



PINE VALLEY VILLAGE COMMUNITY ASSOCIATION

**C9
COMMUNICATION
COUNCIL – DECEMBER 13, 2022
CW (PM) - Report No. 44, Item 3**

December 4, 2022.

City of Vaughan
Office of the City Clerk
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1 T1

Dear City Clerk:

**Re: Official Plan Amendment File OP.22.002 and OP.222.005 Rio Can Real Estate INV Trust
(Highway #7 and Weston Rd. southeast quadrant)**

The Pine Valley Village Community Association, PVVCA, acknowledges receipt of the Notice of Public Hearing for December 6, 2022, to address the above referenced matter.

SUMMARY

We recognize the Public Meeting is not to seek an approval with the Official Plan amendments; instead, is to consider the issues and/or concerns following a full and complete application to allow the City of Vaughan Staff and Council to do so.

While the process to be followed to comply with the Provincial Policy Statement is the Official Plan application, we encourage the applicant to provide a complete and comprehensive application to allow for a comprehensive and thorough review and examination by the City of Vaughan Staff for both the public and Council's consideration.

The PVVCA has outlined the planning issues using the 3 pillars of planning—appropriateness, accessibility, and affordability-- with direct use and reliance upon the Provincial Policy Statement.

Further, the applicant has also made a significant recommendation, in that the Official Plan applications should be incorporated into a “master plan” of the precinct, going to a “process” to be followed. The PVVCA strongly supports the need for and importance of a “Master Plan” approach; however, as the

subject property is within the Vaughan Metropolitan Center, VMC, and performs an integral role, a “VMC master plan” is needed as there are implications and linkages throughout the VMC and surrounding a VMC Master Plan.

Otherwise, we feel what will happen is tantamount to having a very large pie and giving every person/landowner a fork to pick at it, in which only results in an outrageous and disastrous mess in which does not serve anyone. As we all know, development can and will take place within the VMC, so we call upon Vaughan Council to work together and co-operatively towards a “made in Vaughan” master plan.

To do so—a VMC Master Plan—is supported by the Provincial Policy Statement proposing a “master plan” as it provides:

“.... supports a comprehensive, integrated and long-term approach to planning, and recognizes LINKAGES among policy areas.”

Provincial Policy Statement 2020, page 2.

The Planning Issues/Concerns

The PVVCA is looking at a well- planned, healthy, and vibrant community to serve both existing and future residents. To do so, within the planning process, the 3 pillars of planning need to be examined: appropriateness, accessibility, and affordability.

Appropriateness

Provincial Policy Statement: “An appropriate range and mix of housing options, including affordable housing and densities to meet the needs of current and future residents” is needed to “build strong and healthy communities”,

“The Planning Act: Citizen’s Guide to land use Planning”, Ministry of Municipal Affairs., page 5.

The applicant has failed to examine and evaluate the “*appropriate range and mix of housing*” within the “current” community. Pine Valley Village, “existing community”, was built in the 1970’s with residential development phasing from north to south—Langstaff Road south towards Highway 7. This has resulted in the built-out to include a full “*range and mix of housing*”. Specifically, single detached homes to include range and mix of housing having R1, R2, and R3 designation; semi-detached and link homes, townhomes (freehold, condominium, and zero lot line), mid-rise apartment (senior bldg..) and last but not least high-rise, to the maximum height and density, as permitted by the City of Vaughan Zoning Amendment. We submit, the “current” community complies with the PPS in which has the “appropriate range and mix of housing”, plus also has the “density” of housing conforming to the Provincial Policy Statement. The applicant has failed to provide a complete application to concern or evaluate the “appropriate range and mix of housing options, including affordability and densities” to address the needs of the “current” residents.

The Provincial Policy Statement requires municipalities to ensure: “*protection of employment areas to promote economic development and competitiveness to build a strong, and healthy community,*

“The Planning Act: Citizen’s Guide to Land Use Planning” Ministry of Municipal Affairs, Page 5.

The applicant has failed to justify to the municipality and the public, how the redevelopment of the “employment” lands results in “protection of employment areas” in accordance with the Provincial Policy Statement within an existing community providing “*mix, range, density*” and affordability of housing.

Employment Lands-Appropriateness The “Master Plan” of the City of Vaughan has consistently recognized there must be a SEPARATION of residential lands from employment lands. The distinction of having employment lands separated and preserved needs to be the subject of greater discussion to prevent short term gain, with long term loss, and uncontrolled growth within “employment lands”.

A municipality needs a healthy mix of residential to commercial/employment to be self-sustaining as commercial tax base subsidizes the residential users as the mill rate is generally 3:1. A forward thinking Council understands commercial subsidizes the residential tax base to make housing affordable for all. Vaughan Council should be prepared to explain to the taxpayers what the long-term impact with erasing is “employment lands”.

Vaughan Metropolitan Center-Comprehensiveness

Rio Can Center, subject property, at Highway 7 and Weston Road provides important/integral employment/retail/commercial within the Vaughan Metropolitan Center, VMC which stretches from Ansley Grove Road to the west to Jane Street/Creditstone to the East. Specific planning policies have been created within the VMC, differentiated east and west of Highway 400. The applicant is requested to provide to the City of Vaughan staff, a complete application to examine and consider the policies as they apply to both the Rio Can lands and the VMC.

Accessibility

The Provincial Policy Statement:

“Promoting the integration of land use planning, growth management, transit-supportive development patterns optimization of transit investments, and standards to minimize land consumption and servicing costs.”

In our view, the applicant has failed to provide a complete application to provide the City of Vaughan staff consider the critical and vital role of “managing and directing land use to achieve efficient and resilient development and Land Use Patterns” PPS, page.

The Rio Can lands serves as the gateway from both Highway 7 and Weston Road to the “commercial center” using both transit and transportation methods.

It is understood and recognized Highway 7 and Weston Road has operated at and over capacity for more than two decades. And the intersection has been identified as either the most dangerous or amongst the most dangerous accident history. In fact, it can be said, the only reason why accident history is not the worst throughout York Region is that the traffic congestion has resulted in delays of multiple traffic light changes to move throughout the intersection. If you can't move, you most likely will not get into more accidents.

To add insult to injury, while “accessibility” is critical to a “efficient and resilient development” a closer examination will conclude options and opportunities are needed to improve “accessibility”. Vaughan Council should reflect upon the facts, options and opportunities did exist but during the past term of office most have been eliminated, and not considered or evaluated by the applicant.

s both over capacity and deemed to be the most dangerous or amongst the most dangerous has had each of the options erased or permanently destroyed. Specifically:

-Option 1 and 2 was to have an OVERPASS and/or UNDERPASS from Highway 7 for westbound traffic into the Rio Can Center. York Region deleted the two preferred engineering options.

-Option 3, York Region decided to engineer a double/double left turning lanes onto the Rio Can Center to address the westbound traffic along Highway 7. This intersection is the only intersection within Ontario to have a double/double intersection and within such proximity to each other resulting in delays of traffic and congestion.

-Option 4. Access from Highway 400 onto the Rio Can lands. This was constructed and reconstructed with a Highway 7 widening to allow access to the Rio Can lands commercial areas. If the “commercial center” is fundamentally gone with the Official Plan, will it need to be redesigned or what road network would be needed?

-Option 5. Access from Rio Can onto Highway 7 westbound is prohibited, and eastbound is restricted with no right turns onto highway 7. The existing transportation design required restrictions to operate. The existing restrictions were before the approved greater volume of traffic along highway 7 as a result of development. The egress from the Rio Can lands needs to be examined within the “master plan”.

-Option 6 Rio Can Center. An understanding there needed to be a bypass/bridge south of the precinct to reduce the traffic load on Highway 7 for the VMC to operate properly-connect Rio Can Center with the VMC. Excluded from the application and drawings.

-Option 7 a ring road. The City of Vaughan Planning and Engineering had worked for decades to provide the best options to have the VMC operate properly. A ring road was presented and considered within the VMC from Jane Street/Creditstone, parallel to Highway 7 to include north and south quadrants of the VMC. Fundamentally, it was understood a ring road was needed to serve as a bypass or divert traffic from the Highway 7 and Weston Road to Jane Street corridor.

The applicant has narrowed the “master plan” for the quadrant and intellectually failed to provide a complete application to address the options needed to support the Official Plan from a transportation and traffic perspective to “achieve efficient and resilient development and land use patterns” as mandated by the Provincial Policy Statement.

“The Provincial Policy Statement supports a COMPREHENSIVE, INTEGRATED and LONG-TERM approach to planning, and recognizes LINKAGES among policy areas”, (emphasis added), PPS 2020, page 2.

Affordability

“The Act provides the basis for considering provincial interests, such as providing for a full range of housing options, including affordable housing, and protecting and managing our natural resources”.

The Planning Act: Citizen’s Guide to Land Use Planning, Ministry of Municipal Affairs, page 2.

The existing, “master plan”---Official Plan, Secondary Plan, Zoning Amendments- resulted in the community to the most diverse block/community throughout Vaughan and York Region as it included: high-rise, mid-rise senior building, single detached (R1,R2, R3), semi-detached, link homes, townhomes (freehold, zero lot line and condominium) in which results in the community have diversity of housing and housing that is affordable. We invite and encourage the applicant to determine if the diversity and high-density block meets and conforms to the Provincial Policy Statement; and if not, how does the proposal do so. The applicant is requested to be transparent with the “affordability” being proposed given the “affordability” of housing that exists.

“Efficient development patterns optimize the use of land, resources and public investment in INFRASTRUCTURE and PUBLIC SERVICE FACILITIES. These land use patterns promote a mix of housing, including affordable housing, employment, RECREATION, PARKS, OPEN SPACES, AND TRANSPORTATION CHOICES THAT INCREASE THE USE OF ACTIVE TRANSPORTATION AND TRANSIT BEFORE OTHER MODES OF TRAVEL.

Provincial Policy Statement 2020, Page 5.

Pine Valley Village is a complete “built out” community with the density, diversity, affordability appropriateness” desirable for a healthy and vibrant community. The existing community municipal services and public service facilities were built and serves the total community. There is no surplus or additional “infrastructure” and “public service facilities” to accommodate the future residents. In fact,

the applicant has made an application that fails to be transparent with the families or units in which will be projected to reside and need the infrastructure and public service facilities.

Process

In our view, we feel Vaughan Council should show leadership and vision by supporting the recommendation by Rio Can have a "Master Plan". However, we feel the "master plan" is to be comprehensive with the VMC "master plan" to ensure all planning principles are examined and a long-term plan is developed. In doing so, we recognize the need for "more housing" but not anywhere and everywhere for merely the sake of "more housing".

Respectfully Submitted,

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