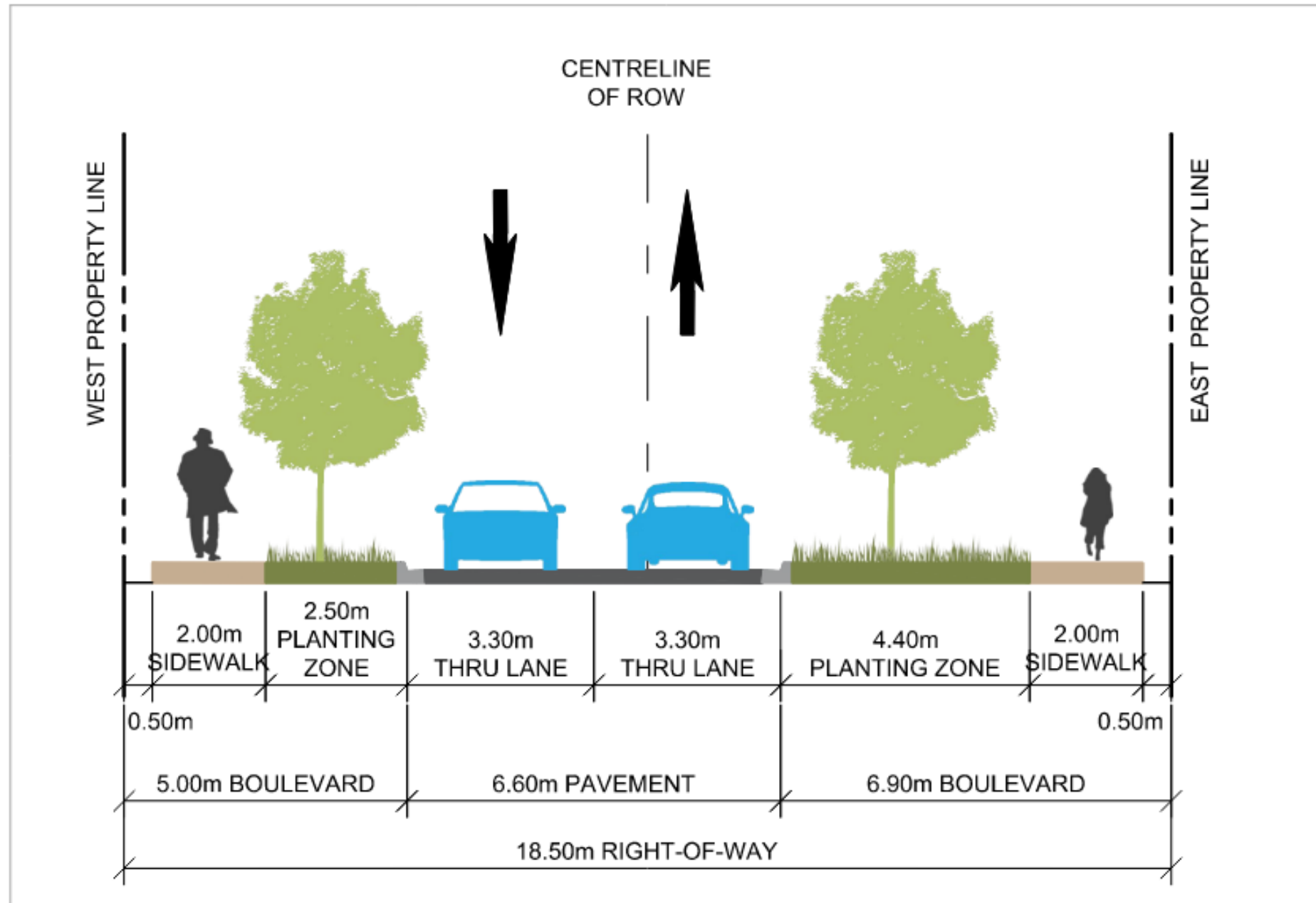
Proposed Road Network – Cross-Sections

SECTION 1-1
STREET 'A'
18.5m ROW WITH LAY-BY



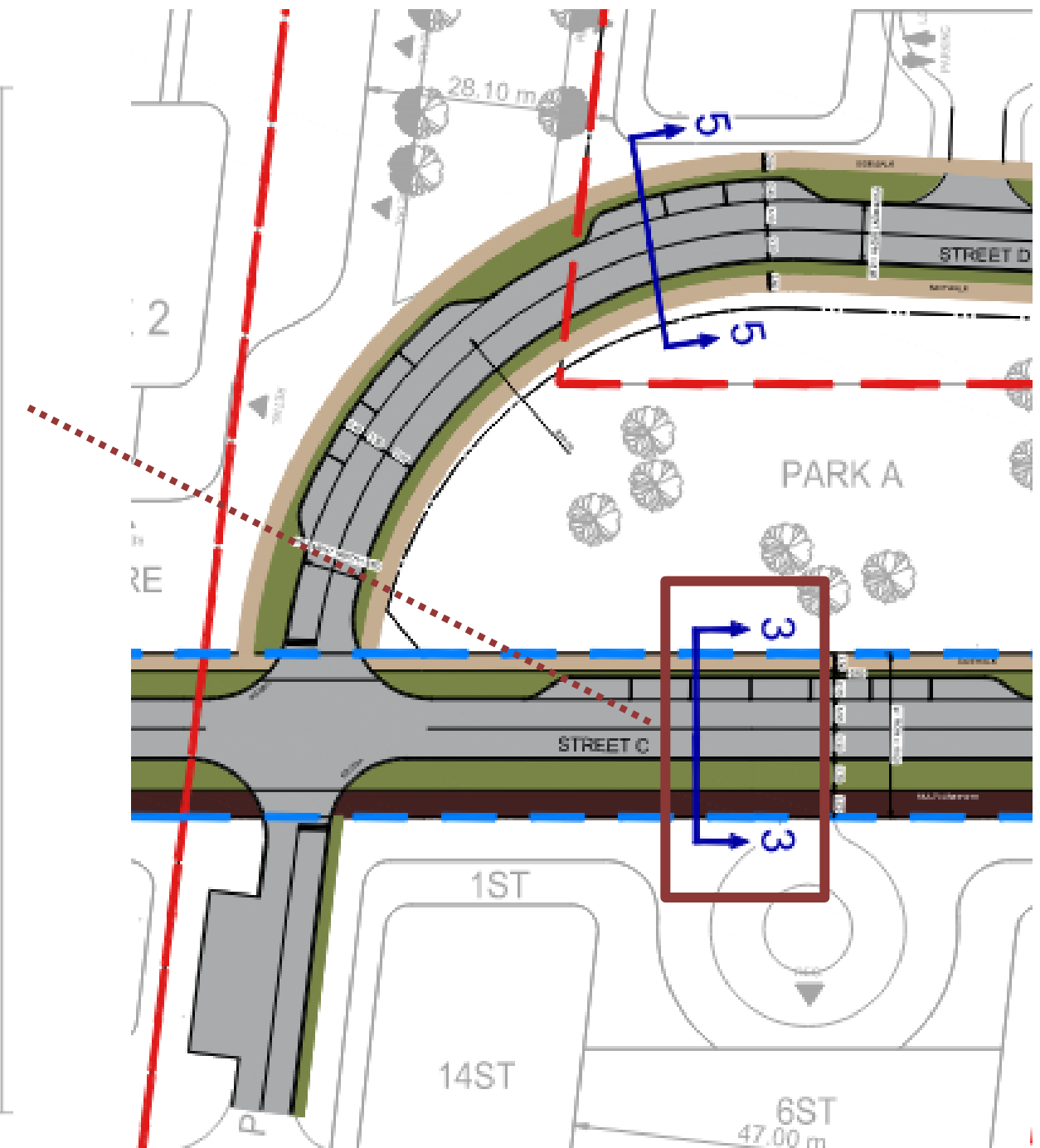
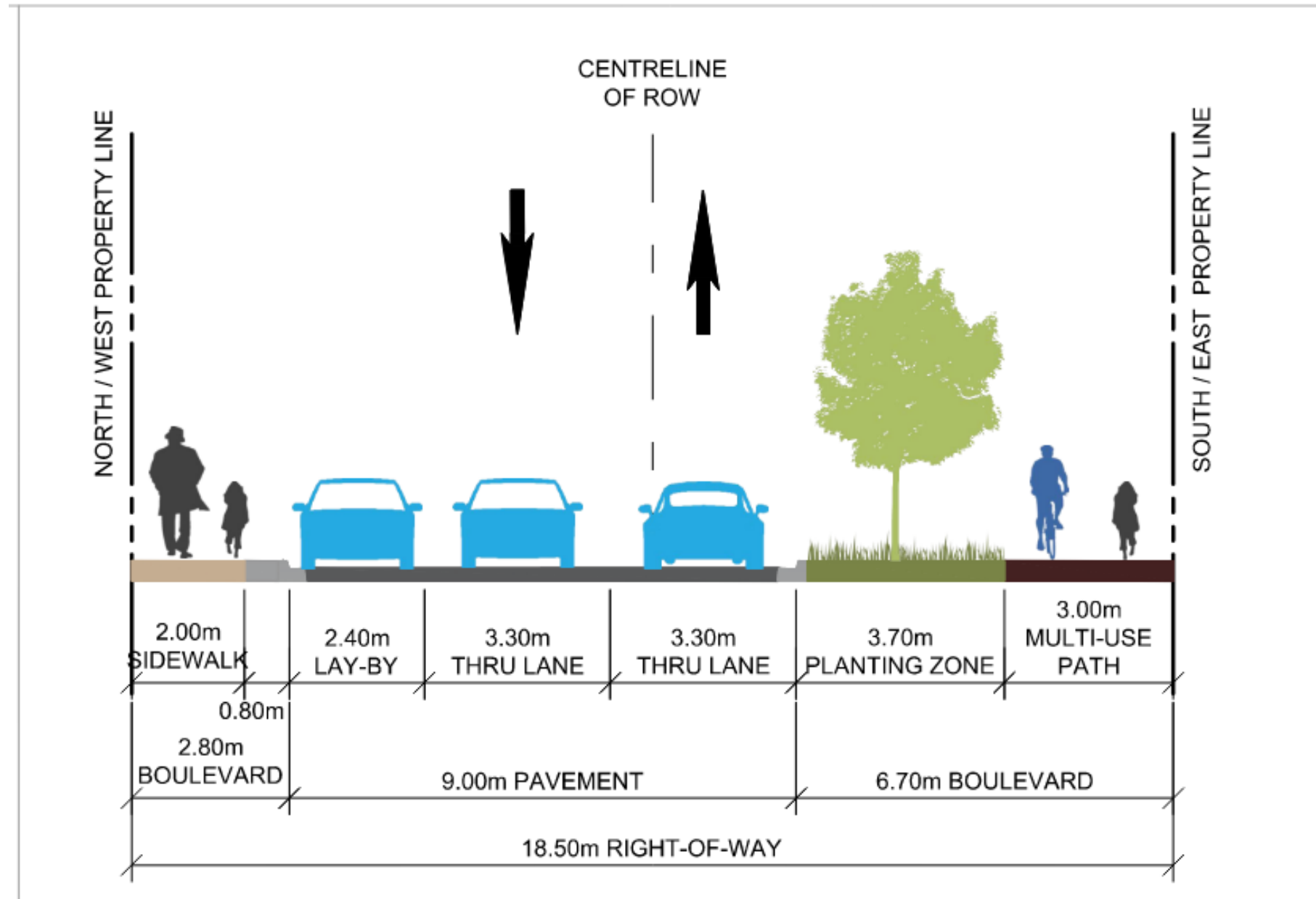
Proposed Road Network – Cross-Sections

SECTION 2-2
STREET 'A'
18.5m ROW



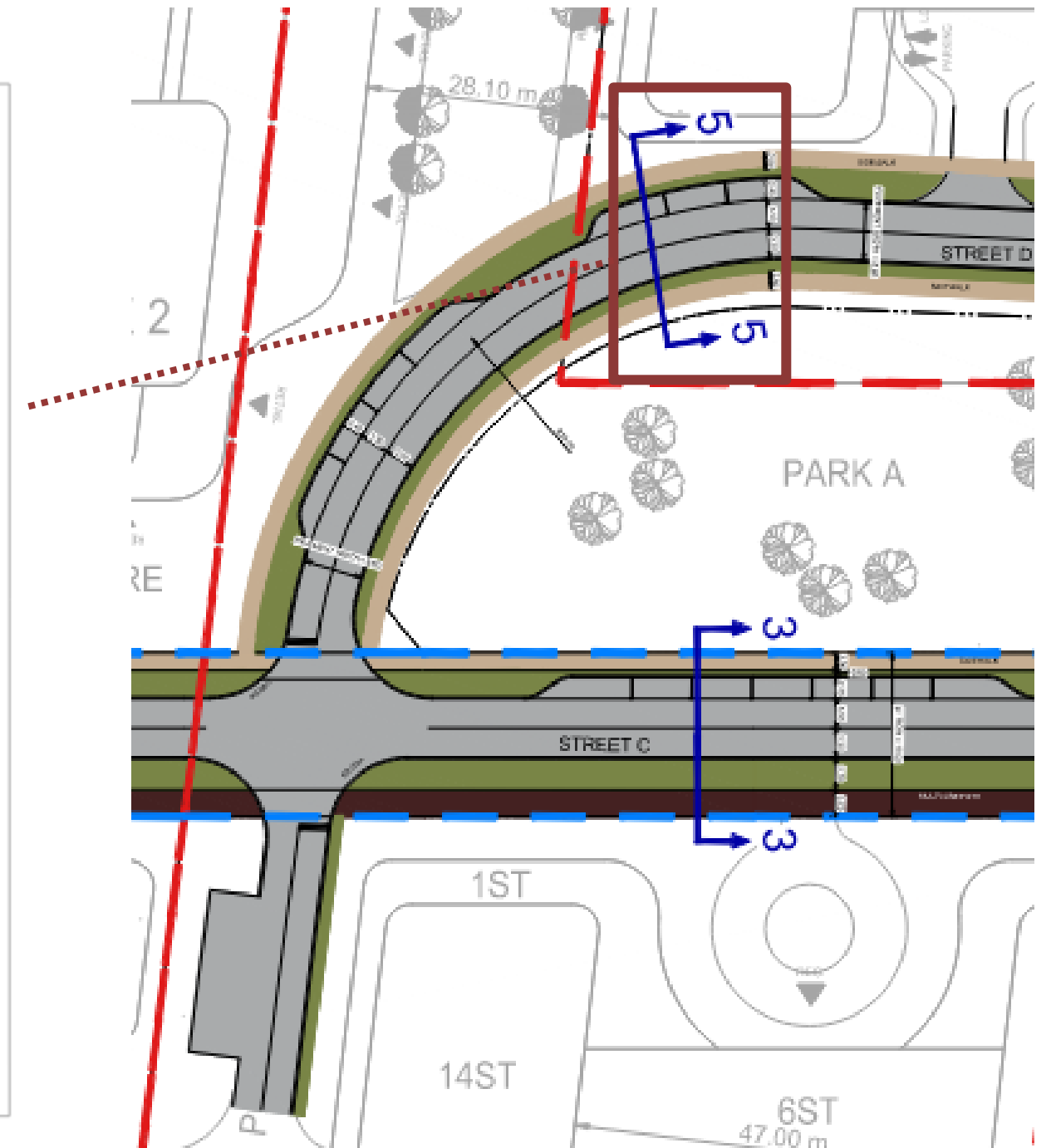
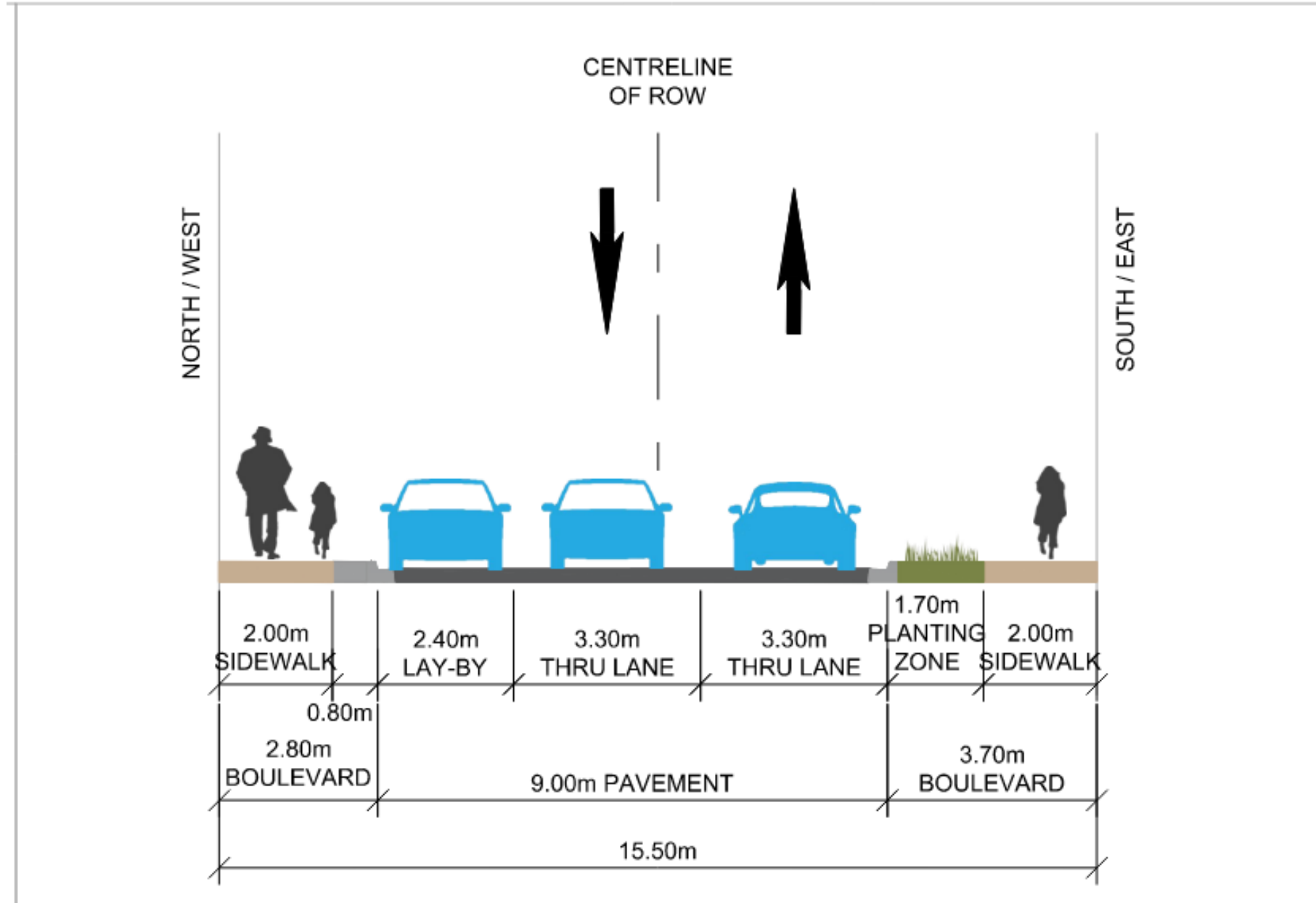
Proposed Road Network – Cross-Sections

SECTION 3-3
STREET 'B' & 'C'
18.5m ROW WITH LAY-BY



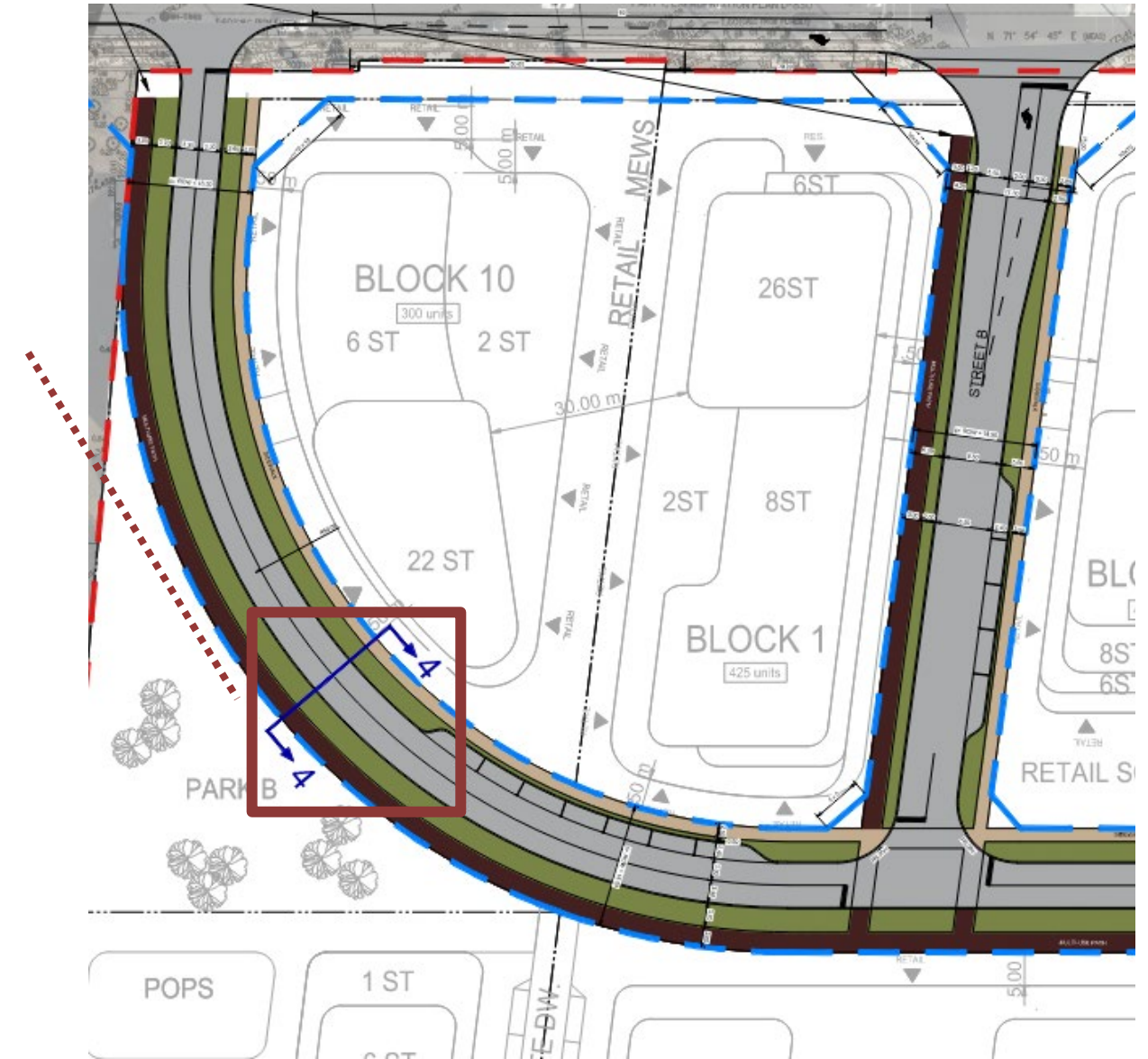
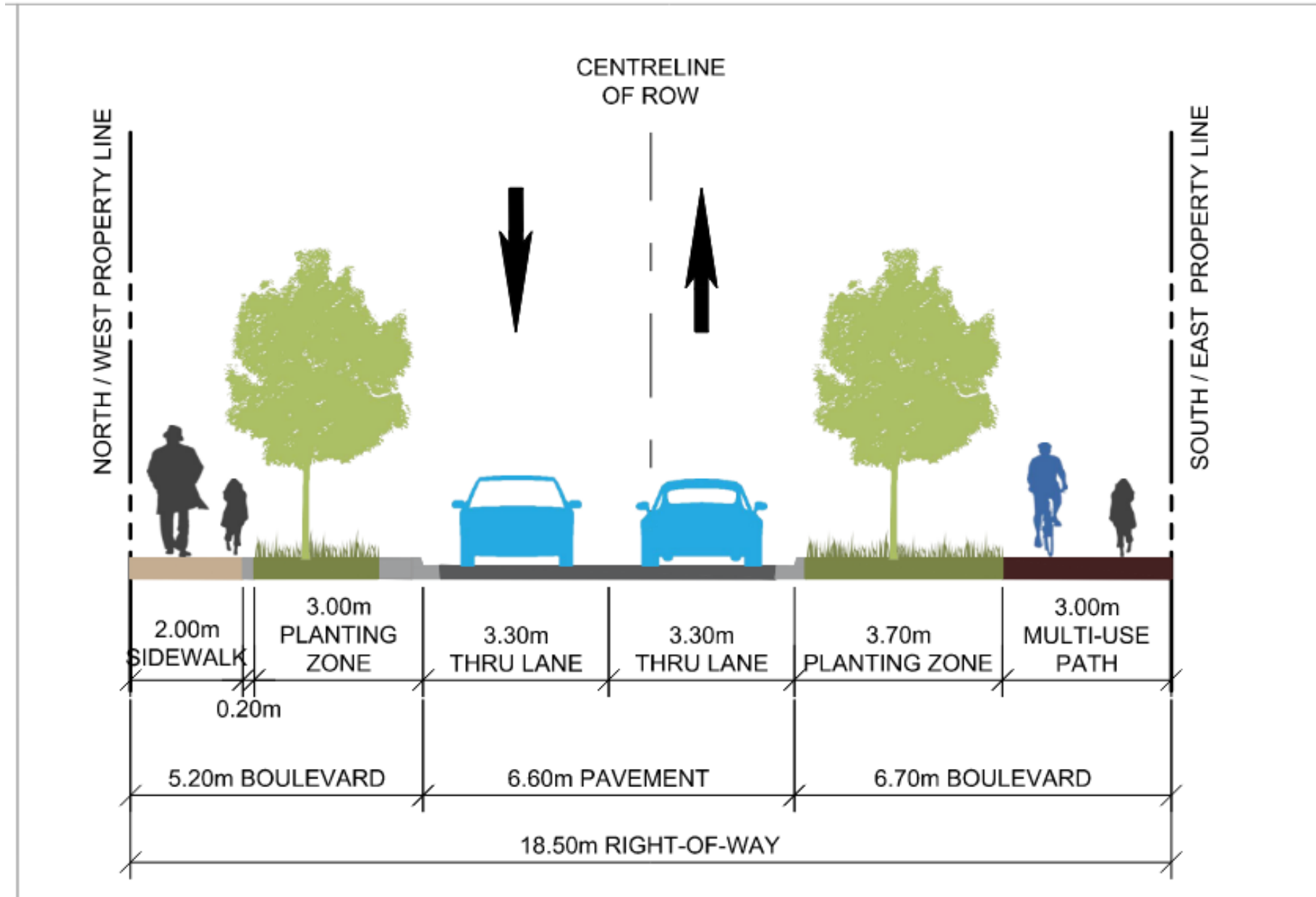
Proposed Road Network – Cross-Sections

SECTION 5-5
PRIVATE STREET 'D'
15.5m ROW W/ LAY-BY

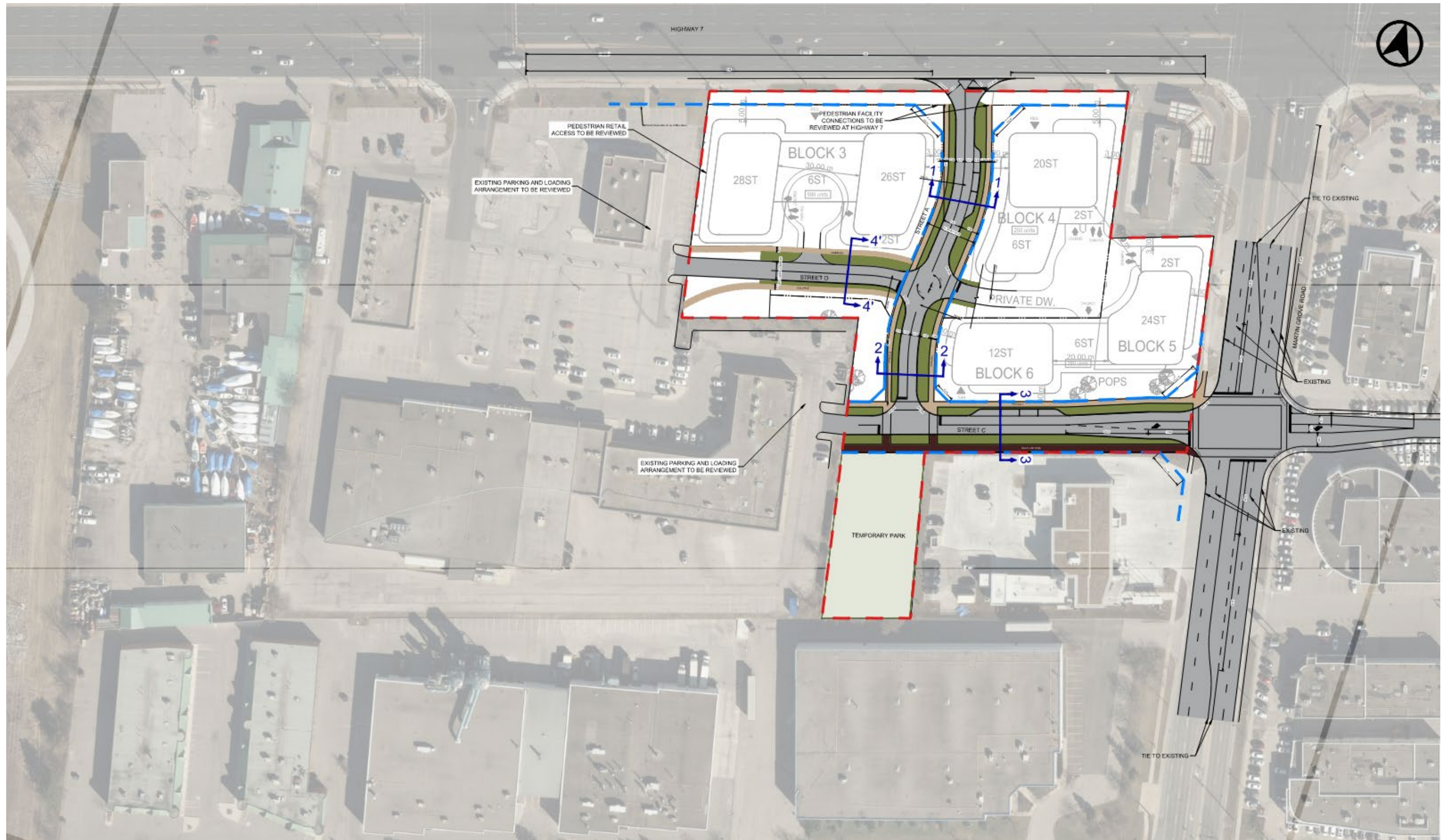


Proposed Road Network – Cross-Sections

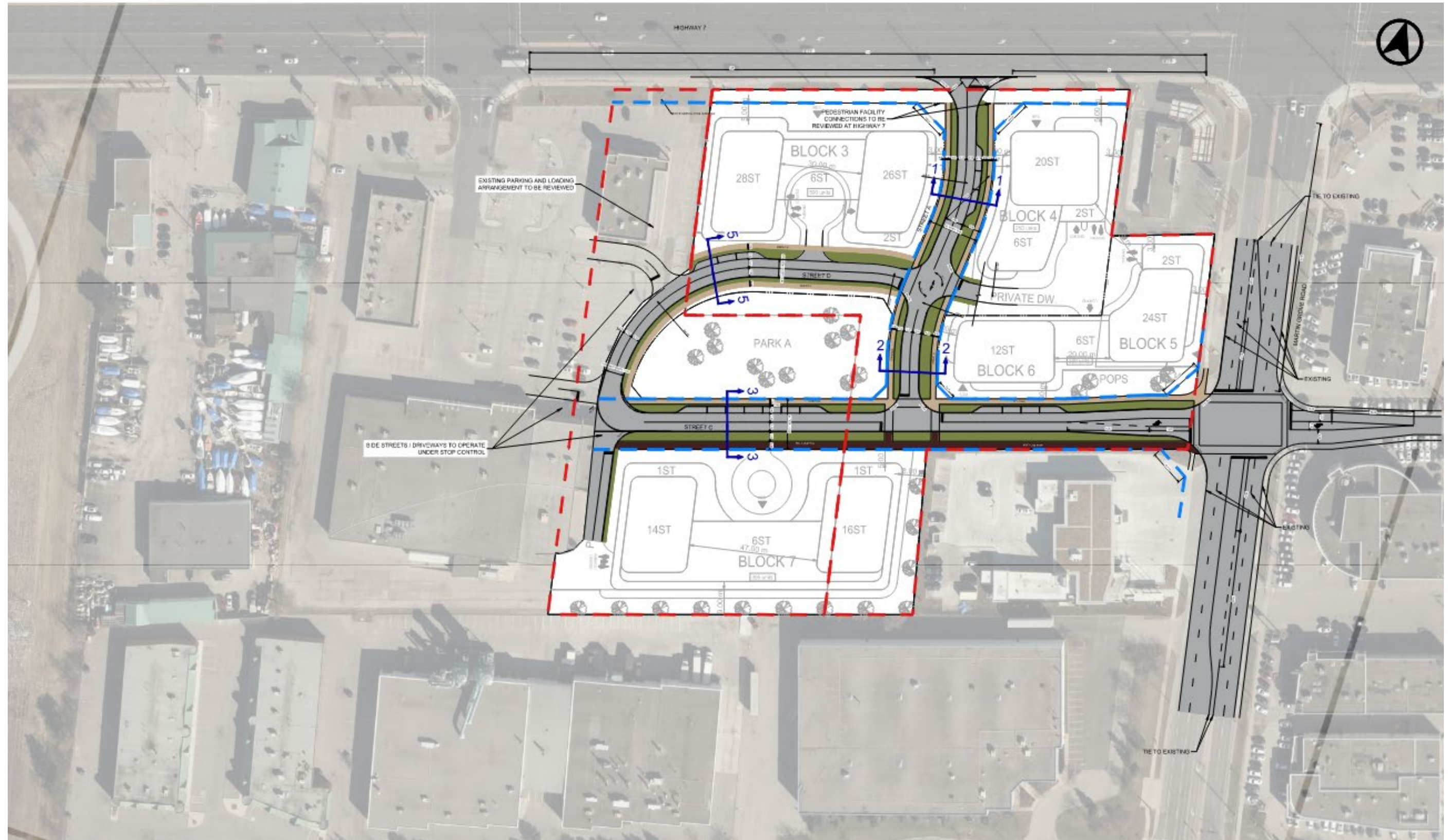
SECTION 4-4
STREET 'B' & 'C'
18.5m ROW



Proposed Road Network – Phase 1



Proposed Road Network – Phase 2



Transportation Issues Raised

Proposed Road Network / Vehicle Circulation

- Are the roads properly designed to meet needs of development?

The road plan has been designed to provide sufficient traffic capacity for anticipated volumes associated with the full build-out of the site. It also provides connectivity to, from and through the development for all road users – pedestrians, cyclists and vehicles.

- How do deliveries happen?

Each development block/building will accommodate passenger pick-up / drop-off, deliveries, moving activity and service trucks internally (i.e. these activities will not occur on-street).

Transportation Issues Raised

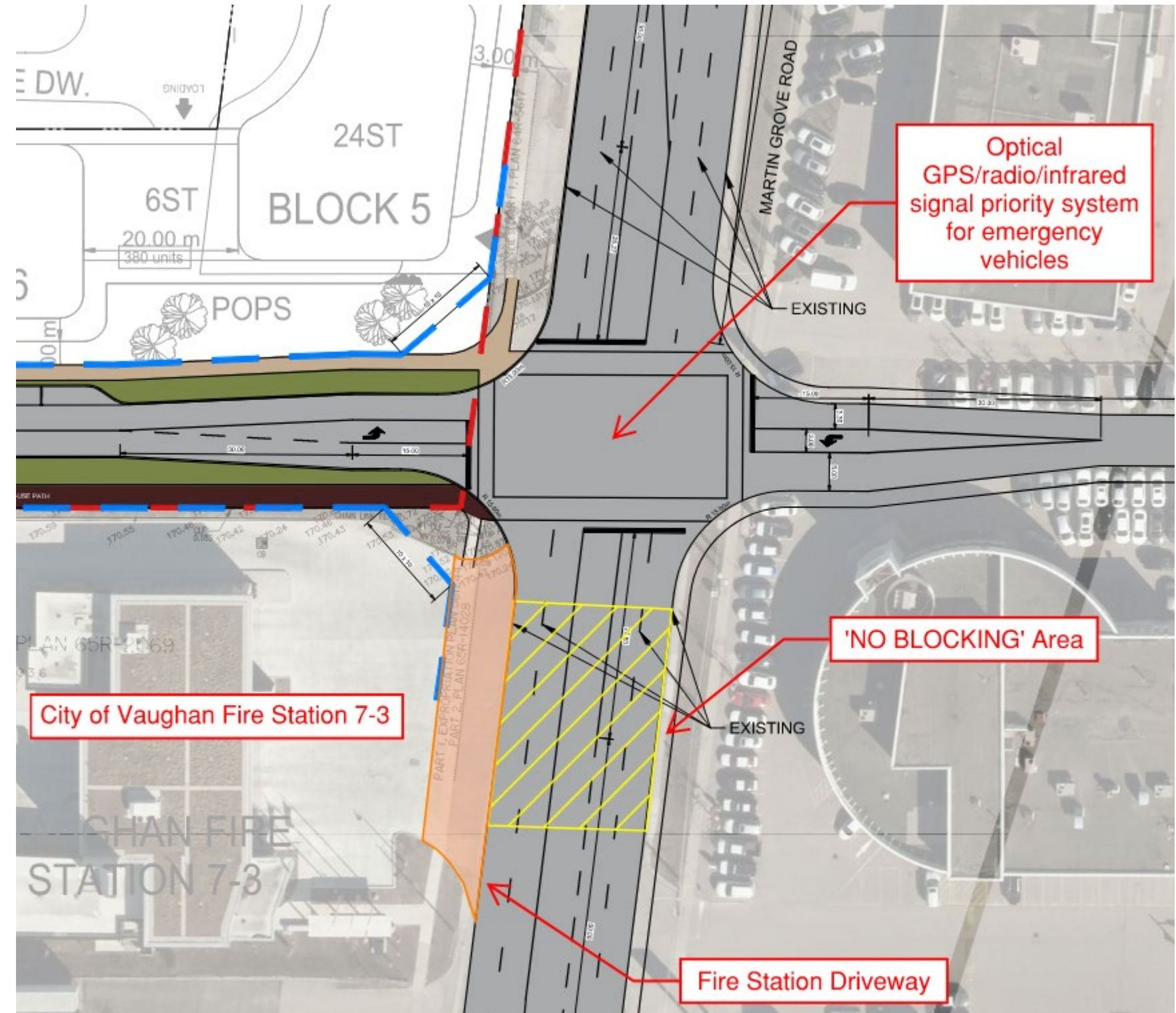
Proposed Road Network / Vehicle Circulation

- How do emergency vehicles access our site? Is our development impacting the EMS facility adjacent to the site?

All proposed roads meet the standards of a fire access route. All development blocks/buildings will meet OBC standards – including emergency access provisions.

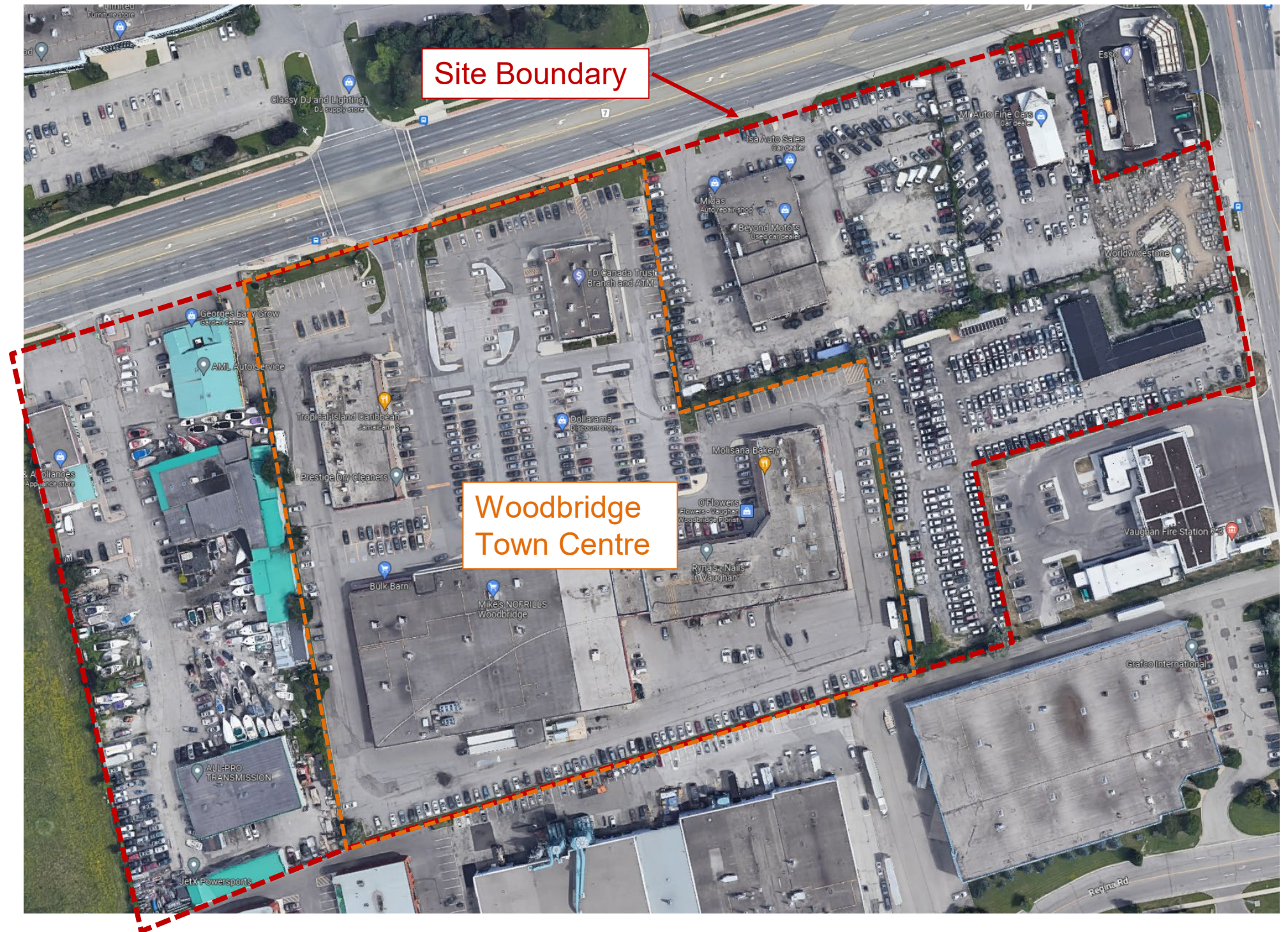
Vaughan Fire Services have reviewed the proposal and require a 'Opticom' GPS/Radio/Infrared system to be installed at the new signal on Martin Grove, which allows a responding fire truck to request the right of way on demand.

Fire Services also requires that a segment of Martin Grove just south of the signal be hatched and signed 'No Blocking' to avoid queues at the signal blocking access to the EMS station.



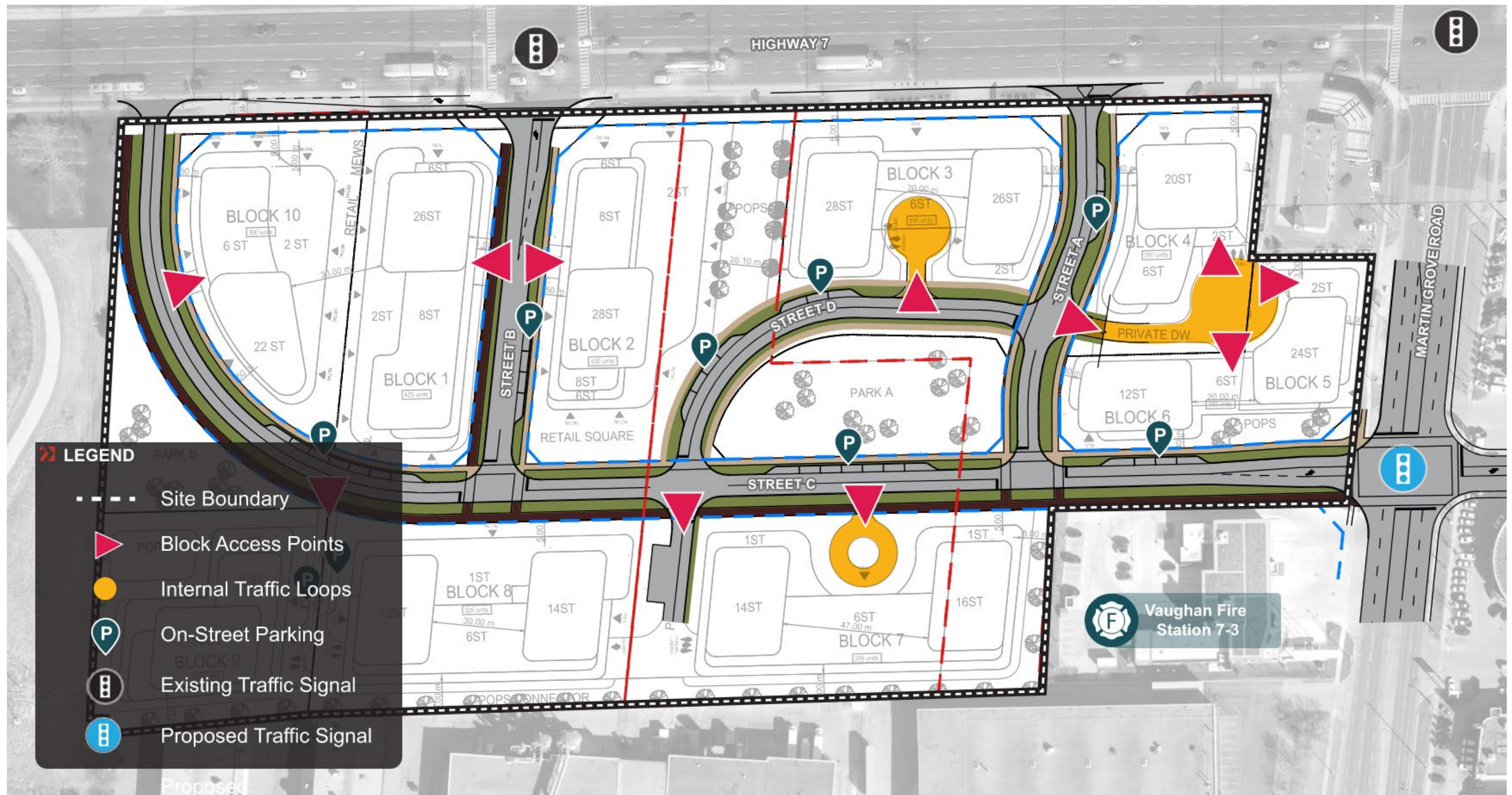
Parking Provisions – Existing Conditions

- There are approximately 444 surface parking spaces serving the Woodbridge Town Centre today. Parking for other uses on the site (mostly auto sales/repair) provided in surface lots.
- Peak utilization was surveyed to be approximately 50% in January 2022, based on Thursday and Saturday day-long demand surveys.



Parking Provisions - Proposed

- Parking is proposed to be provided primarily within underground parking facilities, with some on-street parking spaces serving the retail and park space uses. Pick-up / drop-off / delivery parking will be accommodated within internal traffic 'loops' for each development block.



Parking Provisions – Parking Supply Ratios

ZONING BY-LAW 001-2021 MINIMUM PARKING REQUIREMENTS – FULL BUILD-OUT

Use	# of Units / GFA ¹	Minimum Parking Requirement (Rates)	Minimum Parking Requirement (Spaces) ²
Residents	3,390 units	0.8 spaces per unit	2,713 parking spaces
Residential Visitors		0.2 spaces per unit	679 parking spaces
Retail	6,153 m ² GFA	2.0 spaces per 100 m ² GFA	123 parking spaces
Supermarket	1,518 m ² GFA	2.0 spaces per 100 m ² GFA	30 parking spaces
SITE TOTAL			3,545 parking spaces

Transportation Issues Raised

Parking

- What is the current parking on site and what is the total parking proposed (including ratios and parking totals by use)?

There are currently approximately 444 parking spaces serving the main retail square on the site today. A number of parking spaces (exact number difficult to quantify) are also provided for other smaller parcels within the site, which are primarily auto/marine sales and repair shop uses.

Current parking space ratios proposed:

- Resident parking – 0.8 spaces per unit
- Resident Visitor parking – 0.2 spaces per unit
- Retail and Grocery Store parking – 2.0 spaces per 100m² GFA

These rates will be refined through the ZBA process.

Traffic Volumes and Operations

OVERALL SITE TRIP GENERATION – VEHICLE TRIPS

	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Phase 1 (2027 Horizon Year)									
Existing Site Traffic (To Be Removed)	-15	0	-15	-25	-30	-55	-25	-35	-60
Proposed Phase 1 Trips	100	215	315	215	165	380	250	175	425
Phase 1+2 (2032 Horizon Year)									
Existing Site Traffic (To Be Removed)	-15	0	-15	-25	-30	-55	-25	-35	-60
Proposed Phase 1+2 Trips	65	150	215	150	115	265	185	135	320
Phase 1+2+3 (2037 Horizon Year)									
Existing Site Traffic (To Be Removed)	-100	-40	-140	-340	-410	-750	-385	-380	-765
Proposed Phase 1+2+3 Trips	155	325	480	340	270	610	425	320	745
Net-New Site Trips									
Phase 1	85	215	300	190	135	325	225	140	365
Phase 1+2	50	150	200	125	85	210	160	100	260
Phase 1+2+3	55	285	340	0	-140	-140	40	-60	-20

Notes:

1. Trips are rounded to the nearest 5 trips.
2. 2032 and 2037 Horizon Year trip generation forecasts based on York Region Official Plan transit mode share target of 50% along Regional Intensification Corridors by 2031.

Traffic Volumes and Operations

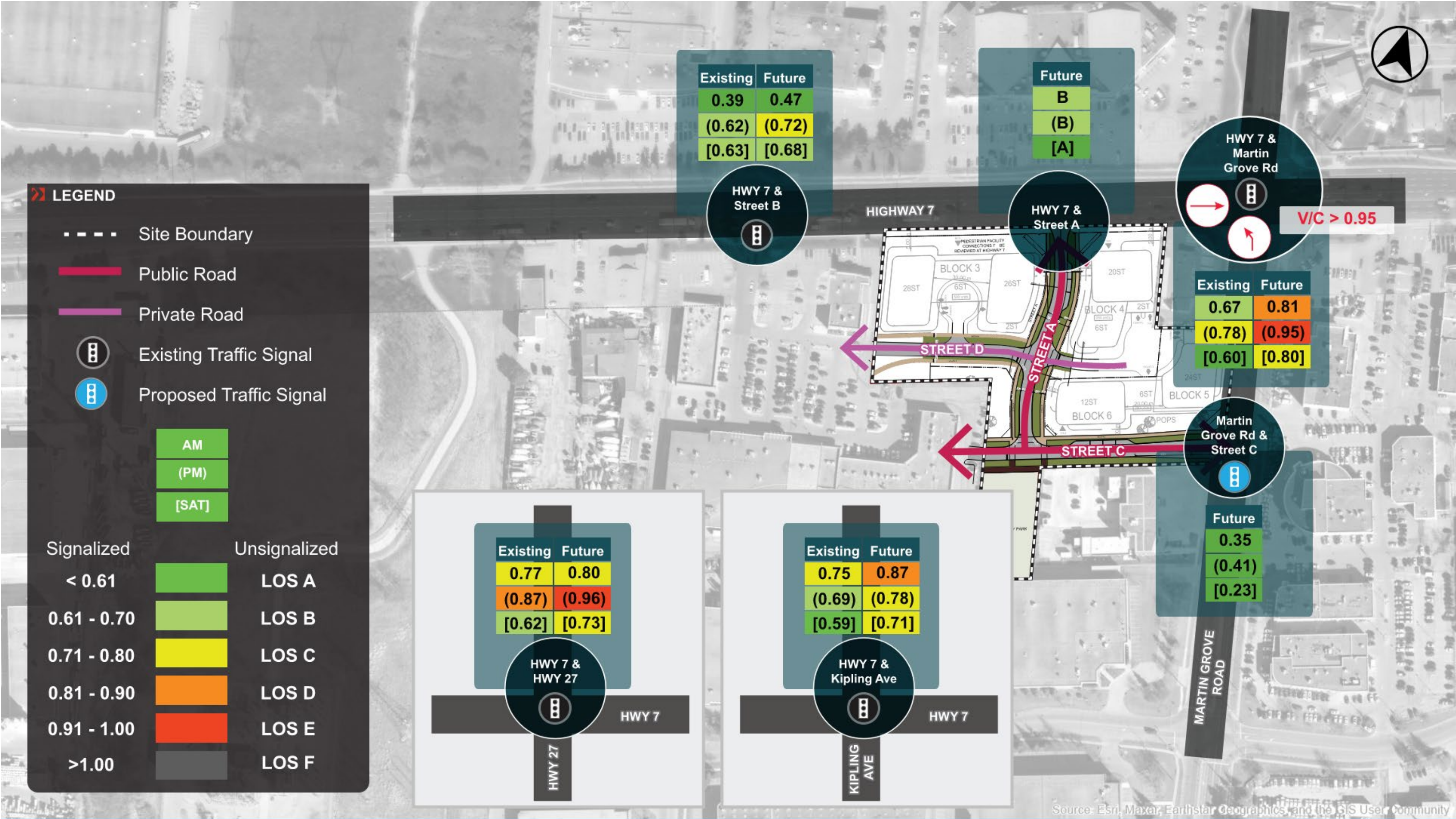
SITE TRAFFIC DISTRIBUTION

To / From	Inbound	Outbound
North on Highway 27	5-10%	5-10%
South on Highway 27	5-10%	5%
North on Martin Grove Road	5-15%	10-15%
South on Martin Grove Road	5-20%	5-10%
East on Highway 7	25-40%	35-45%
West on Highway 7	30-40%	25-30%

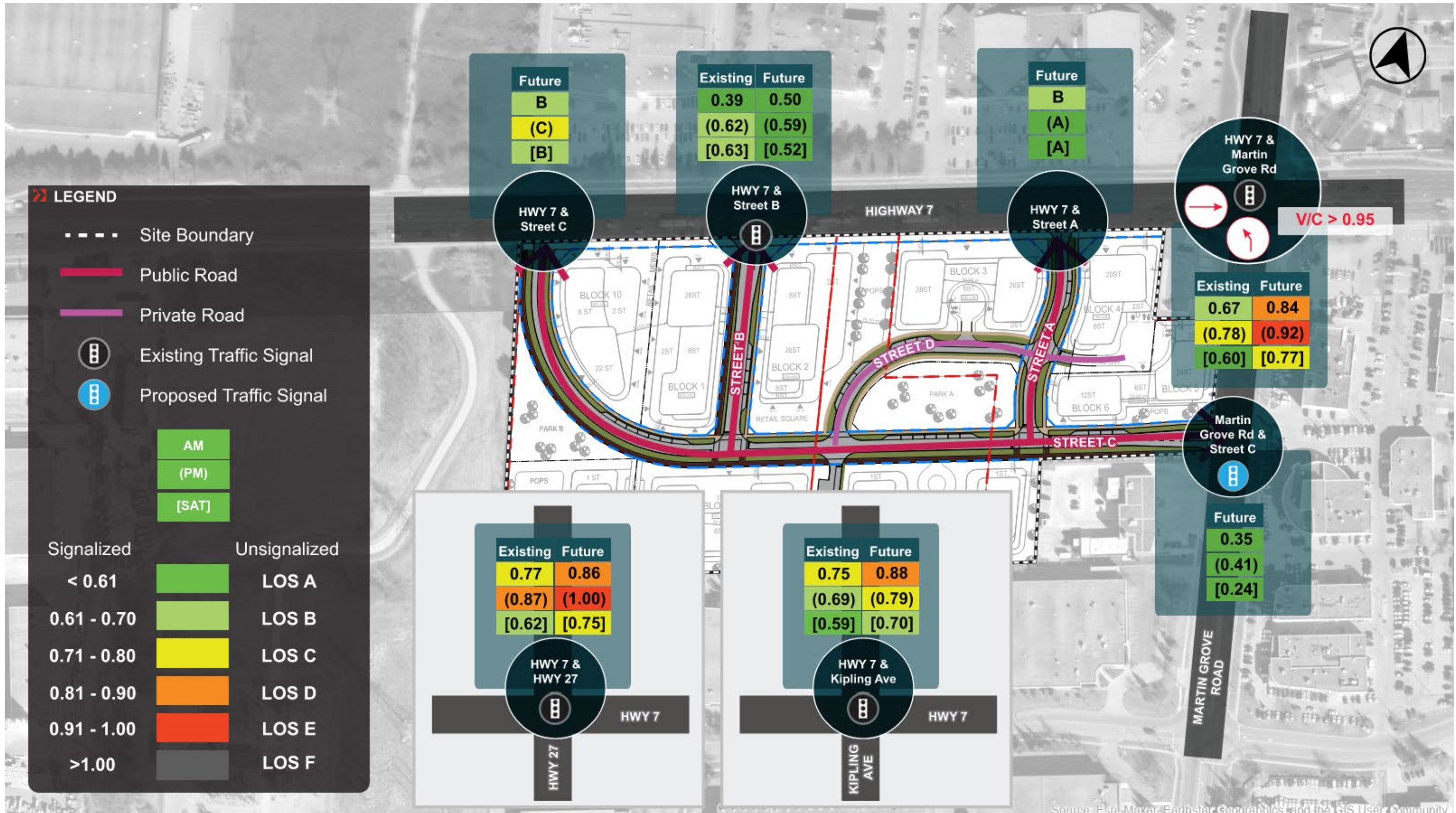
Notes:

1. Based on a review of 2016 TTS data for home-based trips to and from 2006 TTS Zones 2028-2031 during the weekday morning and afternoon peak periods. Retail trip distribution based on existing site driveway traffic surveys.
2. Rounded to the nearest 5%.

Traffic Volumes and Operations – Phase 1



Traffic Volumes and Operations – Full Build-Out



Transportation Issues Raised

Traffic Volumes and Operations

- What is the traffic generation related to this development?

At the 2037 long-term horizon year, the overall development is forecast to generate approximately 340, -140 and -20 net-new two-way vehicle trips during the weekday morning, afternoon and Saturday mid-day peak hours, respectively.

- Will the new spine street be bottlenecked with the new vehicles generated by the proposed development?

Based on the traffic capacity analysis undertaken, the new spine street – including the new signalized intersection on Martin Grove Road and improvements to the existing Highway 7 signalized intersection – will provide sufficient capacity to accommodate traffic volumes associated with Phase 1 of the site as currently envisioned.

Beyond Phase 1, assuming the transit travel mode split of 50% targeted for ‘Intensification Corridors’ by 2031 in York Region’s Official Plan, the area road network will continue to function at or below theoretical capacity. Traffic operations related to the second and third phases of the development will be re-assessed in the future, when ZBA/SPA applications are made for those buildings.

Transportation Demand Management (TDM) Plan

- Offer a complimentary range of mutually-supportive land uses (residential, retail, grocery and amenity), which reduces the need for residents to travel off-site to address typical daily needs.
- Provision of high-quality and safe pedestrian and cyclist facilities throughout the site along a fine-grained network of public and private streets, connecting to existing and future transit facilities.
- Include a pre-loaded PRESTO card to first-time occupant residents upon completion of a building to encourage transit ridership.
- Provision of conveniently-accessed long-term and short-term bicycle parking in accordance with By-law 01-2021, as well as bicycle repair facilities for residents.
- In consultation with City of Vaughan and York Region, introduce bike sharing and e-scooter stations, located in convenient and logical locations across the site.
- Establish appropriate minimum vehicle parking standards for the proposed land uses based on actual market demand; allow for sharing of residential visitor and retail/grocery parking supply to increase parking utilization efficiency.
- Consider the provision of car-share spaces within the site.

Thank You!

Please feel free to contact

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with any questions/comments