

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 24, 2023

Item 7, Report No. 3, of the Committee of the Whole (Public Meeting), which was adopted, as amended, by the Council of the City of Vaughan on January 24, 2023, as follows:

By approving that Council endorse staff attendance at community meetings, if required; and

By receiving the following Communications:

- C2. Weston Downs Ratepayers Association, Blackburn Blvd., Woodbridge, dated January 17, 2023;***
- C3. Amy Cross Mattei, dated January 16, 2023;***
- C4. Maria Tari Sferrazza, dated January 16, 2023;***
- C7. Josie Feliciani, dated January 17, 2023;***
- C10. Irene Ford, dated January 17, 2023; and***
- C11. Bernie DiVona, Pine Valley Village Community Association, dated January 17, 2023.***

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- 7. RIOCAN REAL ESTATE INV TRUST OFFICIAL PLAN AMENDMENT FILES OP.22.002 & OP.22.005 - 3555 HWY 7, 7501, 7575, 7601 & 7621 WESTON RD, 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 COLOSSUS DR AND 16, 21, 30 & 31 FAMOUS RD VICINITY OF HWY 7 AND WESTON RD**

The Committee of the Whole (Public Meeting) recommends:

- 1. That the recommendations contained in the following report of the Deputy City Manager, Planning & Growth Management, dated January 17, 2023, be approved;**
- 2. That the comments by Leigh McGrath, Planner, Urban Strategic Inc., Spadina Avenue, Toronto, on behalf of the applicant, and Communication C22, presentation material, dated January 17, 2023, be received;**
- 3. That the comments by Steve Krossey, Principal, BA Consulting Group, St. Clair Avenue West, Toronto, on behalf of the applicant, and Communication C20, presentation material, dated January 17, 2023, be received;**
- 4. That the comments and Communications of the following speakers be received:**

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1. Kurt Franklin, KBFranklin Planning, Lower Jarvis Street, Toronto;
2. Vijay Krishnan, The Well Church, Costa Road, Concord;
3. Victor Lacaria, Co-President, Weston Downs Ratepayers Association, Polo Crescent, Woodbridge and Communication C30;
4. Irene Ford, Irish Moss Court, Vaughan, and Communication C25, dated January 16, 2023;
5. Sabrina Di Marco, Vineyard Court, Woodbridge and Communication C31, dated January 18, 2023; and
6. Donald MacGillivray, Olive Green Road, Woodbridge.

5. That the following Communications be received:

- C1. Alex Londono, Resident, dated December 19, 2022;
- C2. Helen Zosimadis, dated December 17, 2022;
- C3. Iva Torriano, Airdie Drive, Woodbridge, dated December 22, 2022;
- C5. Elain Lieu, Resident, dated December 28, 2022;
- C6. Alex Londono, Resident, dated January 3, 2023;
- C7. Sabrina De Luca, Resident, dated January 4, 2023;
- C8. Mary Scalise, Resident, dated January 4, 2023;
- C9. Fausto Natarelli, Venetian Court, Woodbridge, dated January 5, 2023;
- C10. J. Tomei, Burgosa Court, Woodbridge, dated January 6, 2023;
- C11. Frank and Anna Vecchio, Burgosa Court, Vaughan, dated January 11, 2023 (includes Petition);
- C12. Paola Mansueti, dated January 12, 2023;
- C13. Nancy L., Resident, dated January 12, 2023;
- C15. Esra Guven, Resident, dated January 15, 2023;
- C17. Pina Vescio, Resident, dated January 15, 2023;
- C21. Ang Paglia-Boak, Resident, dated January 16, 2023;
- C26. Heidi Green, Director, RioCan REIT, Yonge Street, Suite 500, Toronto, dated January 13, 2023;
- C27. Pauline Giancroce, Resident, dated January 16, 2023; and
- C28. Angela Grella & Rudy Gos, Residents, dated January 16, 2023.

Recommendation

1. THAT to be consistent with a previous Council resolution for planning applications within the Weston Road and Highway 7

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Secondary Plan area, dated September 29, 2020, June 22, 2021 and May 17, 2022, the Applications do not proceed in advance of the Weston Road and Highway 7 Secondary Plan being considered by Council;

2. THAT Staff be directed to continue to process Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust) and receive technical comments; and
3. THAT the Public Meeting report for Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust) BE RECEIVED, and that any issues identified be addressed by the Development Planning Department in a technical report to the Committee of the Whole.

Committee of the Whole (Public Meeting) Report

DATE: Tuesday, January 17, 2023 **WARD(S):** 3

TITLE: RIOCAN REAL ESTATE INV TRUST
OFFICIAL PLAN AMENDMENT FILES OP.22.002 & OP.22.005
3555 HIGHWAY 7, 7501, 7575, 7601 & 7621 WESTON ROAD, 10,
11, 20, 21, 30, 31, 40, 41, 55 & 67 COLOSSUS DRIVE AND 16,
21, 30 & 31 FAMOUS ROAD
VICINITY OF HIGHWAY 7 AND WESTON ROAD

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: FOR INFORMATION

Purpose

To receive comments from the public and the Committee of the Whole on applications to redesignate the subject lands (Attachment 1) from “High-Rise Mixed-Use”, “Mid-Rise Mixed-Use” and “Community Commercial Mixed-Use” with no identified heights or density to “High-Rise Mixed-Use” with an overall maximum density of 4.0 times the area of the lot across the entirety of the subject lands with building heights ranging from 22 to 55-storeys and one, 68-storey (Attachment 3) building with site-specific policies identified on Attachment 7. The Owner seeks approval of their master plan to permit the Official Plan Amendment Applications in advance of the completion of the Weston Road and Highway 7 Secondary Plan Study, as shown on Attachments 3 to 6.

Report Highlights

- To receive comments from the public and the Committee of the Whole on the proposed amendments to facilitate an overall master plan (Northern and Southwestern Precinct, as shown on Attachment 1) by redesignating the subject lands to “High-Rise Mixed-Use” with an overall maximum density of 4.0 times the area of the lot with building heights ranging from 22 to 55-storeys and one, 68-storey building with site-specific policies identified on Attachment 7.
- Official Plan Amendment Applications have been submitted to facilitate the proposed master plan.
- The development is located within the Weston Road and Highway 7 Secondary Plan Area. The Applications shall not be brought forward for Council consideration prior to the adoption of the Weston Road and Highway 7 Secondary Plan.
- This report identifies preliminary issues to be considered in a technical report to be prepared by the Development Planning Department at a future Committee of the Whole meeting.

Recommendations

1. THAT to be consistent with a previous Council resolution for planning applications within the Weston Road and Highway 7 Secondary Plan area, dated September 29, 2020, June 22, 2021 and May 17, 2022, the Applications do not proceed in advance of the Weston Road and Highway 7 Secondary Plan being considered by Council;
2. THAT Staff be directed to continue to process Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust) and receive technical comments; and
3. THAT the Public Meeting report for Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust) BE RECEIVED, and that any issues identified be addressed by the Development Planning Department in a technical report to the Committee of the Whole.

Background

Location: 3555 Highway 7; 7501, 7575, 7601 and 7621 Weston Road; 10, 11, 20, 21, 30, 31, 40, 41, 55 and 67 Colossus Drive; 16, 21, 30 and 31 Famous Road (the ‘Subject Lands’). The Subject Lands and the surrounding land uses are shown on Attachment 1.

Both Official Plan Amendment Files are under the same ownership however, the Subject Lands are divided by a public street, Colossus Drive and require separate file numbers.

File OP.22.002: The lands north of Colossus Drive being 3555 Highway 7; 7601 and 7621 Weston Road; 16, 21, 30 and 31 Famous Road; 10, 20, 30 and 40 Colossus Drive are identified as the Northern Precinct (Attachment 1).

File OP.22.005: The lands south of Colossus Drive being 7501 and 7575 Weston Road; 11, 21, 31, 41, 55 and 67 Colossus Drive are identified as the Southwestern Precinct (Attachment 1).

The lands subject to Official Plan Amendment Files OP.22.022 and OP.22.005 (the 'Applications') are entirely within the Weston and 7 Secondary Plan Area. The process to develop the Secondary Plan is currently underway.

Date of Pre-Application Consultation Meeting: March 23, 2021

The Subject Lands are located entirely within the Weston Road and Highway 7 Secondary Plan Area. The Owner is seeking a site-specific approval to proceed in advance of Council approval of the Secondary Plan

Vaughan Official Plan 2010 ('VOP 2010'), Schedule 14A - Areas Subject to Secondary Plans, identifies the Subject Lands as being located within the Weston Road and Highway 7 Secondary Plan Area ('Weston 7 Secondary Plan'). The Weston 7 Secondary Plan is comprised of a 129 ha area surrounding the Weston Road and Highway 7 intersection, bounded by Fieldstone Drive and Chrislea Road/Portage Parkway to the north, the Highway 400 corridor to the east, the Highway 407 corridor to the south, and Ansley Grove Road/Whitmore Road to the west, as shown on Attachment 2. The study area is located west of the Vaughan Metropolitan Centre ('VMC'), the City's planned downtown, primary growth node and Urban Growth Centre as identified in A Place to Grow - Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan').

Vaughan Council on June 12, 2019, received the Weston 7 Secondary Plan Phase 1 final report and directed Staff to proceed with the request for proposal for Phases 2 and 3 based on the findings of the Phase 1 Report. The objective of Phase 1 of the Weston 7 Secondary Plan Study included the development of a long-term vision, a draft of three conceptual emerging land use scenarios showing how the character and function of the area can develop in the future and a set of guiding principles including the following:

- policies in the Weston 7 Secondary Plan will consider the plan area's relationship with the VMC, and with other Primary Centres within the City to ensure the City's urban hierarchy, as shown on Schedule 1 - Urban Structure of VOP 2010, is maintained
- a clearly defined role for the Weston 7 Secondary Plan within the City of Vaughan in order to ensure it complements other Primary Centres and the VMC, rather than competing with them
- while most of the Weston 7 Secondary Plan area will be planned as a mixed-use community, policies should build on the current strengths of the area, as a commercial, cultural and entertainment destination

The City in May 2020, initiated Phases 2 and 3 of the Weston 7 Secondary Plan

Through Phase 2, the preferred land use plan, including heights and densities, and the supporting multi-modal transportation network, parks and open spaces, and servicing will be established to support the anticipated growth and create a complete community. Concurrent with the Secondary Plan, the City is undertaking a supporting Transportation Master Plan ('TMP') study that will identify a recommended multi-modal transportation network. Projects and improvements for all forms of transportation in support of the future growth and transformation envisioned by the Secondary Plan.

Through Phase 3, a draft of the Weston 7 Secondary Plan will proceed to Council for adoption. The Policy Planning and Special Programs Department ('PPSP') has retained a consultant team led by The Planning Partnership for the Weston 7 Secondary Plan Study. The Infrastructure Planning and Corporate Asset Management ('IPCAM') has retained WSP to lead the TMP. The timing of the Weston 7 Secondary Plan is currently being revised.

Council has directed that no development applications proceed in advance of the completion of the Weston 7 Secondary Plan

Council previously considered Public Meeting reports for the following applications within the Weston 7 Secondary Plan:

- Wedgewood Columbus Limited Files OP.19.015 and Z.19.039 located at 7887 Weston Road – September 29, 2020. On August 4, 2022, these files were appealed to the Ontario Land Tribunal for Council's refusal or neglect to make a decision within 120 days
- Calloway REIT (400 and 7) Inc. Files OP.19.012 and Z.19.036 located at 137 Chrislea Road, 57 and 101 Northview Boulevard – September 29, 2020
- 2371933 Ontario Inc. Files OP.21.006 and Z.21.009 located at 7520, 7540 and 7560 Weston Road – June 22, 2021
- Kingsmoor Developments Inc. Files OP.21.026 and Z.21.055 located at 177 Whitmore Road – May 17, 2022

Council adopted the following resolution regarding these applications:

"That Council does not approve the applications proceeding in advance of the Weston 7 Secondary Plan being considered by Council."

RioCan Real Estate INV Trust (the 'Owner') was made aware of the above previous Council recommendation prior to the submission of the Applications.

The Owner is requesting that the Applications proceed in advance of the Weston 7 Secondary Plan

The Owner previously filed an appeal for York Region's failure to approve the VOP 2010 within the statutory timeline. In September 2016, the City of Vaughan and the Owner resolved the Owner's outstanding VOP 2010 appeal and entered into Minutes of Settlement ('MOS').

Policy 10.1.1.6 of VOP 2010 states “That where it has been determined that a Secondary Plan is required but not yet completed, no amendments to this Plan or the zoning by-law will be permitted without prior or concurrent adoption of the Secondary Plan for that area.”

The Owner is of the opinion that “given the comprehensive and quadrant-wide analysis of the study that informed the proposed Official Plan Amendments, the ability of this portion of the Weston 7 Primary Centre to develop independently of other areas within the Weston 7 Primary Centre, and the MOS agreed upon by RioCan and the City of Vaughan, the enactment of the proposed Amendment in advance of the Weston 7 Secondary Plan is appropriate.”

The Development Planning (‘DP’) Department did not prohibit the Applications from being submitted and processed them in the usual course. The Development Planning Department has held meetings with the Owner prior to their pre-application consultation (‘PAC’) meeting, held a PAC meeting where submission materials were identified, accepted the Applications, circulated the Applications and has provided comments to the Owner. In addition, DP held two Design Review Panel (‘DRP’) meetings (May 27, 2021 and on March 31, 2022) and have had continuous dialogue with the Owners. Furthermore, the landowner has been participating in the Secondary Plan and TMP process through the public engagement cycles.

DP staff are of the opinion that the process for Official Plan Amendment Files OP.22.002 and OP.22.005 be consistent with a previous Council resolution for planning applications within the Weston Road and Highway 7 Secondary Plan area. It is staff’s opinion that OP.22.002 and OP.22.005 not proceed in advance of the Weston Road and Highway 7 Secondary Plan being considered by Council, as identified in the Recommendation.

Official Plan Amendment Applications have been submitted to facilitate the proposed master plan

The Owner has submitted the following applications (the ‘Applications’) for the Subject Lands to permit an overall master plan (Northern and Southwestern Precinct, as shown on Attachment 1) by redesignating the subject lands to “High-Rise Mixed-Use” with an overall maximum density of 4.0 times the area of the lot with building heights ranging from 22 to 55-storeys and one, 68-storey building with site-specific policies as shown on Attachments 3 to 6:

1. Official Plan Amendment File OP.22.002 to amend the policies of Vaughan Official Plan 2010, to redesignate the Northern Precinct from “High-Rise Mixed-Use”, “Mid-Rise Mixed-Use” and “Community Commercial Mixed-Use” with no identified heights or density to “High-Rise Mixed-Use”. The proposed Official Plan Amendment containing the policies and schedules submitted by the Owner is shown on Attachment 7.
2. Official Plan Amendment File OP.22.005 to amend the policies of Vaughan Official Plan 2010, to redesignate the Southwestern Precinct from “Mid-Rise

Mixed-Use” and “Community Commercial Mixed-Use” with no identified heights or density to “High-Rise Mixed-Use”. The proposed Official Plan Amendment containing the policies and schedules submitted by the Owner is shown on Attachment 7.

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol

- a) Date the Notice of Public Meeting was circulated: December 23, 2022.

The Notice of Public Meeting was also posted on the City's website at www.vaughan.ca and Notice Signs were installed along each street frontage being Highway 7, Weston Road, Colossus Drive and Famous Avenue (5 signs in total) in accordance with the City's Notice Signs Procedures and Protocols.

- b) Circulation Area: An expanded notification areas within 2000 m of the Subject Lands, as shown on Attachment 2, to the Weston Downs Ratepayers Association and to anyone on file with the Office of the City Clerk having requested notice.
- c) The Applications were originally scheduled for the December 6, 2022, Public Meeting however, Staff determined that the notice for the Applications did not meet the statutory requirements of the *Planning Act* and the hearing did not proceed as scheduled. Council resolved the following:

“That the Public Meeting for Official Plan Amendment Files OP.22.002 and OP.22.005 (RioCan Real Estate INV Trust) be re-scheduled for a new Public Meeting at the earliest opportunity and that any communications received be forwarded to the rescheduled Public Meeting”

- d) The following is a summary of written comments received on the previously scheduled December 6, 2022, Public Meeting. The full comments are contained in Attachment 8. The following are the comments organized by theme:

Traffic and Congestion

- traffic already exist in the area, the Applications would contribute to this with gridlock and time delays
- additional Highway 400 ramps are needed to avoid adding additional traffic onto Highway 7
- lack of roads proposed within the Subject Lands for this type of density
- future residential will be using their cars as the subway is too far for people to walk. Better transit is required in the area prior to moving forward with these Applications

Density

- massive amounts of density, overbuilding and overcrowding already exist in the area, the proposal is not required

Lack of Facilities

- not enough greenspaces such as parks or community centres to cover the proposed density
- loss of commercial will reduce jobs and source of income for many people
- loss of entertainment and recreational uses with the elimination of the existing movie theatre, restaurants and stores
- if retail or entertainment uses are proposed in the base of a building, it never succeeds and will remain vacant
- the area will become a bedroom community

Safety

- crime will increase with more density
- the Applications will create a busy and dangerous area

Any additional comments received will be forwarded to the Office of the City Clerk to be distributed to the Committee of the Whole as a Communication and be reviewed and addressed by the Development Planning Department in a future technical report to the Committee of the Whole.

Previous Reports/Authority

The following is the link to the Weston 7 Secondary Plan Study (Phase 1) report:
[June 19, 2019, Council - Weston 7 Secondary Plan Study - Phase 1 Status Update \(Item 1, Report No. 23\)](#)

Analysis and Options

Amendments to VOP 2010 are required to permit the Master Plan

Official Plan Designation:

- “Primary Centres” by Schedule 1 – Urban Structure in VOP 2010
- “High-Rise Mixed-Use”, “Mid-Rise Mixed-Use” and “Community Commercial Mixed-Use” with no prescribed maximum building height or density (which are to be established through the Weston 7 Secondary Plan Study) by Schedule 13 – Land Use in VOP 2010, also subject to Volume 2, Site-Specific Policy 13.36 Colossus Centre, as approved by the Ontario Municipal Board (now known as the Ontario Land Tribunal) on March 20, 2018
- These designations permit a range of uses including residential units, high-rise, mid-rise, community facilities, cultural and entertainment uses, public and private institutional, retail uses, office uses, parking garage, hotel, gas station, townhouses, stacked townhouses, low-rise buildings
- VOP 2010 includes the following policies regarding the consideration of a development application where a Secondary Plan has not been completed or commenced by the City:

Policy 10.1.1.6 states: “That where it has been determined that a Secondary Plan is required but not yet completed, no amendments to this Plan or the zoning by-law will be permitted without prior or concurrent adoption of the Secondary Plan for that area.”;

Policy 10.1.1.13 states: “That upon direction by Council to staff to proceed with the processing of a development application in advance of the Secondary Plan, it will be required that the Owner attend a pre-application consultation meeting with appropriate staff at which meeting the requirements for various studies will be established, to the satisfaction of the City, to be undertaken as part of a complete application.”; and

Policy 10.1.1.9 of VOP 2010 also enables the City to request additional studies in support of a development application by stating (in part) “That in addition to the studies listed in Policy 10.1.3.3, the City may require the preparation of additional studies...as determined through the Pre-Consultation Meeting.”

- Volume 2, Site-Specific Policy 13.36 Colossus Centre, Policy 13.36.1.3 states that “notwithstanding Policy 10.1.1.6 (above), prior to the final approval of the Weston 7 Secondary Plan, the following may be permitted on the lands identified on Map 13.36.A:
 - a. expansions or extensions of existing uses; and
 - b. the development of additional commercial buildings with a maximum height of two storeys only on the lands not occupied by a building as of the time of adoption of this Plan.”

Policy 13.36.1.4 states that “development permitted by 13.36.1.3 shall be in accordance with the following:

- a. Notwithstanding Policies 9.2.2.4.d and 9.2.2.6.d, retail uses may exceed 50% of the total gross floor area of all uses on the lot.
- b. Notwithstanding Policies 9.2.2.4e and 9.2.2.6.f, low-rise buildings are permitted on the lands identified on Map 13.36.A.”

Following a preliminary review of the applications, the Development Planning Department has identified the following matters to be reviewed in greater detail

	MATTERS TO BE REVIEWED	COMMENT(S)
a.	Conformity and Consistency with Provincial Policies, York Region and City Official Plan Policies	<ul style="list-style-type: none"> ▪ The Applications will be reviewed for consistency and conformity with the Provincial Policy Statement, 2020 (the ‘PPS’), A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the ‘Growth Plan’) and the policies of the York Region Official Plan, 2010 (‘YROP’), and if required, the new Regional Official adopted by Regional Council on June 30, 2022 (‘ROP-2022’) and approved with modifications by Municipal Affairs and Housing on November 4, 2022
b.	Appropriateness of Amendments to VOP 2010	<ul style="list-style-type: none"> ▪ The Subject Lands are located within the Weston 7 Secondary Plan Area, which is not approved at this time

	MATTERS TO BE REVIEWED	COMMENT(S)
		<ul style="list-style-type: none"> ▪ Should Council approve the Recommendations in this report, staff will continue to process the Applications and receive comments ▪ The Applications will be reviewed in consideration of the required deliverables of the Weston 7 Secondary Plan, including, but not limited to, the draft Land Use Plan in relation to the Vaughan's City-Wide Urban Design Guidelines, analysis of parkland and affordable housing requirements in intensification areas, and the TMP ▪ The Applications will be reviewed in consideration of any emerging policies from the Secondary Plan Study and the VOP 2010 policies, including but not limited to the following: <ul style="list-style-type: none"> - High-Rise Mixed-Use designation policies - High-Rise Buildings - Intensification Areas - Primary Centres - Regional Intensification Corridors - Major Retail Uses - Entertainments Uses - Secondary Plan Policies - Appropriateness of the proposed building heights and density, road and pedestrian network, and land use - Calculation of an overall floor space index for the entire master plan - Transportation network assessment - Affordable Housing Policies - Park and Open Space Policies - Recreation and Community Services Policies ▪ The appropriateness of the proposed Official Plan Amendment of the Subject Lands and the site-specific policies identified on Attachment 7 required to implement the Master Plan will be reviewed in consideration of the existing and planned surrounding land uses
c.	The proposed Master Plan Demonstrates Competing Building Heights and Densities with the	<ul style="list-style-type: none"> ▪ The VMC is intended to contain the tallest buildings and greatest densities as planned through VOP 2010 (Section 2.2.5 Intensification Areas) and is the only Regional Centre in the City of Vaughan. The VMC is also designated in the Growth Plan as an Urban Growth Centre ('UGC'). The UGCs are intended to become: focal areas for commercial, recreational, cultural and

	MATTERS TO BE REVIEWED	COMMENT(S)
	VMC	<p>entertainment uses; accommodate and support the transit network at the regional scale; and accommodate significant population and employment growth</p> <ul style="list-style-type: none"> ▪ When the VMC Secondary Plan was approved, the lands west of Highway 400, within the former Vaughan Corporate Centre, identified the Weston 7 Secondary Plan as separate and distinct from the VMC ▪ The proposed building heights and density of the Development exceeds some of the approved and in-progress applications in the VMC, the City's downtown. The Subject Lands are separated from the VMC by Highway 400 and are within a Primary Centre as identified in Schedule 1 - Urban Structure of VOP 2010. In consideration of the fundamental principle outlined in Phase 1 of the Weston 7 Secondary Plan vision statement and the Urban Structure established in VOP 2010, the Weston 7 Secondary Plan Area should not compete with the planned function of the VMC, but should become a complete community supportive of transit and mixed-use development appropriate for a Primary Centre ▪ The urban structure of the VMC Secondary Plan includes an intentional transition in heights, densities and land uses towards the boundaries of the downtown, including the frontage along Highway 400 which is designated with an east-west employment precinct and neighbourhood precinct permitting a maximum range of building heights from 10 to 25-storeys, and a maximum FSI range from 3.5 to 4 north of Highway 7. Analysis of the contextual relationship, transition and scale should be considered carefully through the review of the Applications ▪ The VMC Secondary Plan Update has been initiated and will include collaboration between the VMC and Weston 7 Secondary Plan consultant teams
d.	Studies and Reports	<ul style="list-style-type: none"> ▪ The Owner submitted studies and reports in support of the Applications available on the city's website at https://maps.vaughan.ca/planit/ (PLANit Viewer) and must be approved to the satisfaction of the City or respective approval authority. Additional studies and/or

	MATTERS TO BE REVIEWED	COMMENT(S)
		reports may be required as part of the application review process
e.	Comprehensive Review	<ul style="list-style-type: none"> ▪ The Applications will be considered comprehensively with the existing and proposed development in the south-east quadrant and within the entirety of the Weston 7 Secondary Plan ▪ Transportation studies must investigate both site-specific and wider area transportation impacts while ensuring that potential improvements satisfy any future concerns and/or upgrades needed to the Weston 7 Secondary Plan area. The Development may need to be modified to protect for and not preclude the transportation network(s) including protection for the Colossus Drive Extension across Highway 400 and infrastructure improvements implemented through the completed Weston 7 Secondary Plan and TMP ▪ The studies submitted in support of the Applications will be reviewed to ensure they comprehensively address matters related to land use, protection of sensitive land uses by incorporating adequate separation distances, built form, transportation, phasing, servicing, open space, and community uses ▪ The studies must satisfy all requirements of the Ministry of Transportation Ontario, York Region, and the City
f.	Road Widening and Access	<ul style="list-style-type: none"> ▪ York Region must confirm the final planned road right-of-way width for Weston Road. In addition, driveway access locations, design, and road improvements, if required
g.	Urban Design Guidelines and Public Art	<ul style="list-style-type: none"> ▪ The Development will be reviewed in consideration of the City of Vaughan City-Wide Public Art Program, the City-Wide Streetscape Implement Manual and City-Wide Urban Design Guidelines
h.	Design Review Panel ('DRP')	<ul style="list-style-type: none"> ▪ The Development will be reviewed in consideration of the comments provided by the DRP on March 31, 2022, and previously on May 27, 2021
i.	Public Agency/Municipal Review	<ul style="list-style-type: none"> ▪ The Applications must be reviewed by York Region, the Toronto and Region Conservation Authority, MTO and external public agencies and utilities, municipalities and the Public, Separate, and French School Boards

	MATTERS TO BE REVIEWED	COMMENT(S)
j.	Sustainable Development	<ul style="list-style-type: none"> ▪ Opportunities for sustainable design, including Crime Prevention Through Environmental Design ('CPTED'), Leadership in Energy and Environmental Design ('LEED'), permeable pavers, bio swales, drought tolerant landscaping, energy efficient lighting, reduction in pavement etc., will be reviewed and implemented through the Site Plan review process, if the Applications are approved ▪ In accordance with the City of Vaughan Sustainability Metrics Program, the Development must achieve a minimum Bronze Threshold Application Score
k.	Parkland Dedication	<ul style="list-style-type: none"> ▪ The Applications will be reviewed in consideration of the requirements of the <i>Planning Act</i> and the City of Vaughan's Parkland Dedication Policy
l.	The CBC By-law will be applicable	<ul style="list-style-type: none"> ▪ The Master Plan meets the criteria for Community Benefits Charges ('CBC') being 5 or more storeys and 10 or more units. The City passed a CBC By-law and therefore the applicable mechanism used to collect community benefits (and not the City's previous Section 37 policies and guidelines)
m.	Affordable Housing	<ul style="list-style-type: none"> ▪ The Applications will be reviewed in consideration of Provincial, Regional and City policies to ensure that the development provides an appropriate level, range and mix of unit sizes and types to meet the City's affordable housing goals
n.	Required Applications	<ul style="list-style-type: none"> ▪ Should the Applications be approved, the Owner will be required to submit future related Zoning By-law Amendment, Draft Plan of Subdivision and Site Development as per City of Vaughan policies
o.	NavCanada and Bombardier Review	<ul style="list-style-type: none"> ▪ The Subject Lands are located within regulatory flight paths under the jurisdiction of NavCanada and Bombardier Aerospace. The Owner will be required to satisfy all conditions of NavCanada and Bombardier

Financial Impact

There are no financial requirements for new funding associated with this report.

Broader Regional Impacts/Considerations

The Applications have been circulated to the York Region Community Planning and Development Services Department for review and have advised that a decision on these Applications should await further direction from the Secondary Plan, as it will provide guidance on the appropriate height, density, urban design, transportation and

water and wastewater requirements in a comprehensive and coordinately manner. Any issues will be addressed when the technical report is considered.

Conclusion

The preliminary issues identified in this report and any other issues identified through the processing of the Applications will be considered in the technical review of the Applications and shall not proceed until such time as the Weston 7 Secondary Plan is complete. Comments from the public and Vaughan Council expressed at the Public Meeting or in writing will be addressed in a comprehensive report to a future Committee of the Whole meeting.

For more information, please contact Margaret Holyday, Senior Planner, Development Planning Department, ext. 8216.

Attachments

1. Context and Location Map
2. Polling Location Map
3. Proposed Master Plan
4. Conceptual Height Map
5. Landscape Master Plan
6. Aerial Rendering View
7. Draft Official Plan Amendment
8. Communications from Committee of the Whole (Public Meeting) – December 6, 2022 – CW (PM) Meeting

Prepared by

Margaret Holyday, Senior Planner, ext. 8216

Carmela Marrelli, Senior Manager of Development Planning, ext. 8791

Nancy Tuckett, Director of Development Planning, ext. 8529

Approved by

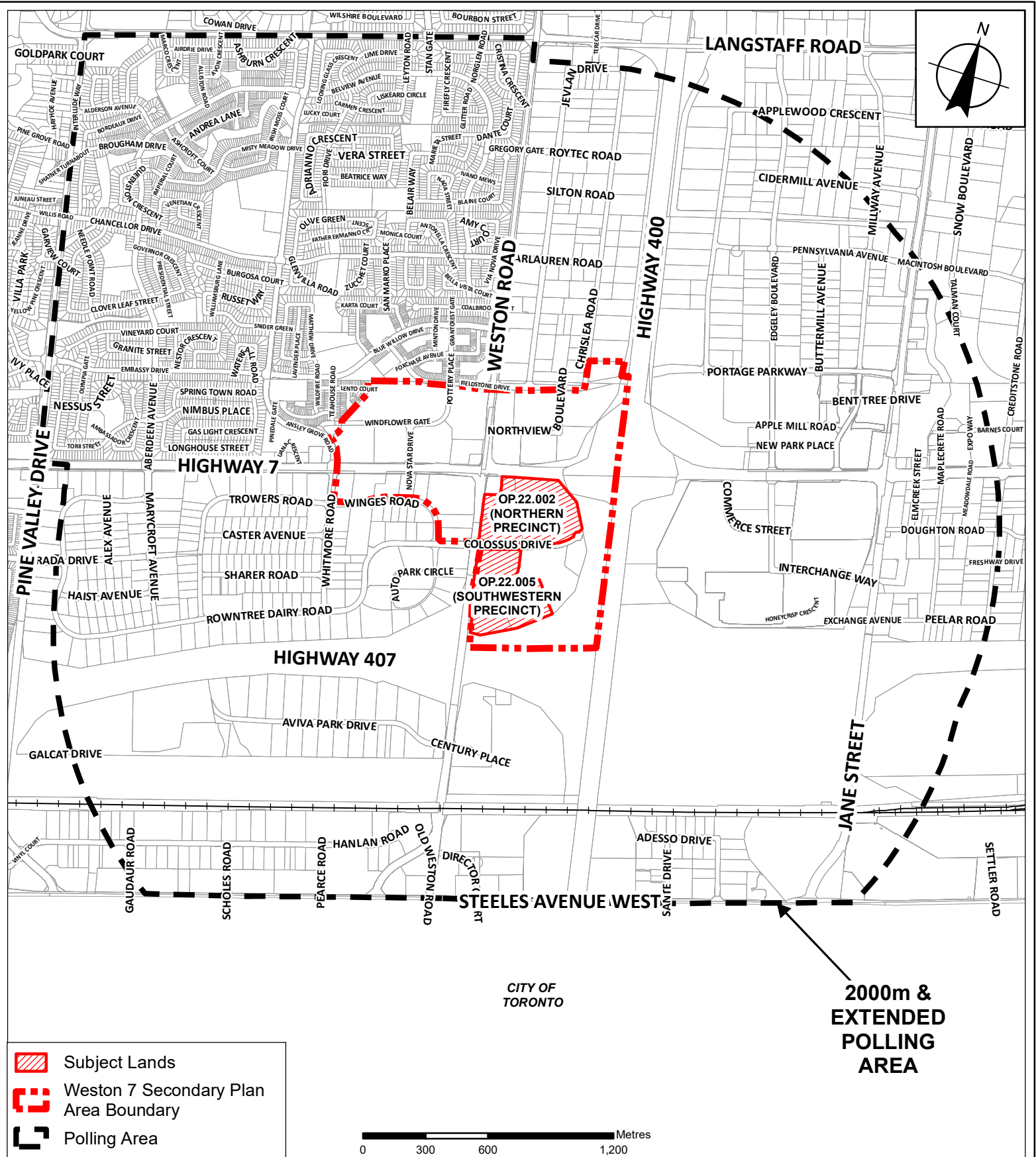


Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager



Polling Location Map

LOCATION:
Part of Lots 4 and 5, Concession 5

APPLICANT:
RioCan Real Estate INV Trust

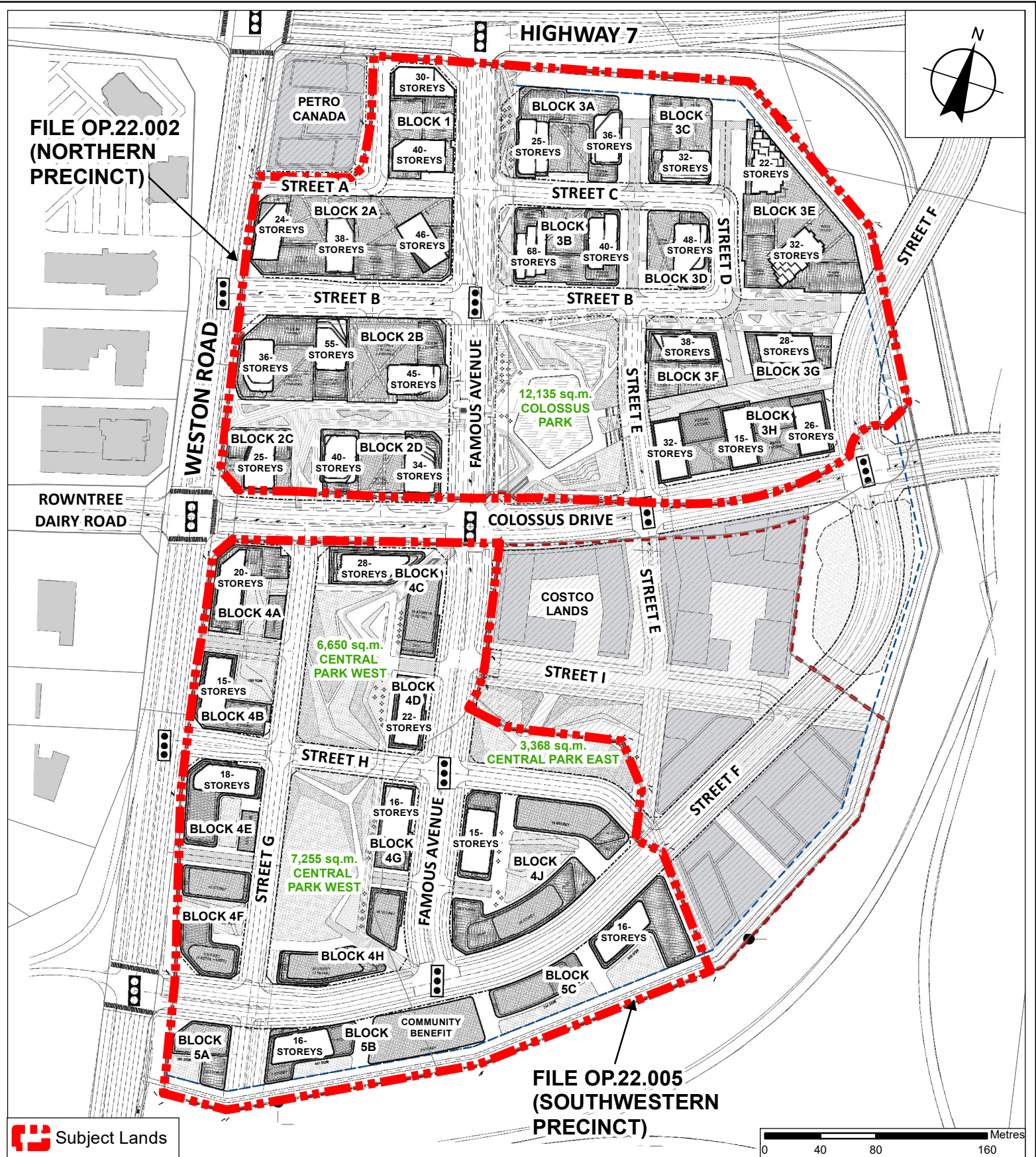


Attachment

FILES: OP.22.002 and
OP.22.005

DATE:
January 17, 2023

2



Proposed Master Plan

LOCATION:
Part of Lots 4 and 5, Concession 5

APPLICANT:
RioCan Real Estate INV Trust



Attachment

FILES: OP.22.002 and
OP.22.005

DATE:
January 17, 2023

3



- Maximum Height 25 ST
- Maximum Height 40 ST
- Maximum Height 55 ST
- Maximum Height 68 ST
- Proposed Development

Not to Scale

Conceptual Height Map

LOCATION:
Part of Lots 4 and 5, Concession 5

APPLICANT:
RioCan Real Estate INV Trust

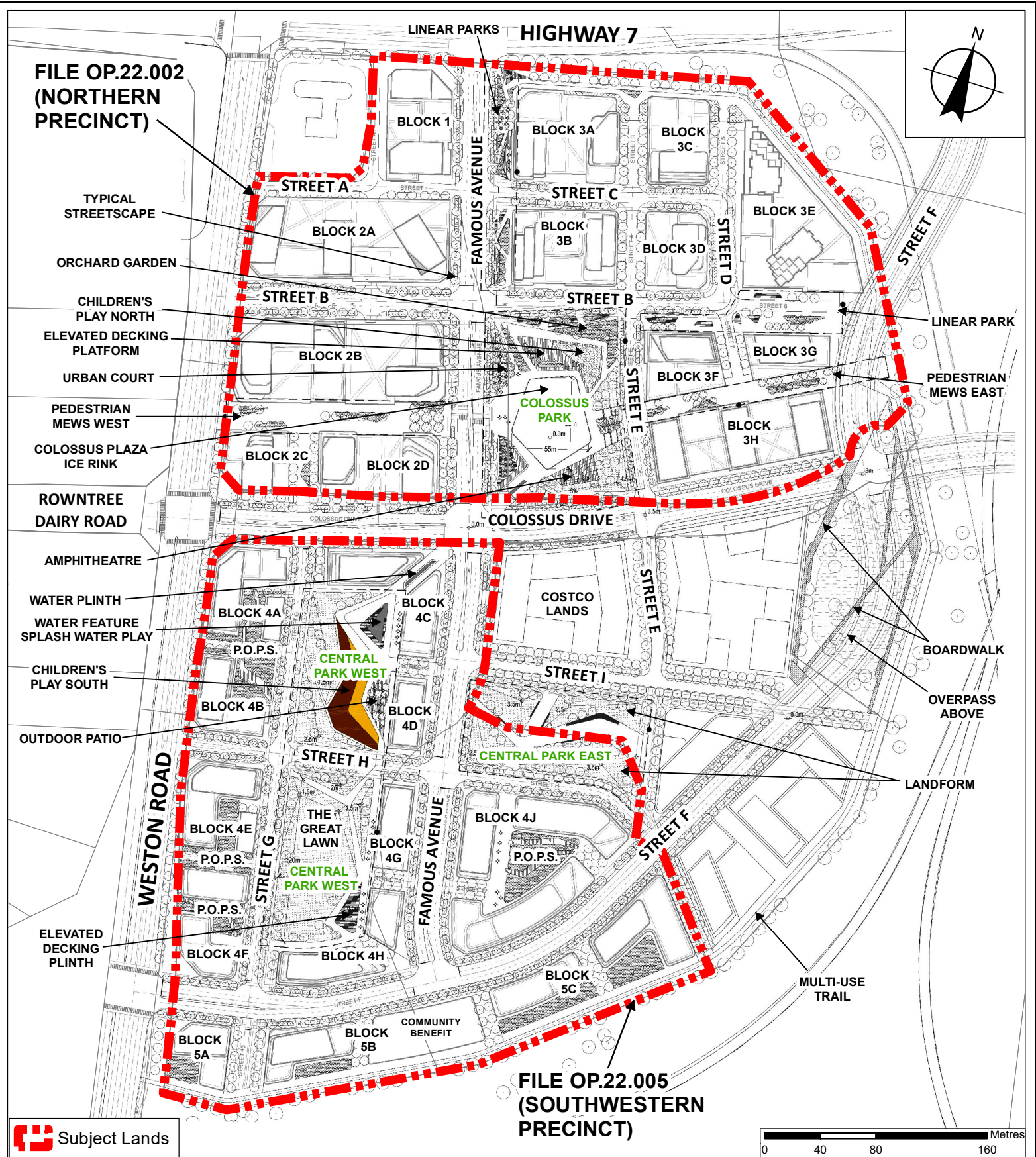


Attachment

FILES: OP.22.002 and
OP.22.005

DATE:
January 17, 2023

4



Landscape Master Plan

LOCATION:
Part of Lots 4 and 5, Concession 5

APPLICANT:
RioCan Real Estate INV Trust



Attachment

FILES: OP.22.002 and
OP.22.005

DATE:
January 17, 2023

5



Not to Scale

Aerial Rendering View

LOCATION:

Part of Lots 4 and 5, Concession 5

APPLICANT:

RioCan Real Estate INV Trust



Attachment

FILES: OP.22.002 and
OP.22.005

DATE:
January 17, 2023

6

THE CITY OF VAUGHAN

By-law

BY-LAW No. ~ -2022

A By-law to adopt Amendment Number ~ to the Vaughan Official Plan 2010 for the Vaughan Planning Area.

NOW THEREFORE the Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the attached Amendment Number ~ to the Vaughan Official Plan 2010 of the Vaughan Planning Area, consisting of the attached text and Schedule(s) 1-7" is hereby adopted.
2. AND THAT this By-law shall come into force and take effect on the day after the last day for filing a notice of appeal.

Enacted by the City of Vaughan Council this ~ day of Month, 2022.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

AMENDMENT NUMBER ~
TO THE VAUGHAN OFFICIAL PLAN 2010
OF THE VAUGHAN PLANNING AREA

The following text and Schedules “1”, “2”, “3”, “4”, “5”, “6”, and “7” constitute Amendment Number ~~ to the Official Plan of the Vaughan Planning Area.

I PURPOSE

To amend the Vaughan Official Plan (VOP 2010) to facilitate a mixed- use development.

II LOCATION

The lands subject to this amendment (hereinafter referred to as the “Subject Lands”), are shown on Schedule “1” attached hereto as “Area Subject to Amendment No. ~”. The Subject Lands are located on the east side of Weston Road south of Regional Road (Highway) 7 and are municipally known as 7501-7621 Weston Road.

III BASIS

The decision to amend the City of Vaughan Official Plan 2010 is based on the following considerations:

1. The Amendment provides appropriate intensification on a site well-served by existing and planned transportation infrastructure. The Subject Lands are currently underutilized, and the Amendment will facilitate comprehensive intensification and transformation of the lands in accordance with the vision for Vaughan’s Primary Centres, including new compact, mixed-use development and new public streets, parks and open spaces.
2. The Provincial Policy Statement 2020 (“PPS”) provides direction for matters of provincial interest regarding land use planning and growth. The PPS promotes:

Efficient development and land use patterns;

Appropriate and efficient use of infrastructure and public service facilities that are planned or available; and

Land use patterns that support active transportation and transit-supportive density.

The proposed Amendment is consistent with the PPS and promotes its goals and objectives.

3. A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (“Growth Plan”) is intended to guide decisions on provincial issues including economic development, transportation, housing, and land use planning. The Growth Plan supports intensification within built-up areas, with a focus on areas designated for growth, including lands around existing and planned transit investment. The Subject Lands are located within a ‘Major Transit Station Area’ identified in the Growth Plan for mixed-use growth with the aim of creating complete communities with a range of housing types. The proposed Amendment conforms with the policy framework of the Growth Plan by optimizing the existing investment in rapid transit present along Highway 7 and supporting the achievement of a complete community that is compact and mixed-use in its form, making efficient use of the Subject Lands. The proposed Amendment also reinforces the Growth Plan direction to plan and design Major Transit Station areas to be transit supportive. The proposed Amendment establishes a new public street network and active transportation infrastructure that will contribute to achieving multi-modal access to transit services within the Major Transit Station Area.
4. The York Region Official Plan (“YROP”) identifies the Subject Lands as being within an Urban Area, along a Regional Corridor. Regional Corridors are identified as urban main streets that have a compact, mixed-use form that is transit-oriented. The proposed Amendment conforms with the York Region Official Plan by introducing a site specific policy framework that will introduce a fine-grained street grid that supports active transportation and connections to transit, encourages an urban form and mix of uses that can meet the needs of the future Weston 7 community and locates the greatest proposed density in walking distance of rapid transit.
5. The Vaughan Official Plan (“VOP 2010”) is intended to guide planning for intensification, transit-supportive development, urban growth and complete communities in the City of Vaughan. The Subject Lands are located in the Weston 7 Primary Centre along a Regional Intensification Corridor. The Official Plan directs that Primary Centres will be locations for intensification in the form of mixed-use

development. Regional Intensification Corridors are expected to be a major focus for intensification, with transit-supportive densities and built form.

The Weston 7 Primary Centre is identified on Schedule 14A of the Official Plan as an area subject to a Secondary Plan. Since the time of the adoption of the VOP 2010, a Secondary Plan for this Primary Centre has not been completed. Policy 10.1.1.13 enables Council to proceed with the processing of a development application in advance of a Secondary Plan, subject to meeting the requirements for various studies established by staff, to the satisfaction of the City. The scope and scale of the studies that have informed the content of the proposed Amendment were established in consultation with City staff and represent a quadrant-wide analysis of the proposal and its impacts and contributions to the Primary Centre as a whole. Given the comprehensive nature of the study that informed the proposed Amendment, and the ability of this portion of the Weston 7 Primary Centre to develop independently of other areas within the Weston 7 Primary Centre, the enactment of proposed Amendment in advance of the Weston 7 Secondary Plan is appropriate.

IV DETAILS OF THE AMENDMENT AND POLICES RELATIVE THERETO

The Vaughan Official Plan 2010 is hereby amended by:

1. Amending Volume 1, Schedule 14-C “Areas subject to Site Specific Plans” of VOP 2010 by adding the Subject Lands on Schedule “1” to this Amendment, attached hereto as “Subject Lands”.
2. Amending Volume 2, Section 13.36 Colossus Centre by removing the Subject Lands from Map 13.36.A
3. Amending Volume 2, Section 13.1 – “Areas subject to Site-Specific Policies” by adding the following policy to be renumbered in sequential order:

“OPA # ~ 13.~ The lands municipally known as 7501-7621 Weston Road and identified on Schedule 14-C (as item #~) are subject to the policies set out in Section 13.~ of this Plan”

4. Adding the following policies to Volume 2, Section 13 – “Site Specific Policies”, and renumbered in sequential order including a location map of the subject lands as per Schedule “1”:

OPA #~ 13.~ 7501-7621 Weston

Road 13.~.1 General

13.~.1.1 Notwithstanding the policies within Volume 1 of VOP 2010, the following policies and development criteria shall apply to the lands identified on Map 13.~.A:

13.~.1.2 VISION AND MAJOR OBJECTIVES

- a) The Subject Lands are the current site of the Colossus Centre shopping centre, with an overall size of 24.1 hectares. The Subject Lands are generally bound by Regional Road (Highway) 7 to the north, Highway 400 to the east, Highway 407 to the south and Weston Road to the west and are depicted in the heavy black line on Schedule 1.
- b) The Subject Lands are envisioned to become a vibrant and animated mix-use community that will be transit-oriented and supported by new streets, parks and open space. Current auto-dominated retail and entertainment uses will be transformed into a modern, urban-format retail and entertainment destination that will become a local social and commercial hub in the Weston 7 area. Development will be framed by high quality parks and open spaces that connect future residents to active and passive recreational opportunities and places to play, rest, and connect with nature and their community. The evolution of the Subject Site will be a model for the transformation of underutilized suburban sites into mixed-use, complete communities.

The following major objectives will guide the short and long-term vision for the Subject Lands:

c) **Create Distinct Precincts**

The Northern Precinct and the Southwestern Precinct will be realized as the basic premise for site organization within the development quadrant bounded by Weston Road to the west, Highway 7 to the north, Highway 400 to the east and Highway 407 to the south. The Northern Precinct will feature the highest density of development closest to transit infrastructure and will include a strong residential and commercial character—becoming the focus of a future retail and entertainment destination. The Southwestern Precinct will evolve into a high and medium density community that has a strong neighbourhood character, supported by community-servicing retail and commercial uses and a network of parks and open spaces.

d) **Reinforce a Sense of Arrival**

A strong sense of arrival and place within the new community will contribute to its distinct identity. Key points of arrival will be defined through development at key entrances from Regional Road (Highway) 7, Weston Road and the future Colossus Drive Overpass.

e) **Create Place-Defining Open Spaces**

A connected network of open spaces framed by animated uses and mixed-use development will be a central element of the Subject Site's transformation. The Northern Precinct and Southwestern Precinct will accommodate significant community-servicing parks and open spaces that have the ability for a diversity of recreational programming to meet the needs of various users, providing opportunities for informal play, recreation and social interaction.

f) **Plan for Multi-modal movement**

A connected street network that allows for balanced pedestrian, vehicular, and cycling movement will encourage transit use and safe, convenient movement for all modes. The street network will provide well-designed and comfortable streets that can support a variety of movement choices, which will encourage alternative transportation modes, reducing the need for personal automobiles for all trips.

g) **Develop a Range of Destinations**

A range of destinations, including commercial and entertainment uses as well as community-based uses and facilities will be provided. Varied destinations will promote vibrancy and activity in the community at different times of day for a diversity of users.

13.~1.3 **LAND USE and DENSITY**

a) The Subject Lands are designated as a High-Rise Mixed-Use area, as shown on Schedule 2.

b) The following building types are permitted within the Subject Lands:

a. High-rise buildings

b. Mid-rise buildings

c. The following building types may be permitted on streets that are not Major Streets

i. Low-rise buildings

ii. Stacked townhouses

iii. Townhouses

c) Notwithstanding policy 9.2.2.6.c, in areas designated as High-Rise Mixed-Use the ground floor frontage of buildings facing Famous Avenue and buildings fronting Connector Roads will predominantly consist of retail uses or other active uses that animate the street.

d) Proposed residential and other sensitive land uses close to existing industrial uses shall demonstrate compatibility in general accordance with all Provincial and municipal guidelines.

e) Development will consider the implementation of district energy systems

and explore partnerships with locally-serving energy utility companies to facilitate the design and implementation of district energy systems.

- f) Development should achieve a long-term overall maximum density of 4.0 FSI blended across the entirety of the Subject Lands.
- g) It is anticipated that on a development block basis, individual sites may include a site density greater than or less than blended density.
- h) Maximum building heights, as depicted on Schedule 7, will work in conjunction with the blended maximum density to direct and shape the intensity of development on the Subject Lands.
- i) While the ultimate redevelopment of the entirety of the Subject Lands is anticipated to realize the vision and major objectives set out in Section 13.~.1.2, existing land uses throughout the Subject Lands and on adjacent lands within the quadrant are expected to continue to exist in the near term, and some may remain for the foreseeable future.
- j) Uses and Buildings legally existing on the Subject Lands as of the date of the adoption of this Amendment and their associated existing gross density are permitted.
- k) Expansions of previously approved uses that are not consistent with this amendment shall be permitted without amendment to the plan, provided that the intent of the plan, as it applies to adjacent properties within the quadrant, is not compromised.
- l) Notwithstanding 9.2.2.6.d, where expansions of previously approved uses may take place, retail uses may exceed 50% of the total gross floor area of all uses on the lot.

13.~.1.4 CHARACTER AREAS

1.4.1 The Northern Precinct

The Northern Precinct identified on Schedule 3 is located north of Colossus Drive. With prominent frontage on Weston Road and Regional Road (Highway) 7, this Character Area will be a high density, mixed-use, transit-oriented environment characterized by destination retail and entertainment uses and landmark open spaces that are activated throughout the day and evening by a diverse mix of horizontal and vertical uses. A pedestrian mews will be a focal point for the Northern Precinct as a feature of the public realm that will provide east to west connectivity, encourage walking as a preferred mode of movement and frame future urbanized retail and entertainment uses.

Development in the Northern Precinct should reflect:

- a) Where appropriate, the vision for a compact, mixed-use, urban-form, retail and entertainment destination within the Precinct.
- b) Famous Avenue as the central spine of the Precinct and a priority area for enhanced landscaping and active uses.
- c) The realization of the east-west pedestrian mews to maximize its benefit to the public realm and contribution to the planned character of the Northern Precinct, including framing the mews, where appropriate, with active, animating uses.

1.4.1 The Southwestern Precinct

The Southwestern Precinct is located south of Colossus Drive and generally west of the realigned Famous Avenue and is intended to evolve with a predominantly neighbourhood character including moderate and high-density development. Identified on Schedule 3, the Southwestern Precinct will include residential uses, neighborhood serving retail and commercial uses and community facilities.

Development in the Southwestern Precinct should reflect:

- a) A moderate and high-density area predominantly comprised of residential uses with retail, commercial and community uses that support the needs of the population.
- b) Famous Avenue as the central spine of the Precinct and a priority area for enhanced landscaping and active uses.
- c) Coordination with existing and interim uses on the Subject Lands and adjacent lands within the quadrant to preserve their existing function and future development potential.

13.~1.5 MOBILITY

Streets

- a) The street network in the Northern and Southwestern Precincts should include a fine-grained network of public and private streets that are designed to support all modes of transportation including walking, cycling and public transit, identified on Schedule 4.
- b) Local and Private Local Streets are envisioned as streets that:
 - a. Enhance connectivity within the Subject Lands.
 - b. Accommodate one travel lane in both directions within a right-of-way of generally 17-20 metres.
 - c. Where Private Local streets are realized, they will be designed to meet public street standards.
- c) Connector Streets are envisioned as streets that:
 - a. Provide additional connection into the Subject Lands.
 - b. Have a dedicated right-of-way of approximately 20 metres, with variable width to accommodate turn lanes and medians, as needed.
- d) Major Streets are envisioned as streets that:
 - a. Serve as significant components of the street network to support local and regional travel through the Subject Lands, and accommodate higher traffic volumes.
 - b. Have a variable right-of-way width of between 28 and 33 metres with variable width to accommodate turn lanes and medians, as needed.

Active Transportation

- e) An active transportation network which considers the movement of pedestrians, cyclists and other non-auto modes is shown on Schedule 5.
- f) The active transportation network should be comprised of sidewalks, a multi-use trail, off-street cycle tracks, and pedestrian connections.
- g) Streets should provide pedestrian infrastructure appropriate for the planned intensity of development including appropriately scaled sidewalks.
- h) A multi-use trail, conceptually illustrated on Schedule 5, is envisioned to accommodate cycling, pedestrian and other non-auto movement as well as provide outdoor amenity and facilitate connections north to south within the Subject Lands.
- i) Collaboration with the Ministry of Transportation, the City of Vaughan and landowners within the Subject Lands is encouraged to realize the multi-use trail and maximize its benefit to the public realm and active transportation network.
- j) Development is encouraged to contribute to realizing convenient pedestrian connections to various destinations, including to transit infrastructure, through the provision of mid-block connections, where appropriate.

Colossus Drive Overpass

- k) A conceptual alignment of the Colossus Drive Overpass is illustrated on Schedule 4. The ultimate alignment of the Colossus Drive Overpass will be determined through an Environmental Assessment process.
- l) The future alignment of the Colossus Drive Overpass should:
 - a. Accommodate access to future redevelopment blocks or existing and interim uses within the Subject Lands through controlled intersections into the Northern Precinct and the Southwestern Precinct, east of Famous Avenue.
 - b. Not unduly impact the economic viability of existing and interim uses or preclude the redevelopment of the Subject Lands or adjacent lands within the quadrant in accordance with the vision and objectives of this Plan.

- c. Facilitate a fine-grained connected street network.
- d. Accommodate pedestrian and cyclist movement and enable an at-grade intersection with Famous Avenue.
- m) The Colossus Drive Overpass Conceptual Area is illustrated on Schedule 4. The private local, local and connector streets and associated development blocks within this area are conceptual in nature and changes to these streets and associated blocks may be required to respond to the future orientation of the Colossus Drive Overpass. Should changes in the street network and associated block structure be required in response to the ultimate alignment of the Colossus Drive Overpass, such changes will not require an Official Plan Amendment.

Parking

- n) Parking will meet the needs of future residents and businesses and support the vision and objectives of this Amendment.
- o) Development is encouraged to provide parking underground wherever possible.
- p) Parking under a new local street, private local street, collector street, pedestrian mews or pedestrian connection shall be permitted provided the intended purpose, function and character of the street/mews are not materially or qualitatively compromised.
- q) Parking shall be permitted under public parks and private open spaces provided the intended purpose, function and character of the public park or private open space are not materially or qualitatively compromised.
- r) Structured, above-grade parking is permitted. To minimize the impact of parking structures on the public realm the following design strategies should be considered:
 - a. Integrate structured parking within the base of new buildings.
 - b. Wrap portions of the lower levels of parking structures with commercial, retail, residential or community uses to integrate the structure into the public realm.
 - c. Design structured parking to incorporate fenestration and well-articulated openings and high-quality materials.
 - d. Enable conversion of parking structures through adaptive re-use to other uses in the future.
- s) Surface parking is discouraged, however, surface parking is permitted to support existing and interim uses.

13.~.1.6 PUBLIC REALM, PARKLAND AND OPEN SPACE

- a) Development should contribute to a network of parks and open spaces, shown on Schedule 6. The exact location and size of each park will be determined through future planning processes. Should changes to the locations of parks shown on Schedule 6 be required, such changes will not require an Official Plan Amendment.
- b) Where conceptual park locations on Schedule 6 abut land under separate ownership, coordination between affected landowners will be required to enable the development of the park.
- c) As part of any phasing strategy, the conceptual park locations on the Subject Lands that are dependent on redevelopment of adjacent lands within the quadrant, interim private open space uses are permitted.
- d) Development should contribute to achieving a minimum of 10% of developable area as new public parks, net of any conveyances for public roads. Public parks may include unencumbered parkland or strata parkland.
- e) In addition to parks, development should contribute to achieving a minimum of 5% of the developable area, net of any conveyances for public roads, as additional private open space, which may be delivered through privately owned, publicly accessible open spaces (POPS), the multi-use trail, or other private open spaces.
- f) Parking and utilities will be permitted under a public park where it has been demonstrated that the proposed underground parking will not

materially or qualitatively compromise the intended purpose, function and character of the park or square.

13.~.1.7 BUILT FORM

- a) Development is encouraged to include a diverse range of building typologies that contribute to the long term vision and objectives for the lands.
- b) Development should contribute to a diverse range of heights and configurations that will contribute to an interesting skyline and diverse urban character.
- c) Development should seek to achieve a comfortable, well scaled pedestrian experience by including streetwall heights of generally 7-9 storeys in the Northern Precinct and 2-6 storeys in the Southwestern Precinct.
- d) Streetwall heights may be distinguished through the use of variations in materiality, projections or recessions in the façade or setbacks.
- e) The tallest building heights are expected in the Northern Precinct and along the Highway 400 edge of the Subject Lands, generally transitioning down in height in the Southwestern Precinct, as illustrated in Schedule 7.
- f) Consideration for additional height above the maximum height provided shall be given for a landmark development in the Northern Precinct located generally north of Colossus Park and east of Famous Avenue, as generally indicated on Schedule 7, provided that the landmark development:
 - i. Includes distinct architectural features and massing characteristics that help to distinguish the Subject Lands as a landmark within the surrounding context;
 - ii. Incorporates site plan elements that support a more comfortable pedestrian environment, such as wider sidewalks, street furniture, landscaping and opportunities for public art;
 - iii. Generally responds to the other built form policies of this Plan and the Colossus Urban Design and Sustainability Guidelines; and
 - iv. The prescribed overall maximum density for the Subject Lands is maintained.
- g) At the time of future Zoning By-law amendment applications, standards shall be developed to address built form matters such as the size of tower floorplates, setbacks and setbacks.

13.~.1.8 COMMUNITY FACILITIES AND SCHOOLS

- a) Community facilities should be accessible from streets as well as pedestrian and cycling routes and be highly visible within the community.
- b) The location and design of community facilities is encouraged to be accommodated in an urban form, including co-location of facilities where possible.
- c) Priority locations for community facilities that are important destinations, which may include schools, libraries and/or community centers, are indicated on Schedule 7. In addition, development should consider in-kind contribution towards community facilities elsewhere within the Subject Lands.
- d) The appropriate number of schools required will be determined in consultation with the school boards and will be dependent on the pace and composition of development.
- e) Future schools are encouraged to be built to an urban standard that optimizes the use of land including through strategies such as the utilization of urban-sized school sites and/or shared use of public parks for school use.
- f) The site size, site layout and built form of schools shall be compatible with the planned vision and objectives of this Amendment.

13.~1.9 HOUSING

- a) Development should enhance housing choice and affordability in the City of Vaughan by providing a diverse range of housing types and tenures that can meet a range of housing needs including family housing and accommodating people at all stages of life.
- b) At the time of rezoning processes, proponents will work with the City of Vaughan, the Region of York and other levels of government to explore opportunities to realize a range of housing affordability within the Subject Lands.

13.~1.10 IMPLEMENTATION and PHASING

- a) Development should be guided by the Colossus Urban Design and Sustainability Guidelines, as may be amended from time to time.
- b) Development is expected to unfold through a number of phases over time. Development phases should be coordinated with the delivery of municipal services and community amenities to serve development such as streets, servicing and storm water infrastructure, community amenities and parks and open space.
- c) Development on the Subject Lands should be compatible with existing land uses within the Subject Lands and on adjacent lands within the quadrant. Development should demonstrate, through future rezoning, site plan and/or plan of subdivision applications that ongoing operational needs of existing uses are adequately considered and that future development potential is not negatively impacted.

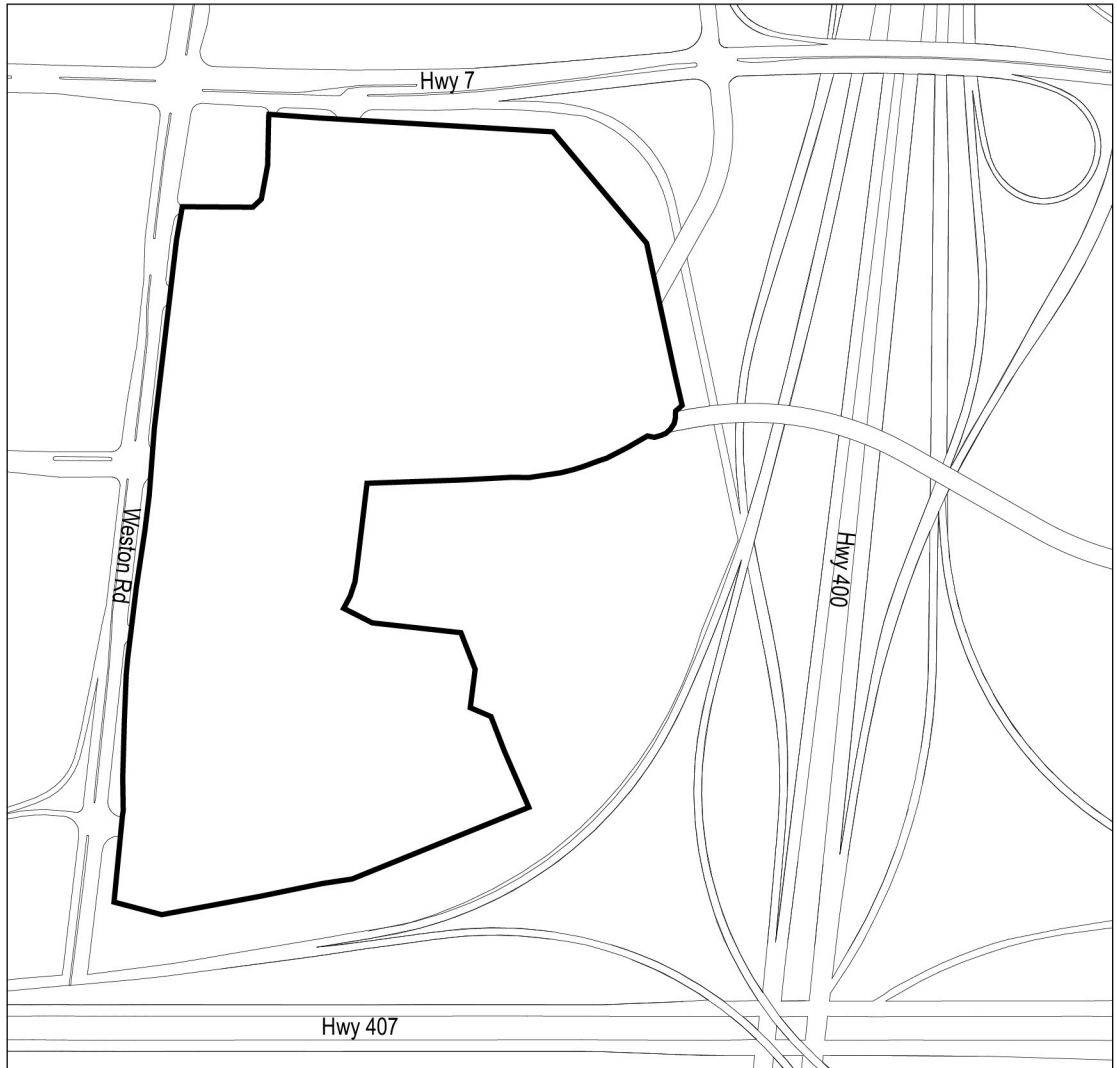
V Implementation

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the Subject Lands shall be implemented by way of an amendment to the City of Vaughan Official Plan pursuant to the *Planning Act*, R.S.O. 1990, c. P.13.

VI Interpretation

The provisions of the Official Plan of the Vaughan Planning Area as amended from time to time regarding the interpretation of that Plan shall apply with respect to this Amendment.

Schedule 1

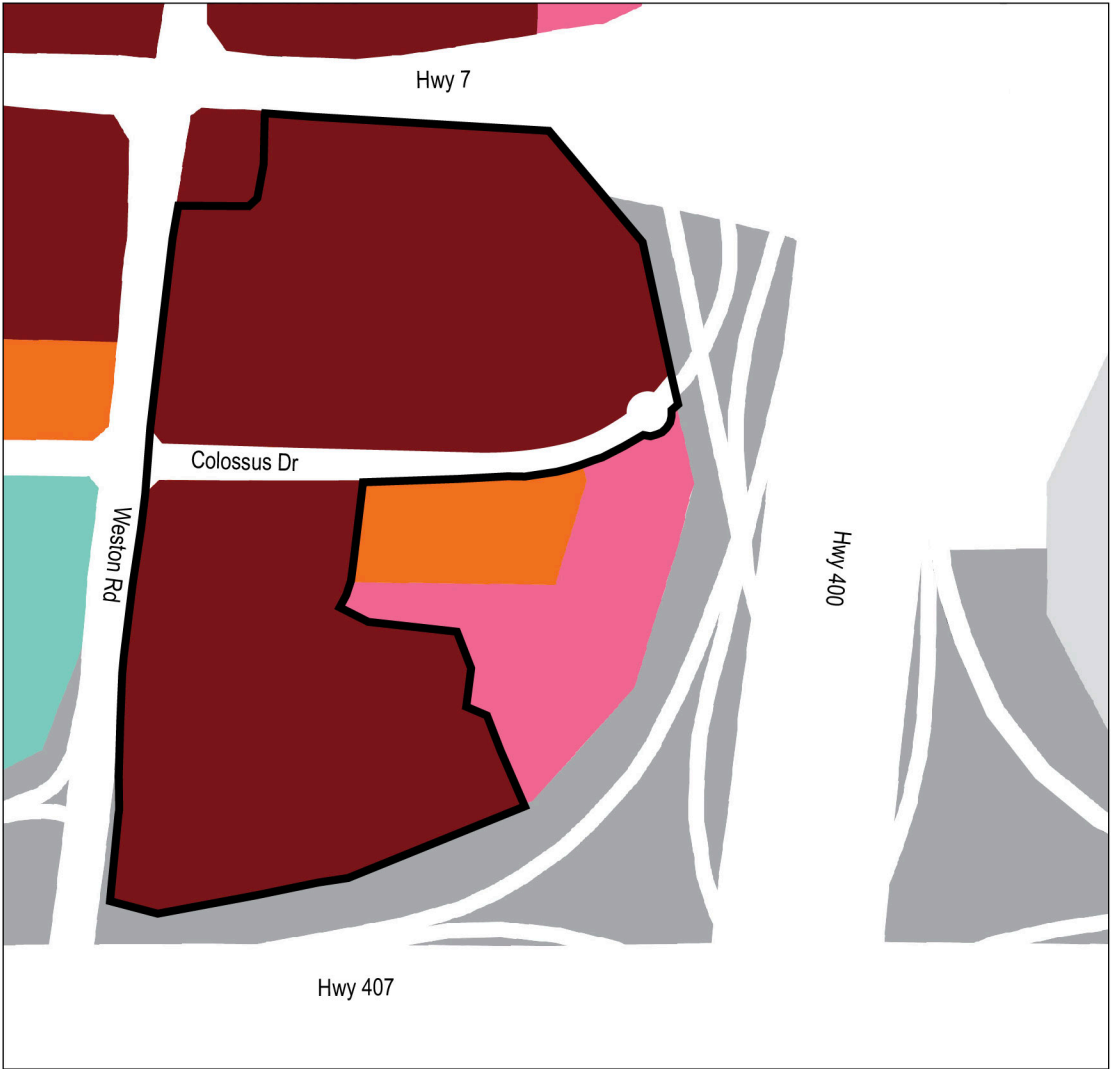


7501 - 7621 Weston Road

 Subject Lands
Area Subject to Amendment No.~


Not to Scale

Schedule 2



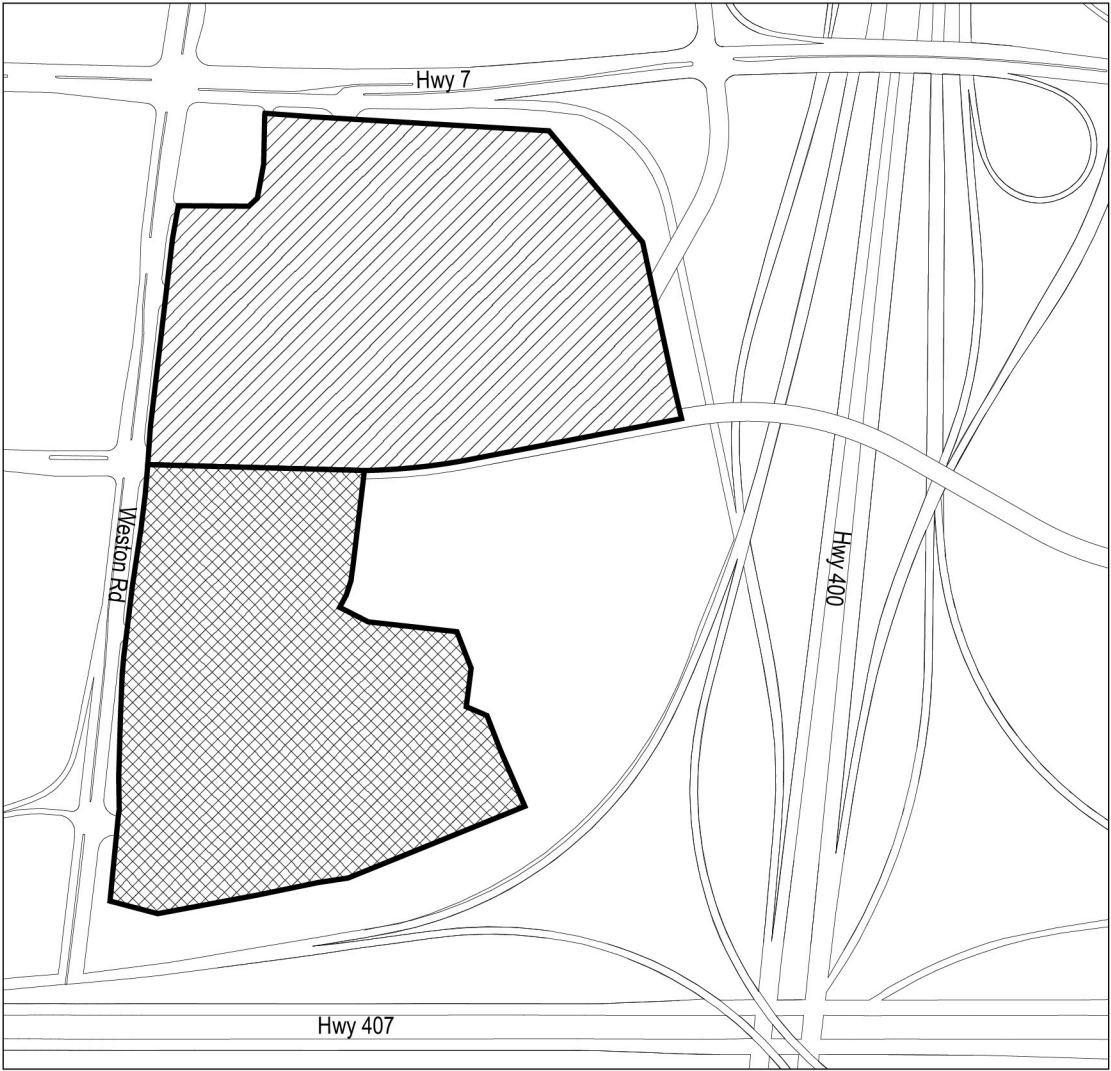
7501 - 7621 Weston Road

Land Use

-  Subject Lands
-  High-Rise Mixed-Use





Schedule 3



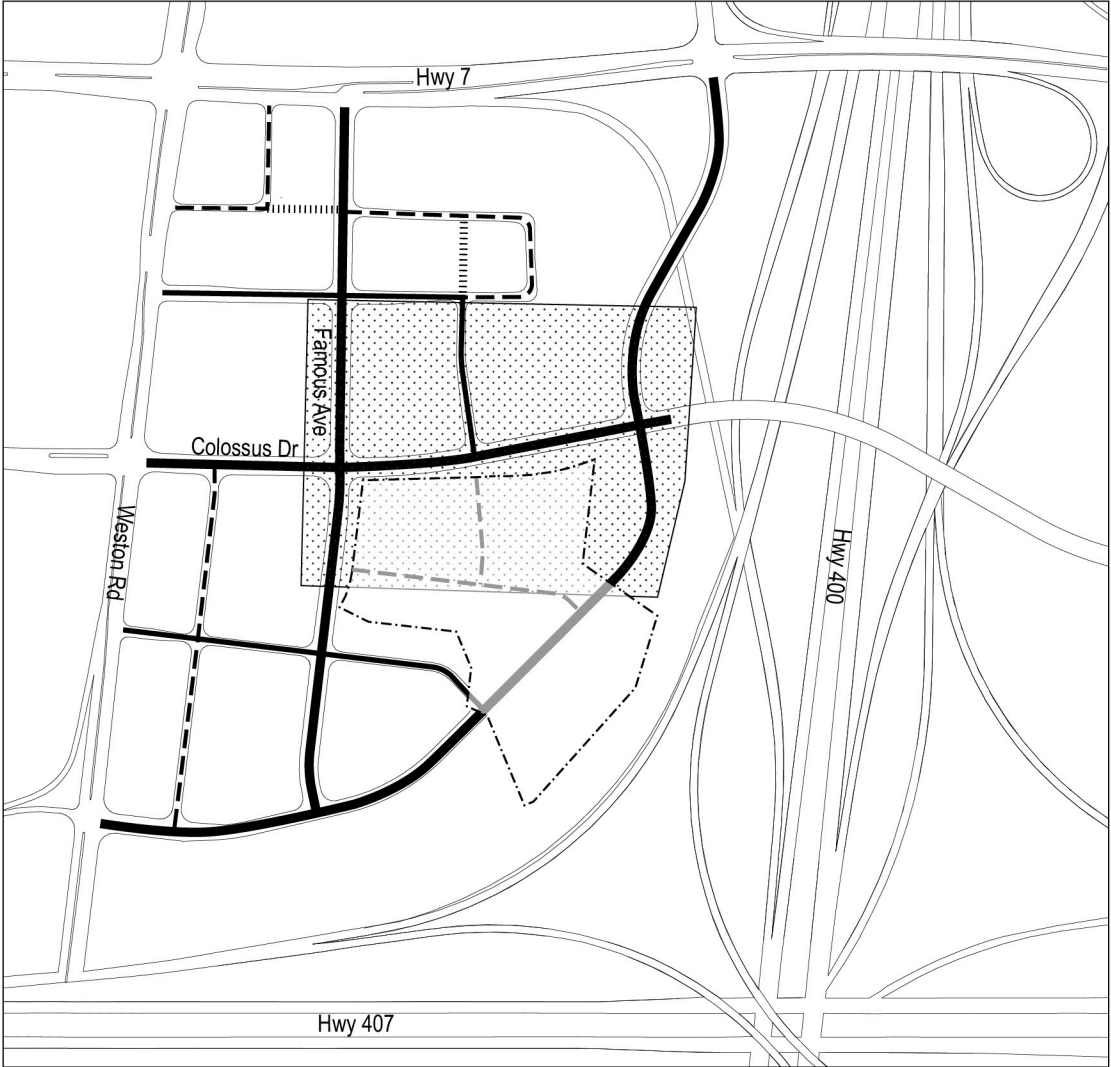
7501 - 7621 Weston Road

Precincts

-  Northern Precinct
-  Southwestern Precinct



Schedule 4



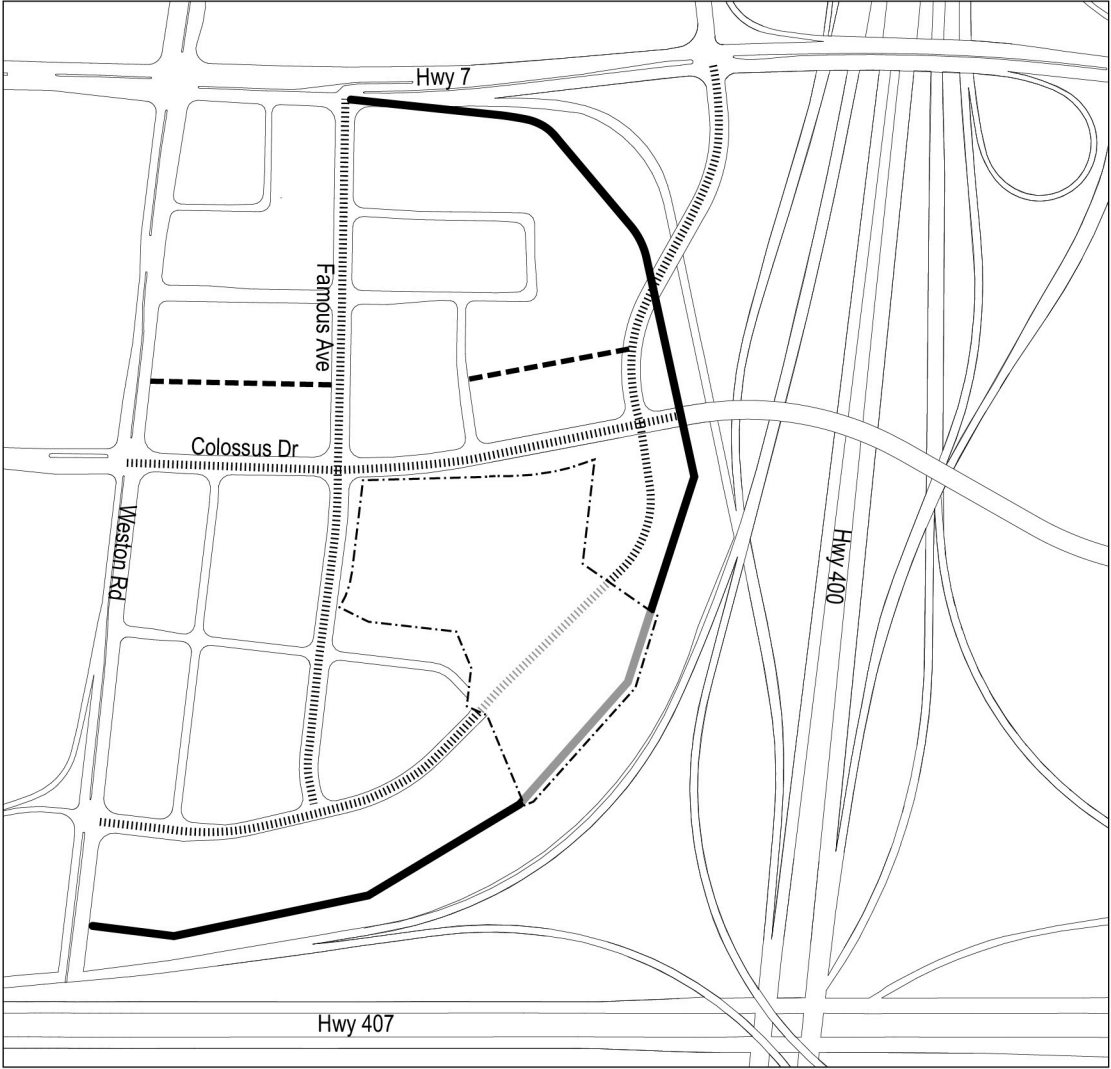
7501 - 7621 Weston Road

Street Network

- Major Road
- Connector Road
- Local Road
- Private Local Road
- Colossus Overpass Conceptual Area
- Area identified for conceptual purposes only. Does not form part of this amendment



Schedule 5



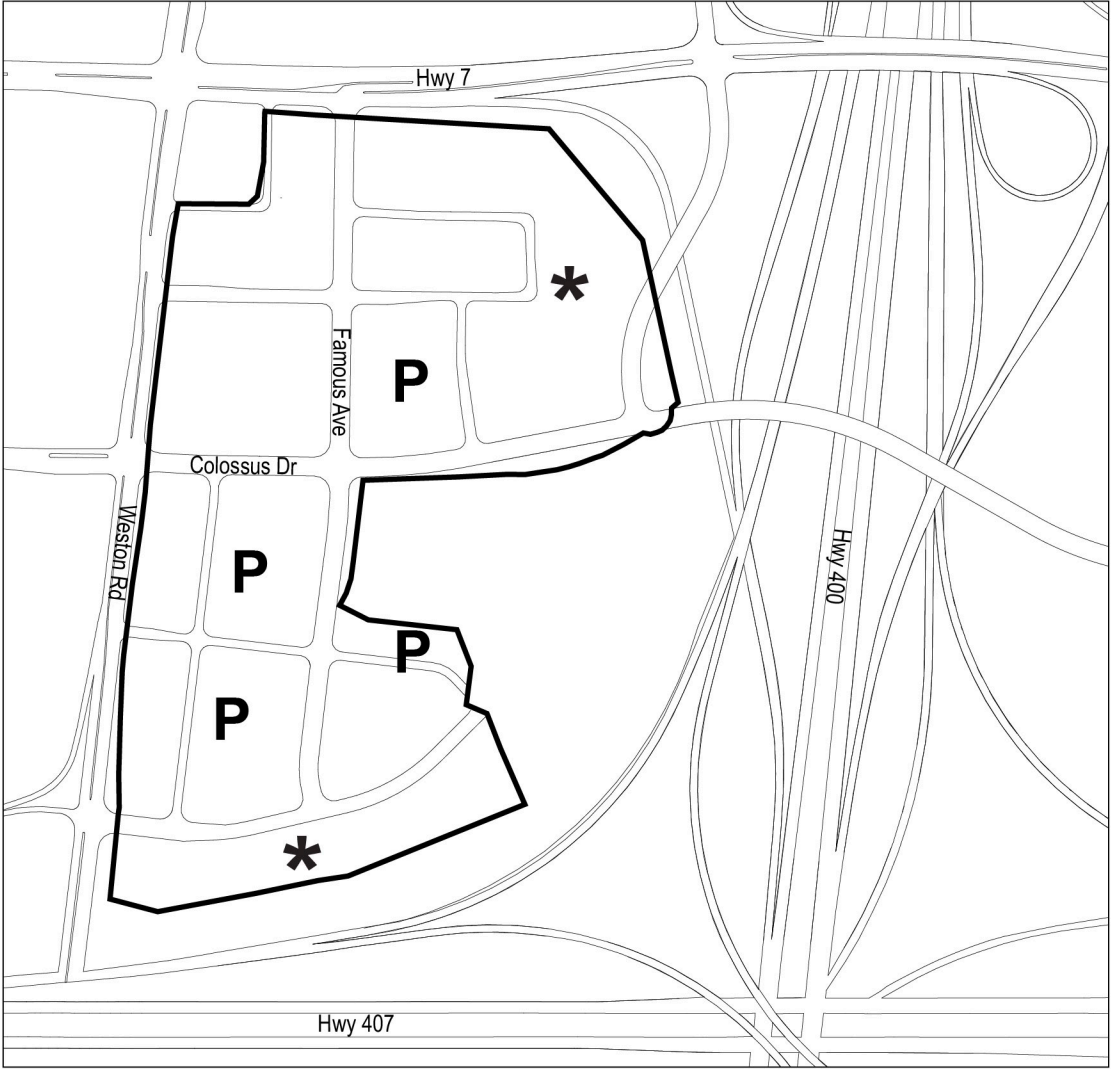
7501 - 7621 Weston Road

Active Transportation Network

- Multi Use Trail
- - - Cycling Network
- ... Pedestrian Mews
- - - Area identified for conceptual purposes only. Does not form part of this amendment





Schedule 6



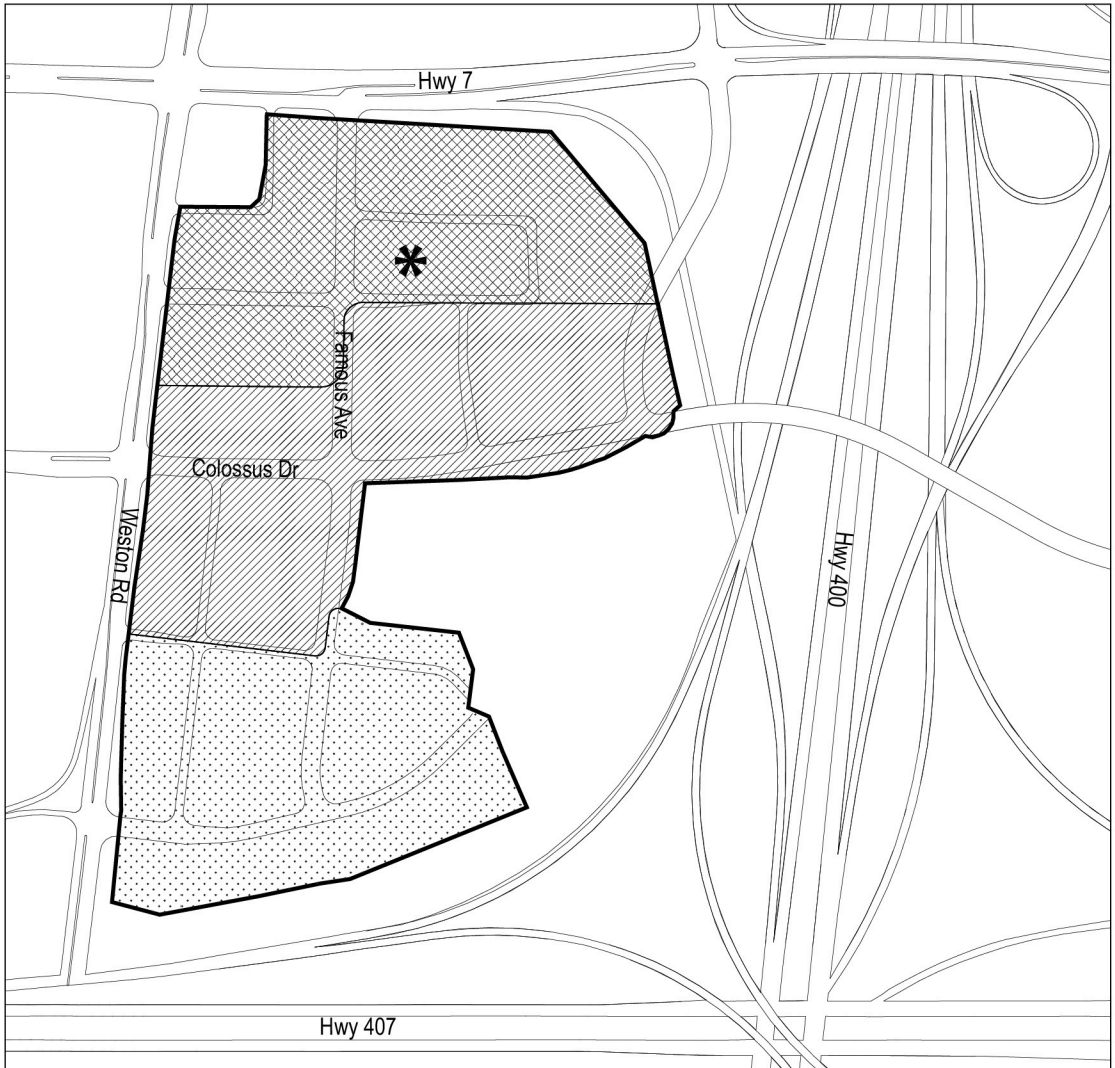
7501 - 7621 Weston Road

Parks and Community Facilities

-  Subject Lands
-  Public Parks
-  Priority Locations for Community Facilities



Schedule 7



7501 - 7621 Weston Road

Building Heights

-  Subject Lands
-  Maximum Height 25 ST
-  Maximum Height 40 ST
-  Maximum Height 55 ST
-  Landmark Development over 55 ST

Conceptual heights, not representative of the development



Attachment 8

Communications from Committee of the Whole (Public Meeting) – December 6, 2022 –
CW (PM) Meeting

RIOCAN REAL ESTATE INV TRUST

OFFICIAL PLAN AMENDMENT FILES OP.22.002 & OP.22.005

3555 HIGHWAY 7, 7501, 7575, 7601 & 7621 WESTON ROAD, 10, 11, 20, 21, 30, 31, 40, 41,
55 & 67 COLOSSUS DRIVE AND 16, 21, 30 & 31 FAMOUS ROAD

VICINITY OF HIGHWAY 7 AND WESTON ROAD

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Plan amendment files OP.22.002 and .22.005 -Weston road/7 condo units
Date: Thursday, November 17, 2022 11:20:38 AM

December PM

-----Original Message-----

From: Nino Cecatini <[REDACTED]>
Sent: Wednesday, November 16, 2022 7:18 PM
To: Clerks@vaughan.ca
Subject: [External] Plan amendment files OP.22.002 and .22.005 -Weston road/7 condo units

Wow!

So the city planners actually think this massive condo development of 38 buildings will make Vaughan a better place to live? It took almost 3 years to complete the road workalong this stretch of hwy 7 to accommodate the traffic/ congestion in the last few years. Now the plan is to add another 38 building with no room left to move the traffic .

I've lived at pine valley /7 for 38 years. We came here to raise our family in an area that offers everything from greens space, shops and lots of space to get to these places. We had pride in saying we live in woodbridge, not anymore. Not sure if anyone noticed but this violence ,shootings B&E has dramatically increases over last few years. it takes me 20 min just to get to the 400 ramp! I cannot imagine trying to maneuver in that intersection safely with even 10 more building let alone 38. And if the city thinks people don't need cars they are fooling themselves. This is probably the first time I am taking the time to write to the city because I have no confidence that the publics opinion matters, but I'm just so angry to hear of this massive proposal that it sickens me and most likely will drive me and my family away from this area.

All those involved with this proposal need to get their head out of the sand and realize that Weston/7 of the near future has become the new Jane and Finch.

Very disturbing

Nino Cecatini

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] File # OP .22.002 and OP.22.005 RioCan Real Estate INV Trust
Date: Monday, November 21, 2022 11:10:20 AM

From: John-Paul Cautillo <[REDACTED]>
Sent: Friday, November 18, 2022 6:41 PM
To: Clerks@vaughan.ca
Subject: [External] File # OP .22.002 and OP.22.005 RioCan Real Estate INV Trust

Hello,

I would like to ask City Council to consider requiring the applicant construct a lane to merge onto the southbound Hwy 400 onramp directly from this development to avoid loading vehicle traffic onto Hwy 7 to access the southbound ramp. Please also consider requiring a northbound Hwy 400 to Hwy 7 offramp lane to connect directly onto Colossus drive to allow vehicles to exit Highway 400 northbound and access this development without having to travel onto Hwy 7 and adding additional loading of vehicle traffic onto Hwy 7.

No further concerns than those described above.

Thank you,

John-Paul Cautillo


From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Development at Weston and Hwy 7/Official Plan Amendment Files OP.22.002 and OP.22.005
Date: Monday, November 28, 2022 9:04:57 AM

From: Toulia Nanos [REDACTED]
Sent: Friday, November 25, 2022 3:42 PM
To: Clerks@vaughan.ca
Subject: Re: [External] Development at Weston and Hwy 7/Official Plan Amendment Files OP.22.002 and OP.22.005

Official Plan Amendment Files OP.22.002 and OP.22.005

Toulia Nanos 

Stay safe, stay healthy!

And be kind to each other! 

On Nov 25, 2022, at 12:58 PM, clerks@vaughan.ca wrote:

Hi Toulia,

If this item is on a current [Committee of the Whole](#) agenda, can you provide a file or application number for your communication?

With that number we can then forward to the correct administrator of that meeting.

Thank you,

City of Vaughan | Office of the City Clerk
2141 Major Mackenzie Drive, Vaughan, Ontario, L6A 1T1
vaughan.ca

From: Toulia Nanos [REDACTED]
Sent: Friday, November 25, 2022 9:28 AM
To: Clerks@vaughan.ca
Subject: [External] Development at Weston and Hwy 7

I have been a resident in the area for over 25 years and so I have seen Woodbridge

change and grow during those years.

I am appalled what this government and the previous one, is doing to our once beautiful municipality. Why so many developments? Why so little green space? Why such high density of ugly but expensive, incredibly high condos?

The traffic is horrendous and nothing the city has done has eased the problem but only made it worse.

And now you are planning all these new developments along highway 7? Who is governing? The developers or the people? Where are we to go for shopping and entertainment?

Your plans are for developments that will choke our city's streets. Your diagrams are not actually what you plan to build. This has been proven in the past. Too much cement and not enough green, not to mention your plans to build on the green belt.

My husband and I are both strongly opposed to such high density development in the area of Weston Rd and Hwy 7 and we believe you should listen to the residents of Vaughan and their opposition.

Toula and George Nanos

■ Olive Green Road

Woodbridge

Stay safe, stay healthy!

And be kind to each other! ☺

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From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] RIOcan Proposal
Date: Wednesday, November 30, 2022 3:01:37 PM

-----Original Message-----

From: Lina Jammehdiabadi <[REDACTED]>
Sent: Wednesday, November 30, 2022 2:22 PM
To: Clerks@vaughan.ca
Subject: [External] RIOcan Proposal

I have lived in Woodbridge for 38 years. I have seen it grow from 30,000 inhabitants.

Their proposal is absolutely insane. How can such a proposal even be presented to council.

This will cause more gridlock than we presently experience.

Stop it NOW!!!

Sent from my iPhoneLina

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](mailto:Jacquelyn.Gillis@vaughan.ca)
Subject: FW: [External] RioCan Proposed Development at Highway 7 & Weston
Date: Thursday, December 1, 2022 9:19:42 AM

From: Mike M [REDACTED] >
Sent: Wednesday, November 30, 2022 8:52 PM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Clerks@vaughan.ca;
DevelopmentPlanning@vaughan.ca
Subject: [External] RioCan Proposed Development at Highway 7 & Weston

To whom this may concern,

My name is Michael Mendes, as resident of Vaughan for several years, specifically of the highway 7 and Weston Rd region. Like many of the Vaughan residents, my wife and I received notification about the developmental plans being proposed by RioCan and a rush of thoughts came.

As residents of the neighbourhood, we wanted to voice our concerns of the proposed developments.

To be completely honest, what has been brought forth is at best, an outrageous suggestion to make money at the cost of the surrounding community.

Firstly we can examine the sheer density of what is being proposed. At 4 times the allotted amount, 32 condominiums ranging from 22-55 storeys and one reaching heights of 68 are planning on being built. This will bring in a incredible amount of population in such a small area with only 5 road outlets for traffic. With only two condos currently occupying Weston and Highway, traffic is already a nightmare and difficult to navigate. If you haven't experienced it for yourself, I encourage you to try to make a left turn from Weston onto Highway 7 or see how long it takes you to reach Jane st from Pine Valley. On the best of days, what should be 5 minute commute from Hwy 400 has elongated to 15 minutes, even 20 minutes to get home. Local residents are now being forced to navigate through Edgeley and commercial area, where the traffic lights are so chaotic that you are stuck more times waiting then actually diving; or forced to get off at Langstaff, just to waste more time and to go south. The intersection itself is already a danger where more often cars are stopped in the middle of the intersection because they could not make it on the green light, now impeding more traffic. Putting this many individuals being into one single location is not only a logistical nightmare but a heavy burden on an already taxed infrastructure. Even on the best of days, it is already difficult to get around.

I'd like to note the lack of facilities. A handful of parks and one community centre is not going to cover for the amount of store fronts, activity centres and jobs that are being taken away. We are losing one major cinema (two if you include AMC), banks, cafes and restaurant and overall, a large source of income for many people. What has been convience and source of constant revenue is

being removed. The area is constantly filled with individuals. On the weekends, people from all over come looking for a bite to eat, watch a sports game or enjoying a night out with the family. This central hub that gives so much enjoyment will be gone. Those employed lose their source of income and those students who needed a part time job, are left with limited options. With these merchants leaving, a ripple effect provided services occurs. Look at the Walmart on Applewood for the nearest example. They shut down their original location for condos to be built and built a much smaller one to replace it, very well knowing a larger one would have served the community to a greater degree. Since then, the quality of goods provided and sold has dropped considerably. They carry but a fraction of what they once did. This drop in goods and service is a direct effect of what was built

Lastly, we are concerned about the rise in crime. It would be irresponsible to not acknowledge the increase in criminal activities that have plagued our neighbourhoods as we watched condo after condo be built. Just three years ago our home was broken into, something rarely even heard of until those two towers on Weston and 7 went up. Most recently there were shootings at those very condos. The condos at Jane and Highway 7 haven't fared much better either, with criminal activities such as prostitution occurring in some of the rented homes. The Walmart that I mentioned earlier, because of a rise in theft, have installed quarter machines onto their shopping carts in order to deter thefts. Questionable people are constantly walking around, causing a sense of unease and worry. Most of the community has grown together since the mid 1980s. Neighbours have known one another for many years, a generation or two have grown together. Not only does a massive immigration of new individuals cause a ripple in safety and commonality but you are bringing in unknown factors that can only lead to unknown consequences.

Before I finish I want to remind everyone of what is occurring right across Highway 400, another development already starting with condominiums and town homes being built. And that is only going to compound the issues we already have. We have seen how troubling dense buildings have been. Our neighbouring city, to the south, Toronto, has given prime examples of what over density can cause. Liberty Village, Yonge and Eglinton, Sheppard and Yonge; are just a few examples of how overcrowding and poor development management has effected the surrounding communities.

We ask that you see what is being proposed truly for what it is. How it will impact those that have lived here for so many years, those that have contributed to making the community what it is and what future generations will be impacted by this decision.

Thank you,

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Official Plan Amendment File OP.22.002 and OP.22.005
Date: Thursday, December 1, 2022 9:20:47 AM

From: Sabrina Onorati <[REDACTED]>
Sent: Wednesday, November 30, 2022 7:41 PM
To: Clerks@vaughan.ca
Subject: [External] Official Plan Amendment File OP.22.002 and OP.22.005

This is a written submission to an official plan amendment proposal on Hwy 7 and Weston Road (Official Plan Amendment File OP.22.002 and OP.22.005)
As a member of the community who lives in close proximity to this land, I am in **complete disagreement** with this proposal.

This proposed plan adds greatly to an area that is already very congested and saturated with development. The proposal causes many problems such as congestion especially traffic congestion which is already very ridiculous. It is impossible to drive at the intersection due to the numerous cars. It is not only difficult, time consuming and frustrating to be at that intersection but it is also very dangerous. That intersection has also seen many accidents. 13000 residential units will at the very least add an additional 8000 cars a day in that area belonging just to those residents alone. How will you plan for that? What modifications are being made to support that congestion? Are any plans put into place to accommodate for this added congestion or are we just seeing dollar signs and ignoring the needs and safety of the residents you represent? The ridiculous amount of cars are turning our residential community, which consists of many families and seniors, into a busy and dangerous place. It is no longer a quiet, safe community. This proposal will only further deteriorate our community. We bought our homes to get away from the busy, dangerous and congested city of Toronto but these proposals and **numerous** condo buildings are turning Vaughan into Toronto.

Vaughan needs the current movie theatre and shops. The theatre alone attracts residents from other areas and brings money into our community. It provides a service to our residents as well. What service does more condos provide our residents? At the rate the City of Vaughan is continually building condos, our

community will only consist of condos. Will we even have any more places of entertainment, service and green spaces? Why would anyone want to live in Vaughan when all it will provide is condos?

I look forward to either watching or reading the minutes of this meeting that discusses and votes on the proposal so I, along with other community members, can know which of our 'representatives' elected in their position actually represented the concerns of their voters or the concerns of the money hungry corporations.

Thank you
Sabrina

December 1, 2022

Mr. Todd Coles
City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Mr. Coles:

OFFICIAL PLAN AMENDMENT FILES OP.22.002 AND OP.22.005

Arcadis IBI Group represents 2748355 Canada Inc. ("274 Canada") with respect to its landholdings within the Vaughan Metropolitan Centre ("VMC"). 274 Canada and its affiliates own approximately 84 acres within the southwest quadrant of the VMC.

RioCan Real Estate INV Trust (the "Applicant"), has submitted applications (OP.22.002 and OP.22.005) to permit the approval of a masterplan consisting of buildings ranging in height from 22 to 68 storeys, with an overall maximum density of 4.0 times the area of the lot. Our client's lands are located less than one kilometre away from the Applicant's lands and these landholdings will be directly linked in the future by the proposed Interchange Way flyover of Highway 400.

274 Canada Inc. understands that the City of Vaughan is currently undertaking the Weston 7 Secondary Plan and its associated background studies. The applications in question fall within this Secondary Plan Area.

274 Canada has reviewed the Applicant's proposal and the various reports filed in support of the application. Given the scale of the proposal and its direct linkage to our client's lands, 274 Canada intends to actively monitor and, if necessary, participate in the Secondary Plan process and this application to better understand the overall impact of future development on the surrounding area. 274 Canada is particularly interested in the outcomes of the Transportation Master Plan and how it will be impacted by the Applicant's proposal.

Arcadis IBI Group formally requests to be notified of all future Statutory Public Hearings, Committee of the Whole and/or Council considerations related to these applications.

Thank you for your consideration on these matters.

Sincerely,

Arcadis IBI Group



Stephen Albanese

cc: Jay Claggett, 2748355 Canada Inc.
Patrick Duffy, Stikeman Elliott LLP

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] redevelopment RioCan Colossus
Date: Thursday, December 1, 2022 3:23:10 PM
Attachments: [image001.png](#)

From: [REDACTED]
Sent: Thursday, December 1, 2022 2:30 PM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; clerks@vaughn.ca
Subject: [External] redevelopment RioCan Colossus

To those in authority to act;

I wish to voice my overall concern based on living in Woodbridge and using the H way 7 and Weston Rd intersection daily. I opposed the construction of residential buildings that will bring the hellish traffic I go thru to a new level. Please leave it as space for retail as currently being used.

Rina Loccisano and Family
[REDACTED] Flushing ave

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] RioCan colossus development
Date: Thursday, December 1, 2022 3:42:22 PM

-----Original Message-----

From: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Sent: Thursday, December 01, 2022 3:27 PM
To: Gino Pecora [REDACTED]
Cc: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Clerks@vaughan.ca; Nancy Tamburini <Nancy.Tamburini@vaughan.ca>; Anna Commisso <Anna.Commisso@vaughan.ca>
Subject: RE: [External] RioCan colossus development

Hi Gino,

Hope you and your family are doing well. Yes, I do recall our conversation about this. I do appreciate you taking the time to send in your comments.

They will be included on the agenda in Tuesday's public hearing.

Thanks again,
Rosanna

Rosanna DeFrancesca
905-832-8585 x8339 | rosanna.defrancesca@vaughan.ca

City of Vaughan | Ward 3 Councillor
2141 Major Mackenzie Drive., Vaughan, ON L6A 1T1

To subscribe to my E-Newsletter click [here](#).

-----Original Message-----

From: Gino Pecora [REDACTED]
Sent: Wednesday, November 30, 2022 3:53 PM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] RioCan colossus development

Hi Rosanna we've spoken before about all this development around Hwy 7 and Jane and Hwy 7 and Weston Rd. Please don't let this happen. My whole family voted for you and Mr. DelDuca. There are enough condominiums as we stand right now in this area. Traffic is horrible at all times can you imagine another 5 or 6 new monster condominiums. Please this cannot happen. When will it end. The chaos the unsightly view of monster buildings the number of cars the number of people and crime that will come with these buildings. Please stop this development that's my opinion thanks Rosanna. I will also forward my opinion to Mr. DelDuca.

Sent from my iPhone

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] RIOCAN proposal
Date: Thursday, December 1, 2022 3:42:35 PM

-----Original Message-----

From: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Sent: Thursday, December 01, 2022 3:29 PM
To: Lina Jammehdiabadi [REDACTED]
Cc: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Clerks@vaughan.ca; Anna Commisso <Anna.Commisso@vaughan.ca>; Nancy Tamburini <Nancy.Tamburini@vaughan.ca>
Subject: RE: [External] RIOCAN proposal

Hi Lina,
Thank you for your email, I appreciate you taking the time to send in your comments.
They will be included on the agenda in Tuesday's public hearing.

Best,
Rosanna

Rosanna DeFrancesca
905-832-8585 x8339 | rosanna.defrancesca@vaughan.ca

City of Vaughan | Ward 3 Councillor
2141 Major Mackenzie Drive., Vaughan, ON L6A 1T1

To subscribe to my E-Newsletter click [here](#).

-----Original Message-----

From: Lina Jammehdiabadi [REDACTED]
Sent: Wednesday, November 30, 2022 1:04 PM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] RIOCAN proposal

Dear Rosanna,

Please speak on behalf of your constituents.
This proposal is absolutely insane.
Traffic is bad now, imagine if this goes through.

Sent from my iPhoneLina

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Public Works Meeting OP.22.002 and OP.22.005 RioCan Real Estate, Dec 6, 22
Date: Friday, December 2, 2022 10:16:25 AM

From: Steve V [REDACTED]
Sent: Friday, December 02, 2022 10:14 AM
To: Clerks@vaughan.ca
Subject: [External] Public Works Meeting OP.22.002 and OP.22.005 RioCan Real Estate, Dec 6, 22

Hi I live in the area and oppose this entire plan!

There are too many Buildings to be built in one area. Either doing the North Precinct or South Precinct is already too much, but understandable as expansion has to happen in a lot of places. The infrastructure cannot support so many thousands of new people in the area. The subway is on the other side of 400. Too many cars in an area that cannot support it as it is. Do you drive it now? It's bad enough now. Imagine after? I already try to avoid going south of Hwy 7 on Weston.

The number of buildings need to be spread out more to other areas of Vaughan.

It would be nice if the people living here have the ability to have a choice that affects their lives. I have talked to people about this and I have not heard one person say, That's a good idea because it's a bad idea.

Thanks
Steve

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Official Plan Amendment Files OP.22.002 and OP.22.005
Date: Monday, December 5, 2022 9:36:06 AM

From: Massimo Pecchia [REDACTED]
Sent: Monday, December 05, 2022 12:43 AM
To: Clerks@vaughan.ca
Subject: [External] Official Plan Amendment Files OP.22.002 and OP.22.005

Official Plan Amendment Files OP.22.002 and OP.22.005

Hi

This letter is in response to the above files for master plans on Weston Rd. and Hwy 7. It goes without saying as I am sure you are well aware, but it will not be in the best interests of our great city to allow this type of development. There is not a proper foundation to allow this kind of proposal. This will simply cause gridlock, bottlenecks, smog, safety issues, pedestrian accidents, quality of life degradation.

I am not saying we shouldn't do it, but to propose a plan such as this without having a solid foundation to support the increase of people, vehicles, etc... is simply wrong. I understand that there is a subway that is "close" but to think that people will come to this area and give up their cars or not purchase additional vehicles due to how the area is will be naïve. The subway is not walking distance, it only goes on way (south). Above ground buses are fine, but ridership goes down significantly in very hot, very cold, rainy and snowy weather and guess what, that is the kind of weather Canada gets.

For example, a person living near the south end of this plan that wants to go to the subway will take them 20 minutes minimum just to walk to hwy 7 to catch the bus, then the wait for the bus. What if they want to just go shopping at Fortinos? A couple of weeks and they will surely end up getting a vehicle.

Please, just ask the two buildings that were built on the north east side of Hwy 7 and Weston rd how many have vehicles and what people's feedback is. Look at the traffic prior to and after those buildings were built. We caused a bottle neck at this intersection. Same with Jane and Hwy7. I understand what you are trying to do there, with the whole "new downtown" but take a survey on the residents there. There will be no surprise that there is an issue with parking, people wanting vehicles, walking score, etc...

Also, Other buildings were allowed to be built on Hwy 7 between Pine Valley and Martin Grove Rd. There was a bottleneck in that area before, but now, Huge bottleneck. I know the public was against it, but they were still allowed to be built. Why?

Hwy 407 is also a great alternative that will be marketed but it is so expensive, the other main roads will just start getting bottlenecked.

People have been building roads, homes, cities, for decades. It's a shame we can't learn from past mistakes. We need to stop these kinds of development without first having a solid foundation in place to allow this type of development to thrive. For example, If I were to build a house with no foundation, the inspector would not only stop me from living in the home but they would halt all construction. This is just one home as an example and here we are looking at plans of a major overhaul of an area without a proper foundation.

All this is going to do and all the other proposals I see appearing along Hwy 7, Rutherford near Weston Rd, Jane St, etc... This will just do a dis-service to all existing and future residents. We all

know this already, so we need to stop this.

Don't degrade the quality of life for Vaughan just for an "easy fix".

Thank you

--

Massimo Pecchia

Sergio Pecchia

[REDACTED]

A DEVELOPMENT FRAMEWORK FOR THE COLOSSUS SITE

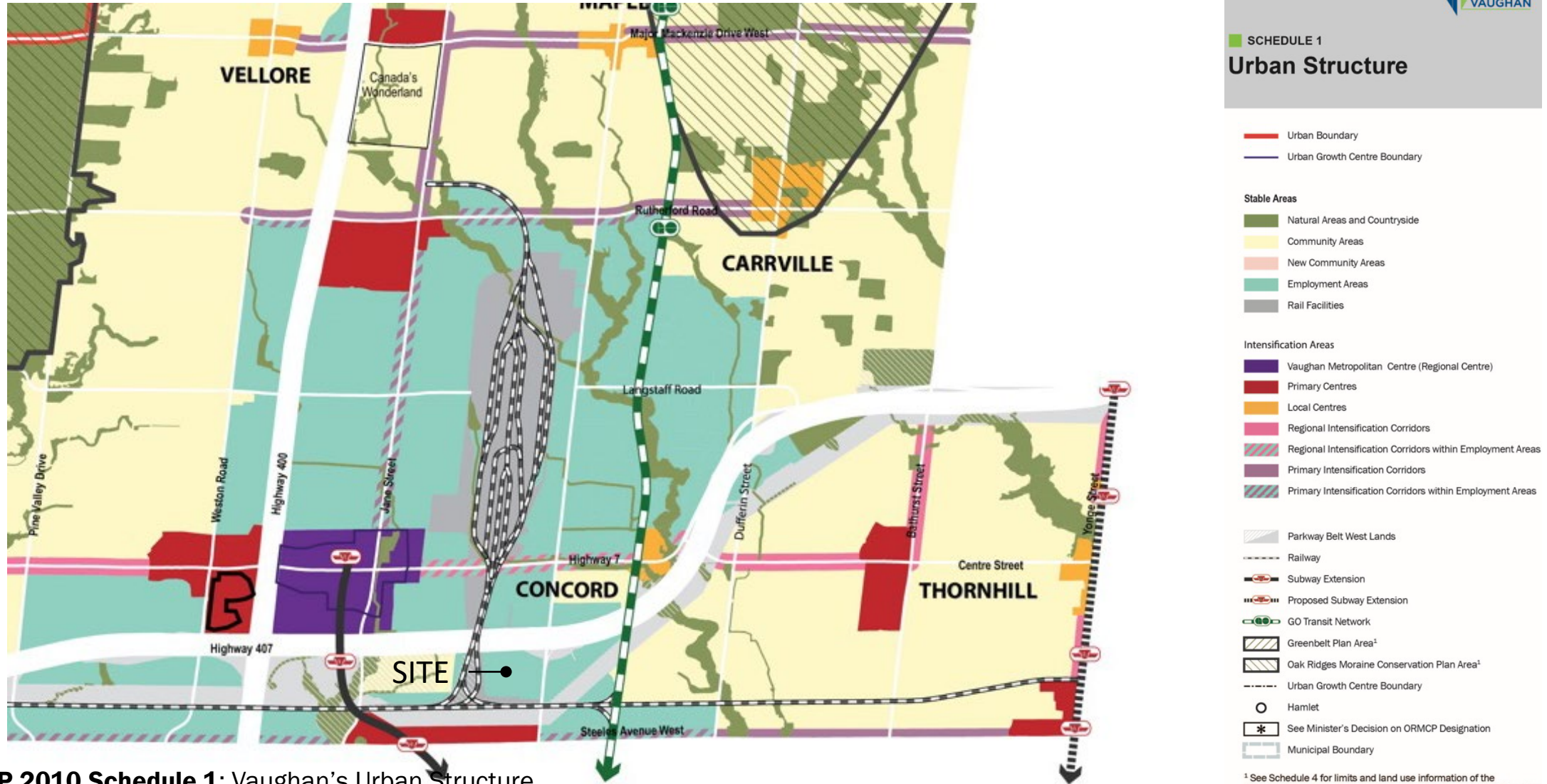
Committee of the Whole Public Meeting: December 6, 2022

Communication: C26
Committee of the Whole (PM)
December 6, 2022
Item #3



THE BIG PICTURE

The Colossus site is within a Primary Centre in the City's Urban Structure. Primary Centres are one of the City's identified intensification areas and are planned to include mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit.

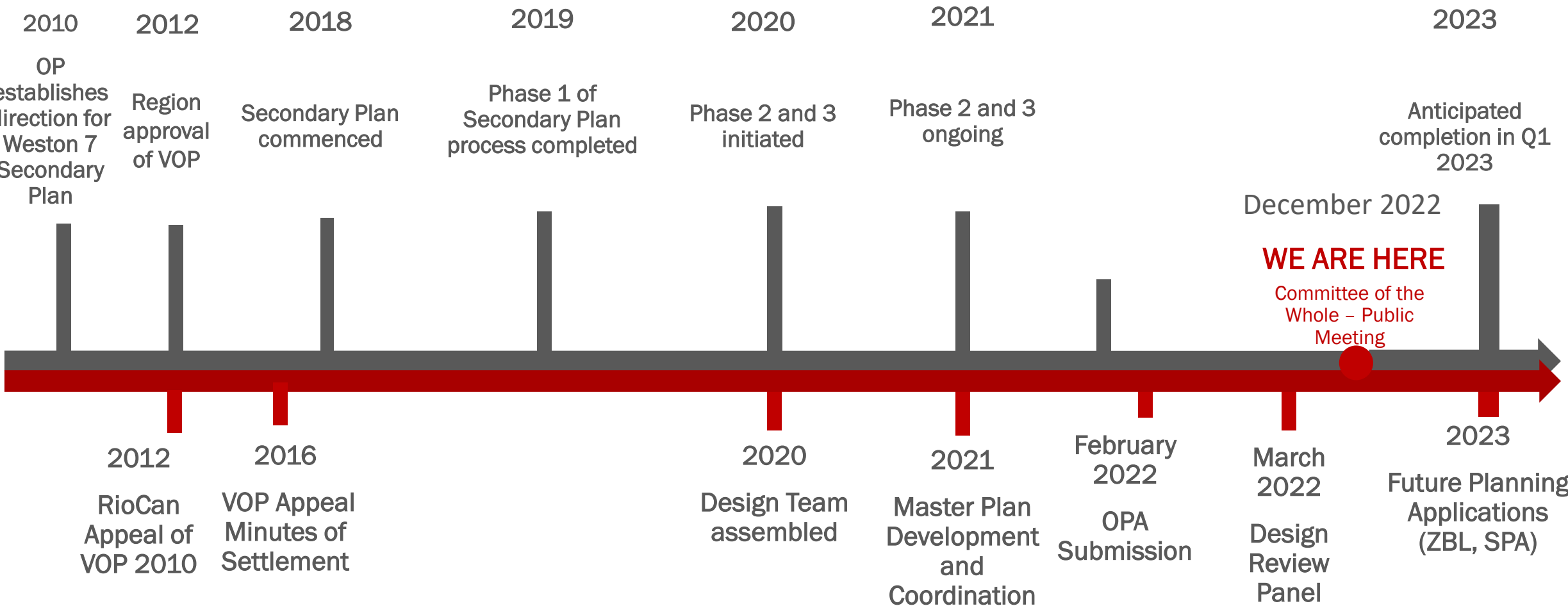


VOP 2010 Schedule 1: Vaughan's Urban Structure

THE BIG PICTURE

RioCan has been consistently participating in the evolving planning process for the Colossus lands.

Weston 7 Secondary Plan Process Timeline



RioCan Colossus OPA Application Timeline

A QUADRANT WIDE STUDY

The RioCan lands represent the majority of a 33 ha independent quadrant, representing the comprehensive planning of 20% of the Weston 7 Secondary Plan Area.



Figure 1. Development Quadrant

The proposed OPA is a planning instrument to implement the Colossus master plan, which was developed with the three private property owners within the Quadrant: RioCan, Costco and Petro-Canada.

The level of analysis submitted with the application is at a quadrant-wide, Secondary Plan-level of detail, as directed by staff at the March 2021 Pre-Consultation meeting. This direction influenced the scope of the submission materials such as:

- Transportation analysis
- Urban design and land use planning analysis
- Servicing analysis

City staff have confirmed in comments to the application that the analysis “sufficiently addresses the requirements of Sections 10.1.1.3, 10.1.1.4 and 10.1.1.7 of VOP 2010 for the entirety of the southeast quadrant, including issues such as the distribution of land uses, building heights, and parks and open space.”



THE APPLICATION AND THE SECONDARY PLAN



Weston 7 Secondary Plan Demonstration Plan
November 4, 2021, The Planning Partnership



Proposed OPA, RioCan
February 2022 Submission

The Application is being processed while the City is developing the Secondary Plan which has been in process since 2018.

Depending on the timing of the ongoing Secondary Plan process an exemption from Policy 10.1.1.6 may be required.

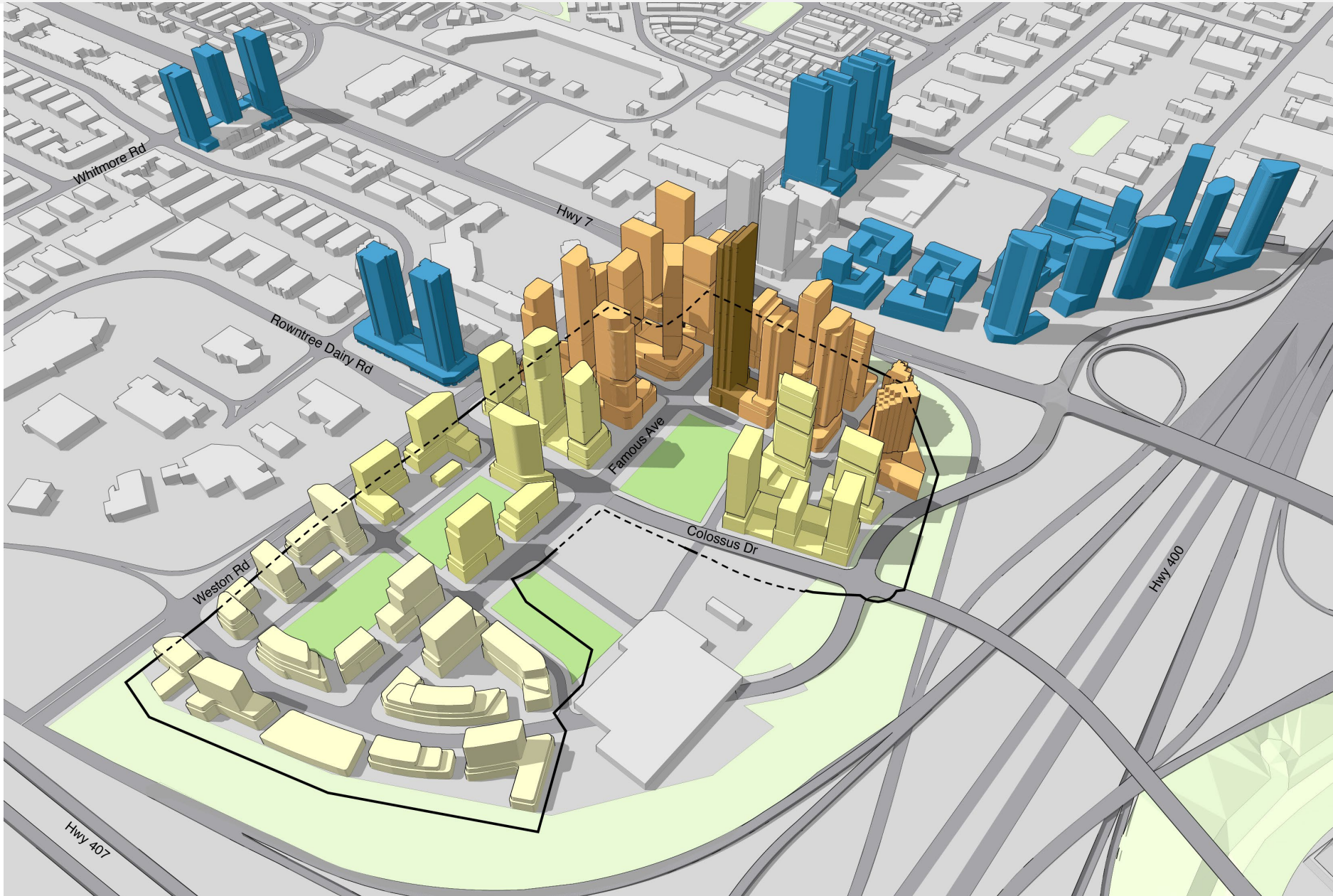
“10.1.1.6. That where it has been determined that a Secondary Plan is required but not yet completed, no amendments to this Plan or the zoning by-law will be permitted without prior or concurrent adoption of the Secondary Plan for that area.”

Should such an exemption be necessary it is supported further to the comprehensive quadrant wide analysis and master plan and the 2016 minutes of settlement between RioCan and the City.

HOUSING AND BUILT FORM

The OPA proposes a range of mid-rise and high-rise development and can deliver approximately 13,000 new housing units.

- Site Boundary
- Maximum Height 25 ST
- Maximum Height 40 ST
- Maximum Height 55 ST
- Landmark Development over 55 ST
- Proposed Development



RETAIL AND ENTERTAINMENT



The development will continue to provide commercial, cultural, and entertainment uses, including a cinema, in a mixed-use, walkable, urban format with available parking to support those uses.











PARKS, OPEN SPACES, AND COMMUNITY SERVICES

The current OPA secures a minimum of 15% of the net site area for parks and open space to support active and passive recreation, socialization, and gathering.

The OPA also includes priority locations for Community Facilities and policies to encourage CS+F integrated with development.



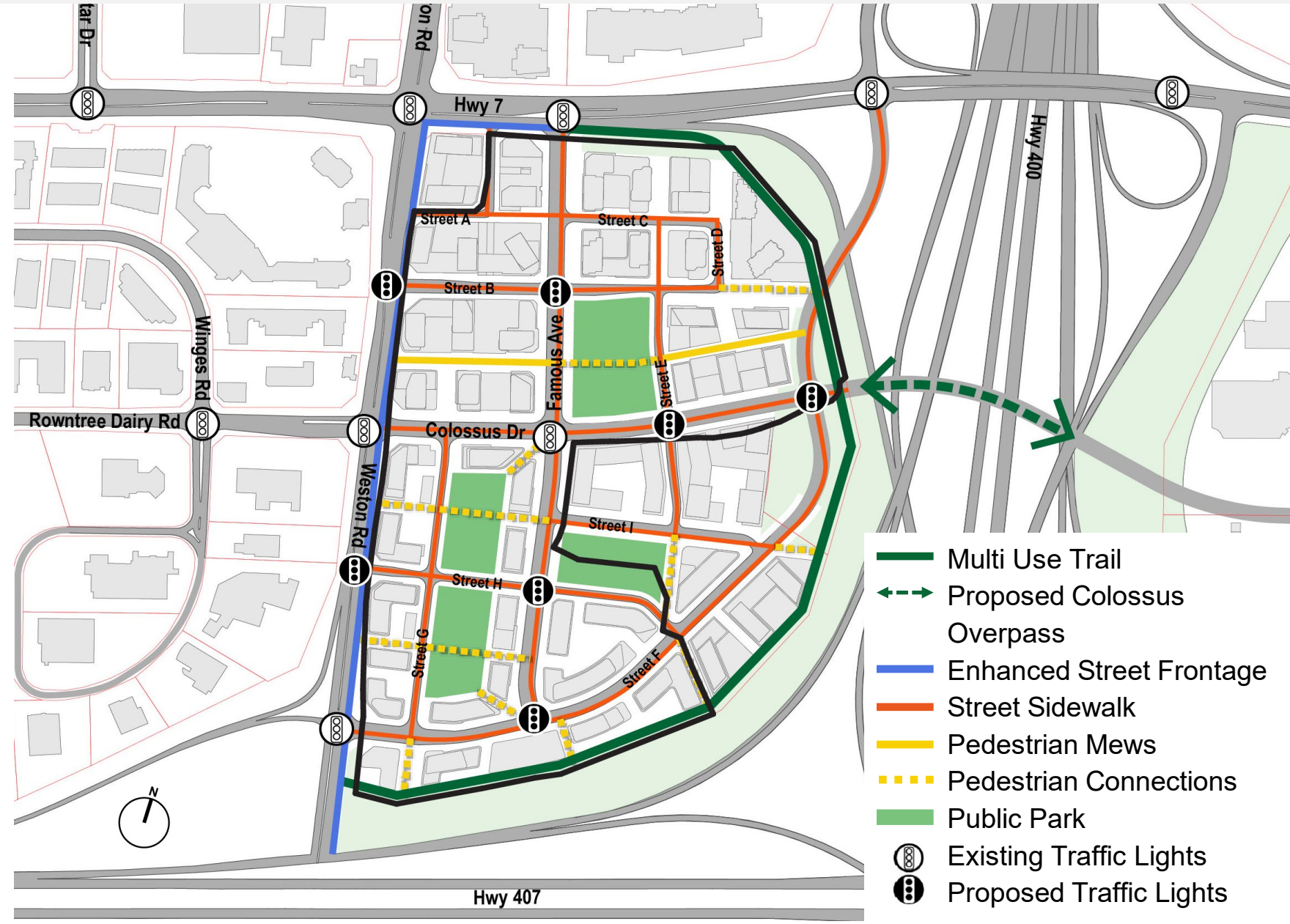
-  Priority Locations for Community Facilities
-  1 Colossus Park
-  2 Pedestrian Mews
-  3 Central Park West
-  4 Central Park East
-  5 Storm Water Management Area
-  6 Multi Use Trail
-  7 Famous Avenue Promenade

NEW STREET NETWORK

The application includes a comprehensive and fine-grained street network for pedestrians, cyclists, transit users, and drivers, based on a quadrant-wide analysis.

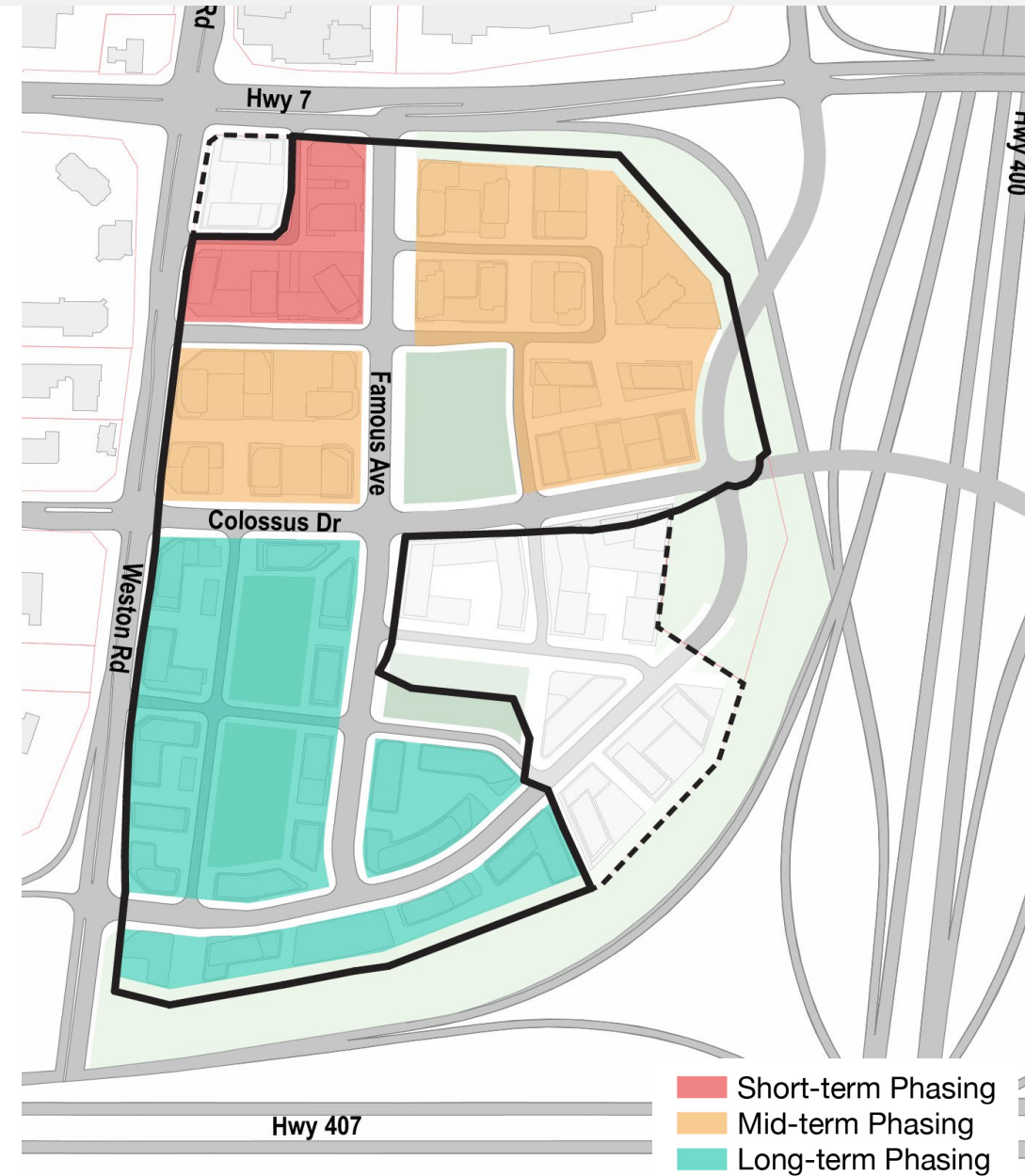
Includes local and regional streets planned to include cycling facilities.

An alignment of the Colossus Drive overpass is proposed, connecting with local roads and Highway 7.



PHASING

The application reflects a long-term redevelopment strategy. The existing retail uses will be transitioned into an urban format over time.



COLLABORATIVE PLANNING



RioCan is seeking to work collaboratively with City Staff to enable the best planning outcomes for the RioCan lands, the larger Quadrant and the Weston 7 Secondary Plan Area.

This approach represents good, comprehensive planning.

At this time, we are not asking for approval of an Official Plan Amendment or a Secondary Plan , we are simply requesting that Council allow these matter to proceed collaboratively to avoid delays and to enable the creation of more homes and a modernized retail and entertainment destination in Vaughan.



Thank You!

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Non-Suport for RioCan Proposal at Hwy 7 & Weston Rd
Date: Monday, December 5, 2022 11:56:43 AM

From: Sabrie P <[REDACTED]>
Sent: Monday, December 05, 2022 11:54 AM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>; Clerks@vaughan.ca
Subject: [External] Non-Suport for RioCan Proposal at Hwy 7 & Weston Rd

Hello Rosanna,
As a long-time resident and Taxpayer of Woodbridge, ON my family and I DO NOT Support the RioCan master plan for the Southeast Corner of Hwy 7 & Weston Road.

Reason 1 - Crime is already up in the area, you add 38 towers of density in one small corner and more buildings on the northwest and southwest corners, (because we all know there are applications for condos on every corner in Vaughan) It's just Ridiculous! Imagine, we are already being compared to Jane & Finch now, with just the two liberty towers currently there. Cops are always called to these buildings and there are shootings every other weekend in this area now.. Imagine with that amount of density! We will be the new crime city of Canada.. what's the city going to do about the ride in crime? RioCan certainly doesn't care!!!

Reason 2 - Traffic! It's already disgustingly bad.. Hwy 7 & Weston Road has already been named the worst Intersection of Canada? Imagine with this much more density. During the election, DelDuca said he was going to FIX traffic! This RioCan plan goes against fixing any kind of traffic problem! And we all know, no one is walking to the subway from Hwy 7 & Weston! RioCan cannot use the subway as a feature! It's nowhere close enough to do that! That would be ridiculous! Vaughan Is

Doomed!!

Reason 3 - The infrastructure is already weak, and this will put way more strain on the infrastructure. My tax dollars should not support upgrades to infrastructure so that a greedy builder can make \$1500/square foot on small shoebox homes that don't fix the housing issues.. Families can't grow in 500sq foot condo!

For affordable housing, go build north of Weston & Teston or Keele & Teston in all that open land that's not developed yet!! There's lots of room to build homes there, nothing is developed, and the builder signs are up.. so why congest an already congested area??

Reason 4 - Amenities! This plan takes away all the amenities that we currently have regarding, the Movie Theatre, restaurants, and convenient retail facilities.. I shouldn't have to drive to Richmond Hill or Brampton to watch a movie, go to a restaurant or a strip mall. This theatre services not just Woodbridge, but also, Maple, Concord, West Woodbridge!! We all know retail in condos is useless, it's not convenient for residents and ends up being empty retail space. Just look at Centro & Expo - complete waste of retail space!!

This RioCan Master Plan is a complete disaster in itself.. Not enough green space, no amenities for current residents, and just an invite to all the crime to move up from Jane & Finch..

If DelDuca & Council approve this plan, it will be the most memorable disgrace and downfall Vaughan has ever experienced!

Here's to hoping Vaughan Council is for the people and the greedy builders!!

Best Regards,
Sabrina Palermo

From: [John Britto](#)
To: [Jacquelyn Gillis](#); [Todd Coles](#)
Subject: RE: [External] Meeting December 6 regarding RioCan Colossus lands
Date: Monday, December 5, 2022 11:58:58 AM

From: angela <[REDACTED]>
Sent: Monday, December 5, 2022 11:54 AM
To: Todd Coles <Todd.Coles@vaughan.ca>; John Britto <John.Britto@vaughan.ca>
Subject: [External] Meeting December 6 regarding RioCan Colossus lands

I cannot attend this meeting as it conflicts with Nav Can and GTTA meeting regarding flight paths over Vaughan. Residents in Maple/Woodbridge were affected by VMC complex, (Plus future developments, stage 2). The planes were re-routed to fly over residents' home, predominately over Woodbridge/Maple. Nav Can and GTTA have implemented new procedures, RNP, CDO which allows the planes to fly at a very low altitude, while making sharp turns. Residents have not been part of this decision-making process or included in meetings. We are becoming the arrival, departure and preferred flight path for Toronto International airport. The noise and low flying planes will affect our health, safety and quality of life. [New Pearson Airport procedure to lower noise over homes in Mississauga and Brampton | insauga](#)

Presently we are working with Nav Can and GTTA to have the planes fly over non-residential homes. We are concerned about the high-rise condo being built and do not want the flying planes flying over residential area. We have not had this number of planes flying very low in Vaughan.

Thank you
Angela

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Re: Official Plan Amendment Files OP.22.002 and OP.22.005 - Applicant, RioCan Real Estate INV Trust
Date: Monday, December 5, 2022 12:14:45 PM

From: FRANCA STIRPE <[REDACTED]>
Sent: Monday, December 05, 2022 12:05 PM
To: Clerks@vaughan.ca
Subject: [External] Re: Official Plan Amendment Files OP.22.002 and OP.22.005 - Applicant, RioCan Real Estate INV Trust

RE: 3555 Highway 7; 7501, 7575, 7601 & 7621 Weston Road; 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 Colossus Drive; 16, 21, 30 & 31 Famous Road (vicinity of Highway 7 and Weston Road)

Dear Mayor Steven Del Ducca and Members of Vaughan Council

This community does not need any more highrise buildings. There are currently numerous development projects underway in this vicinity, with numerous others in progress or waiting for approval. The traffic situation is already at capacity - what normally should be a ten minute drive home can take over one-half hour, and much longer in the winter months or a minor road incident. The addition of an overwhelming number of vehicles would make an already unbearable situation much worse.

What is also terribly wrong with this application, is that it would be forever abolishing a unique and iconic retail shopping centre that has been the hub of the community, and the community at large, for many years. It is convenient and has everything to offer to keep the local residents shopping locally, while also providing a great service to people coming from other locations to shop here.

To approve this application would be a prime example of allowing the destruction of existing communities instead of building accessible communities where residents can live, work and play. I find this application to be an insult to the residents of the City of Vaughan and I ask that this application be rejected.

Thank you for your time.

Franca Stirpe
[REDACTED] Wycliffe Avenue
Woodbridge, Ontario
[REDACTED]

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Rio Can - Public Meeting Tuesday
Date: Monday, December 5, 2022 12:03:00 PM

From: IRENE FORD <[REDACTED]>
Sent: Monday, December 05, 2022 12:02 PM
To: Clerks@vaughan.ca
Subject: [External] Rio Can - Public Meeting Tuesday

Vaughan Council and Planning Staff,

Below are my comments and concerns with regard to the following development application: RIOCAN REAL ESTATE INV TRUST OFFICIAL PLAN AMENDMENT FILES OP.22.002 & OP.22.005 3555 HIGHWAY 7, 7501, 7575, 7601 & 7621 WESTON ROAD, 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 COLOSSUS DRIVE AND 16, 21, 30 & 31 FAMOUS ROAD VICINITY OF HIGHWAY 7 AND WESTON RD.

Planes & Airport Noise

I have lived in Vaughan since 2009 and there has been a steady increase in plane traffic over my community. Over the summer it was intolerable due to runway construction at Pearson. It has improved greatly in recent months but there are still occasions when planes departing to reach the required altitude literally fly over my house and turn. This creates roll back noise, which is why community members find the noise especially loud given the distance we are from the airport. Departures as I understand do not follow a specific flight path, they turn at a certain altitude based on the size of the plane. I fail to understand why these planes do not turn and fly over the CN McMillan railyard, the second largest in Canada.

Pearson recently implemented and consulted on a new arrival path. Staff specifically asked Pearson to move the path further east to reduce the impacts on the VMC area. The RioCan development appears to be close, possibly affected by the changes that NavCan & Transport Canada approved. I am concerned based on the heights and density proposed that RioCan has not been considerate of these recent changes. Should the development proceed as proposed this has the potential to impact GTAA's operations. The new arrival flight path as well as departures. I am also very concerned that this development could result in impacts that result in more planes flying over existing low-rise developments. I ask that Vaughan Staff, NavCan, Transport Canada and RioCan are very, very, very transparent about consultation surrounding Pearson airport operations and that it be publicly documented in staff reports. Also that any noise studies include impacts from airport operations.

<https://www.navcanada.ca/en/consultation-report---toronto-airport-rnp-ar-approaches.pdf>

Greenspace & Parks

Where is the Greenspace and community centers for this development? At present my community is experiencing increased usage of our greenspace from residents living in the VMC. They have no access to greenspace and travel outside of the VMC to other areas of Vaughan to utilize their water parks and greenspace. There has to be greenspace and water parks where people actually live, it can't be compensated elsewhere for it to be a complete community.

What is the status of Central Park in Vaughan? Are you reviewing development applications that are no on top of what was initially proposed and sold to the public as Central Park? It is difficult to know as there have been so many changes.

Transit & Traffic

While I appreciate the new subway and do use it from time to time, traffic congestion has not improved, if anything it has gotten worse. That is because there is no transit that is convenient, reliable and accessible from the subway station. I live 4.0km from the VMC subway google tells me it would take 8min to drive there but 30m to take the bus, which includes a 15 minute walk to Weston Rd then transferring to a bus at Highway 7 that stops at the VMA subway.

I actually avoid the Jane and Highway 7 intersection even more than I used to, the subway has not improved traffic congestion. How much more traffic congestion can Highway 7 and Weston Rd accommodate without first investing in significant transit improvements to make it affordable and accessible that is a viable alternative to the automobile.

The level of tractor trailer traffic on Highway 7, as well as Langstaff has increased significantly, why can't they use Highway 407?

Secondary Plan Delayed?

Why have Greenfield Secondary Plans in Blocks 41 and Blocks 27 been approved and prioritized ahead of the Weston & Secondary Plan? The result is that the actual density, population that developers clearly have planned for the City of Vaughan were never reflected during the Municipal Comprehensive Review. This thereby led to a false pretense that more greenfield, farmland land was needed to be brought into the urban boundary. Why did staff prioritize the preparation of the greenfield secondary plans, Block 41 was approved in early 21 and Block 27 in 2018 by the City of Vaughan and 2019 by York Region?

Development applications are still coming in for this area, we have no approved secondary plan. Has this inaction and lack of prioritization by the City of Vaughan resulted in landowners/developers being in a position to now appeal due to a lack of decision by the City of Vaughan? It seems far too convenient 'out for Council', we can't make a decision because we don't have a secondary plan as required by our Official Plan, so now the developer has appealed for no decisions.

Thank you,
Irene Ford

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Application of Riocan Real Estate INV Trust to develop land at 3555 Highway 7
Date: Monday, December 5, 2022 12:31:26 PM

From: Libby Parente [REDACTED] >
Sent: Monday, December 05, 2022 11:09 AM
To: Clerks@vaughan.ca
Subject: [External] Application of Riocan Real Estate INV Trust to develop land at 3555 Highway 7

To whom it may concern:

I received the notice of public meeting committee regarding the development of condo buildings at 3555 Highway 7. I am a resident of Vaughan and have lived in the same neighbourhood for over 20 years. I have concerns about this development and they are listed below.

1. **The development will create more congestion** - the buildings range from 22 - 55 storeys in height. There is already a great deal of congestion along Highway 7 and bringing in more people will just create more congestion. We need to develop better public transit if we are going to eliminate cars.
2. **Can we effectively service the number of people coming into the region** - Currently it is very difficult to find a family doctor in Vaughan. I have tried and cannot find any practice willing to take new patients so I continue to go to my family Doctor located in Toronto at Bathurst and Glencairn who will retire in a few years.
3. **The elimination of the Theatre and restaurants** - will Vaughan become a bedroom community? A community thrives when it provides places where residents can not only go to sleep but where it go to experience arts and culture. The current Colossus provides not only a place where families can go and experience a movie together but employment opportunities to residents. Especially young residents.

Thank you.

Libby Parente

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Fwd: Rio Can - Public Meeting Tuesday
Date: Monday, December 5, 2022 1:57:27 PM

From: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Sent: Monday, December 05, 2022 1:54 PM
To: Clerks@vaughan.ca
Cc: DevelopmentPlanning@vaughan.ca
Subject: FW: [External] Fwd: Rio Can - Public Meeting Tuesday

From: Irene Zeppieri <[REDACTED]>
Sent: Monday, December 5, 2022 1:16 PM
To: Council@vaughan.ca
Cc: francesco.sorbara@parl.gc.ca; omar.alghabra@parl.gc.ca; Paul Freeman <[REDACTED]>; Wayne Emmerson <[REDACTED]>; Sandra Malcic <[REDACTED]>; landuse@navcanada.ca; landuse.planning@gtaa.com
Subject: [External] Fwd: Rio Can - Public Meeting Tuesday

Hello,

I am unable to attend in person but shared my concerns below. I ran out of time and expanded below on some concerns.

Should noise studies be done that consider aviation noise from planes, then they should note wind conditions, which dictate if planes are arriving or departing and be done reflecting both. At night as well due to the preferred runway system implemented. Although Vaughan might not be 'preferred' we are the third choice and if my understanding of the data is correct take an almost equivalent amount of night time flights over residential as the 'preferred' routes.

I have expressed concerns to GTAA, NavCan, Transport Canada and my MP about impacts that existing buildings in the VMC may have had on Pearson's operations. Resulting in increased departure and arrival traffic being shifted over existing low-rise residential. Not impacts to flight paths which require approval from Transport Canada, but day to day operations. NavCan is a commenting agency & has no authority to approve or deny applications but are required to be consulted on certain applications. Municipalities are the ultimate land use authority. NavCan has reviewed applications in the VMC. I have been unable to confirm if they did or did not express concerns or even object to existing or proposed buildings. They directed me to follow up directly with the municipality, which I have not done to date.

I am requesting more transparency about communications and consultation on land use decisions in which consultation with NavCan is a component. This should be a component of the public

consultation and clearly identified in the required planning studies, as well as staff reports to Council.

I have not reviewed but wonder if this a component in the Weston 7 Secondary Plan? It may influence building heights and residential development patterns particularly on the SW side of highway 400, which I suspect is more affected by Pearson's operations.

Thank you,
Irene

Begin forwarded message:

From: IRENE FORD <[REDACTED]>
Date: December 5, 2022 at 12:01:40 PM EST
To: clerks@vaughan.ca
Subject: Rio Can - Public Meeting Tuesday

Vaughan Council and Planning Staff,

Below are my comments and concerns with regard to the following development application: RIOCAN REAL ESTATE INV TRUST OFFICIAL PLAN AMENDMENT FILES OP.22.002 & OP.22.005 3555 HIGHWAY 7, 7501, 7575, 7601 & 7621 WESTON ROAD, 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 COLOSSUS DRIVE AND 16, 21, 30 & 31 FAMOUS ROAD VICINITY OF HIGHWAY 7 AND WESTON RD.

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I have lived in Vaughan since 2009 and there has been a steady increase in plane traffic over my community. Over the summer it was intolerable due to runway construction at Pearson. It has improved greatly in recent months but there are still occasions when planes departing to reach the required altitude literally fly over my house and turn. This creates roll back noise, which is why community members find the noise especially loud given the distance we are from the airport. Departures as I understand do not follow a specific flight path, they turn at a certain altitude based on the size of the plane. I fail to understand why these planes do not turn and fly over the CN McMillan railyard, the second largest in Canada.

Pearson recently implemented and consulted on a new arrival path. Staff specifically asked Pearson to move the path further east to reduce the impacts on the VMC area. The RioCan development appears to be close, possibly affected by the changes that NavCan & Transport Canada approved. I am concerned based on the heights and density proposed that RioCan has not been considerate of these recent changes. Should the development proceed as proposed this has the potential to impact GTAA's operations. The new arrival flight path as well as departures. I am also

very concerned that this development could result in impacts that result in more planes flying over existing low-rise developments. I ask that Vaughan Staff, NavCan, Transport Canada and RioCan are very, very, very transparent about consultation surrounding Pearson airport operations and that it be publicly documented in staff reports. Also that any noise studies include impacts from airport operations.

<https://www.navcanada.ca/en/consultation-report---toronto-airport-rnp-ar-approaches.pdf>

Greenspace & Parks

Where is the Greenspace and community centers for this development? At present my community is experiencing increased usage of our greenspace from residents living in the VMC. They have no access to greenspace and travel outside of the VMC to other areas of Vaughan to utilize their water parks and greenspace. There has to be greenspace and water parks where people actually live, it can't be compensated elsewhere for it to be a complete community.

What is the status of Central Park in Vaughan? Are you reviewing development applications that are no on top of what was initially proposed and sold to the public as Central Park? It is difficult to know as there have been so many changes.

Transit & Traffic

While I appreciate the new subway and do use it from time to time, traffic congestion has not improved, if anything it has gotten worse. That is because there is no transit that is convenient, reliable and accessible from the subway station. I live 4.0km from the VMC subway google tells me it would take 8min to drive there but 30m to take the bus, which includes a 15 minute walk to Weston Rd then transferring to a bus at Highway 7 that stops at the VMA subway.

I actually avoid the Jane and Highway 7 intersection even more than I used to, the subway has not improved traffic congestion. How much more traffic congestion can Highway 7 and Weston Rd accommodate without first investing in significant transit improvements to make it affordable and accessible that is a viable alternative to the automobile.

The level of tractor trailer traffic on Highway 7, as well as Langstaff has increased significantly, why can't they use Highway 407?

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Comprehensive Review. This thereby led to a false pretense that more greenfield, farmland land was needed to be brought into the urban boundary. Why did staff prioritize the preparation of the greenfield secondary plans, Block 41 was approved in early 21 and Block 27 in 2018 by the City of Vaughan and 2019 by York Region?

Development applications are still coming in for this area, we have no approved secondary plan. Has this inaction and lack of prioritization by the City of Vaughan resulted in landowners/developers being in a position to now appeal due to a lack of decision by the City of Vaughan? It seems far too convenient 'out for Council', we can't make a decision because we don't have a secondary plan as required by our Official Plan, so now the developer has appealed for no decisions.

Thank you,
Irene Ford

From: Clerks@vaughan.ca
To: [Jacquelyn Gillis](#)
Subject: FW: [External] Proposed Development at Weston Road and Highway 7
Date: Monday, December 5, 2022 1:57:49 PM
Attachments: [image001.png](#)

From: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Sent: Monday, December 05, 2022 1:55 PM
To: Clerks@vaughan.ca
Cc: DevelopmentPlanning@vaughan.ca
Subject: FW: [External] Proposed Development at Weston Road and Highway 7

Anna Commisso
Council Assistant
905-832-8585 x8328 | anna.commisso@vaughan.ca

City of Vaughan | Office of Ward 3 Councillor Rosanna DeFrancesca
2141 Major Mackenzie Drive., Vaughan, ON L6A 1T1



From: Anna Tomaino <[REDACTED]>
Sent: Sunday, December 4, 2022 10:28 AM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] Proposed Development at Weston Road and Highway 7

Hello Rosanna,

I have written to you in the past regarding the proposed development in the Highway 7 and Ansley Grove area of Woodbridge. This correspondence is to address my concerns regarding the public notice communication sent to residents for the proposed Weston Road and Highway 7 project. In response to your recent email for community comments, I provide the following.

As a long time Woodbridge resident, I am disappointed in the development pace that has taken place in recent years and the ongoing proposals that are put forward for continued expansion. The public notice to residents seems to be in name only with no real concern to take resident voices into consideration. The appearance is that these developments are proceeding and will continue to proceed regardless of what the community concerns are.

Issues raised in the past continue to be problematic today and they will continue to escalate into the future.

Congestion is a reality and there has been no progress to alleviate this issue. Increased growth will only add to this problem. I still find it ludicrous that past statements made in public information sessions about moving towards pedestrian traffic and bicycle traffic is the solution for Woodbridge residents. It is stressful today to travel within Woodbridge. So how terrible will it be in the future to travel with the explosive growth presented in the Weston Road and Highway 7 plan?

- The public perception is that our crime rate has escalated with the growth. This new mega project will just add to the crime rate and put the residents of Woodbridge at continued risk.
- Investor versus lease/rental realities is something that is rarely discussed. How many of the new condo developments that have gone up already have the owner of the condo actually living in the unit? Information is already available from people that live in some of these condo developments that there is a considerable amount of rent/lease inhabitants and with that, the respect to the property is sacrificed. Without respect, individual developments will falter. One condo resident laments how people are throwing garbage over the balconies into the courtyards. Does this make our city proud?

The public notice document states "To ensure Vaughan continues to be a great place to live, work and play, our city must grow in ways that are smart and any change must meet the needs and values of current and future residents and businesses" I doubt that residents of Woodbridge believe that this proposed development will in good faith satisfy this statement.

I trust you will take the necessary steps to escalate my concerns to the appropriate groups.

Thank you,

Anna Tomaino

Attachment 9

Communications from Council Meeting – December 13, 2022

RIOCAN REAL ESTATE INV TRUST OFFICIAL PLAN AMENDMENT FILES OP.22.002 & OP.22.005 3555 HIGHWAY 7, 7501, 7575, 7601 & 7621 WESTON ROAD, 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 COLOSSUS DRIVE AND 16, 21, 30 & 31 FAMOUS ROAD VICINITY OF HIGHWAY 7 AND WESTON ROAD

C2
COMMUNICATION
COUNCIL – DECEMBER 13, 2022
CW (PM) - Report No. 44, Item 3

From: [Joseph Tomaino](#)
To: [Rosanna DeFrancesca](#); Clerks@vaughan.ca
Subject: [External] RioCan Colossus Lands
Date: December-05-22 9:25:16 PM

The rate at which the Hwy 7 corridor is being developed and changed is very concerning. This proposed development looks to be putting over 30 high rise towers with no indication that the road network is being improved in any way. I realize these towers will not pop up overnight, more realistically over a 10 year span but you are looking to add 15,000 to 20,000 people to an area already suffering from severe traffic issues. I ask that you provide additional information for the following.

- What is the schedule for the construction of these towers
- Will the road network be expanded to improve (be able to cope with) the additional traffic. Please do not answer by telling us about public transit.
- Is there an actual plan for the densification of the Hwy 7 corridor, and if so can you let the long term residents of the area get a look at the long term plan.
- What happens to the retail on the site. If RioCan decides to incorporate retail into the podiums of the towers will the city ensure that sufficient parking is provided.
- Are there limits to the size and height the city will approve?

I know it is quite easy to label me as just another NIMBY however the past 5 years or so the culture and identity of the area has been hijacked by developers with no thought or concern for the existing residents. I know the developers make money and the city increases the tax base and brings in more money but that is not what makes a community. I have taken part in several zoom calls on other area developments and always come away with the feeling that the decisions are made before we are ever consulted.

Regards,

Joseph Tomaino

C3
COMMUNICATION
COUNCIL – DECEMBER 13, 2022
CW (PM) - Report No. 44, Item 3

From: [UBBRIACO](#)
To: Clerks@vaughan.ca
Subject: [External] Official Plan Amendment Files OP.22.002 and OP 22.005
Date: December-05-22 8:16:20 PM

Dear sirs,

A few years ago I attended a meeting where plans for the HWY 7 between Weston Rd and Jane was discussed. In the plans there was no mention of all these Condos ranging from 24 to 68 floors to be built in the Weston Rd area. It was supposed to be the "Entertainment" district. When I looked at the plan of over 33 condo skyscrapers built I became concerned. How can this be considered? Traffic, congestion, over population in one area, possible problem areas due to these all becoming rentals. How can anyone possibly think this can be positive for our area. No schools, shopping area being eliminated to build these condos. These are not "homes" where people can raise a family. Where can they bring their children out to play? Two parks? Maybe? Where can the children go to school? I am sure these still aren't affordable for young families. What will the average be? 650 square feet? Leave this area as it was designed, for the residents to shop. Want to build condos, make it reasonable, not more than 10. Stop making developers rich and think about the community. PLEASE!!

Elsa and Mario Ubbriaco

■ Aberdeen Ave
Woodbridge Ont

Sent from my iPad

From: [Giancarlo Trombino](#)
To: Clerks@vaughan.ca
Subject: [External] Files op.22.002 and op.22.005
Date: December-05-22 8:14:10 PM

To whom it may concern, not many according to this absurd plan .

I have lived in Vaughan for over 34 years. It was once a great suburb to live and enjoy life. It has now become a city of its own. I get it things need to progress. However, the growth that has already happened has destroyed Vaughan mainly Woodbridge. The amount of traffic, crime(which doesn't get reported) strain on education, Strain on health care, strain on infrastructure etc etc. I don't want to live in Vaughan any longer. And neither do most of my relatives and friends. We moved here to get away from the city, and hog politicians and greedy builders keep forcing it down our throats. My father doesn't feel safe walking in his own Neighbourhood as he's been approached by pieces of shit attempting to rob him. My sister wants to seek her SUV due to all the car thefts and car jackings by the same pieces of shit that don't want to work and feed off the hard working backs of Woodbridge and Vaughan. Punishment enforced by governments is a joke and criminals are aware of it. This didn't happen years ago. Yes transit is good but it also brought shit to this city. Now you want to add I believe 35 towers to one corner of the city. Are you guys serious???? Plus all the other purposes towers being considered. What a joke this has become. I don't buy this infill bullshit that's being talked about. Just look around Woodbridge and maple. It's pathetic. Thankfully I have a few more years till my children finish school, then I'm gone. I know you not anyone else at city hall don't give a shit. But I wanted to tell you. Go look what Toronto has become. It's a shit hole except for a few neighborhoods that are surrounded by garbage. Good on all you greedy politicians and builders. Watch what this once beautiful town will become. Crime and over populated dump. Just look at the 20 20 lounge that has had over 3-4 shootings or assaults in a couple of years. The street beggars that stand at 7 and Weston rd, 7 and 400. The beg for money while on there cell phones and then leave garbage where they stood. Traffic that doesn't quit even with that wasted bus lanes on 7, major mac, Rutherford, Weston rd and Islington. You want to promote family life. Well how can u raise a family in a condo?? How about you build houses that have a backyard and a driveway and streets that can allow cars to properly pass. I know this will fall upon deaf ears, but I will use this to watch my property increase in value then sell and leave this city and take my money and spending to a small community far away from transit and disgusting growth.

Regards,

Frustrated citizen of Vaughan

Sent from my iPhone

From: [Laura Risi](#)
To: Clerks@vaughan.ca
Subject: [External] Rio can 3555 Highway 7 and Weston
Date: December-05-22 8:05:48 PM

City of Vaughn

Office of the City Clerk

This email expresses my opposition to the proposed high-rise development at the Northern and Southwestern precinct of Highway #7 and Weston Road.

The area already experiences a tremendous congestion with traffic at this intersection and subsequent ones.

The re-structure of Highway #7 lanes instead of making the traffic flow, created more clogging.

In addition to the proposed high-rise, the traffic will be chaotic and dangerous, as each resident will drive at least one car.

Prior to creating more traffic devastation, the area must be equipped with proper roads and bridges to ease the difficulty of the flow. You must prepare before you build, create projects smartly.

Streets in our neighborhoods will become main roads, as commuters would try to take other routes to avoid congested traffic.

This will create danger in our neighborhoods roads; where kids play, ride their bikes, walk to school, seniors and adults going for a refreshing walk or exercise. All would be jeopardized.

Our lifestyle and safety will be at risk.

Streets will be significantly crowded and parking will be an issue.

There is no parkland or open space in this area to provide to residents.

Just a simple routine of walking the dog, where? No green space whatsoever on Highway #7 and Weston Road.

The businesses in this area are conveniently located for us to access and shop.

This development will impact negatively our daily life, going to schools, to work, shopping or just walking our streets.

The harm this development will create is irreversible and as a resident concerned with everyone's well-being I strongly oppose this project development.

The collective opinion and concerns of residents must be taken into attention.

Please acknowledge this email has been taken into consideration and counted to oppose the project.

Regards

A worried and concerned resident

Laura De Flaviis-Risi

C6
COMMUNICATION
COUNCIL – DECEMBER 13, 2022
CW (PM) - Report No. 44, Item 3

From: [abboud.mona](#)
To: [Rosanna DeFrancesca](#)
Cc: [Clerks@vaughan.ca](#)
Subject: [External] RIO CAN
Date: December-06-22 9:53:07 AM

Dear Mrs DeFrancesca,

It has come to our attention that the owner of rio can on hwy 7 /400 would like to build a distributing amount of condos and destroy a shopping hub and extremely popular entertainment district for Vaughan.

First and foremost - traffic traffic traffic !! What the hell are they thinking ??? I guess \$\$\$\$ is all they are thinking about .

I'm disturbed that they would consider removing such a buzzing shopping hub from Vaughan . We shop there multiple times per week. We enjoy evening dinners at Earls , jack Astors, Moxies , shoeless joes and much more .

This will affect business in the area and people are less likely to visit the area.

The colossus movies theaters - iconic to Vaughan !!! We have nothing left but stupid traffic and condos everywhere .

This needs to be stopped !!! This is wrong and not good for the economic success of our city .

Please have my voice heard .

Thank you
Mona O'Leary

Sent from my iPhone

C7
COMMUNICATION
COUNCIL – DECEMBER 13, 2022
CW (PM) - Report No. 44, Item 3

From: [Manuel Orellana](#)
To: Clerks@vaughan.ca
Subject: [External] Development
Date: December-05-22 10:54:17 PM

To city clerks,

With regards to the letter that was sent about the development of Highway 7 near Weston Rd, we are opposed to the development of this area. The area is already too congested, too much development and too much traffic.
Manuel Orellana

Sent from my iPhone

C8
COMMUNICATION
COUNCIL – DECEMBER 13, 2022
CW (PM) - Report No. 44, Item 3

From: [Nick Ciappa](#)
To: [Rosanna DeFrancesca](#); mayor@vaughan.ca
Cc: Clerks@vaughan.ca; [Anna Venturo](#); [Sandra Volante](#); [Grace Greco](#); [Haiqing Xu](#)
Subject: [External] RE: Proposed Redevelopment RioCan Colossus, HWY 7 & Weston Rd.+ Development Planning Work Process Implementation
Date: December-06-22 11:53:21 AM

Dear Councillor Rosanna and Mayor Del Duca, I have no issues with this development being proposed in a VOP-2010 designated intensification area that is adjacent to higher order transit.

This obviously is completely different from the 4101 Rutherford Rd development proposal that was inappropriately supported by the Vaughan Planning Department and approved by the OLT due to lack of preparation by opposing parties especially the city hired team to oppose this development as directed by Council.

Also more importantly I and numerous residents are still waiting for a documented work process and updated business controls, serious deficiencies identified by the "KPMG **Comprehensive Review of Development Review and Policy Formulation Report**", to be implemented for the Vaughan City Development Planning Group to consistently assess submitted development applications without bias and without the perception of inappropriate interactions with developers as we are seeing with the Ford government.

Regards, Nick,

Nick Ciappa, P. Eng.
Cell = [REDACTED]

Sent from my Galaxy

----- Original message -----

From: Councillor Rosanna DeFrancesca <rosanna.defrancesca@vaughan.ca>
Date: 2022-11-30 2:30 p.m. (GMT-05:00)
To: [REDACTED]
Subject: Proposed Redevelopment RioCan Colossus, HWY 7 & Weston Rd.



November 30, 2022



Dear Neighbours,

Please join me at Vaughan City Hall and have your say on the proposed redevelopment of the RioCan Colossus lands. A public meeting will be held on **Tuesday, December 6th at 7:00 p.m.** in the Council Chamber.

The Owner is seeking to permit an overall master plan (Northern and Southwestern Precinct) by redesignating the subject lands to “High-Rise Mixed-Use” with an overall **maximum density of 4.0 times the area of the lot with building heights ranging from 22 to 55-storeys and one, 68-storey building** with site-specific policies.

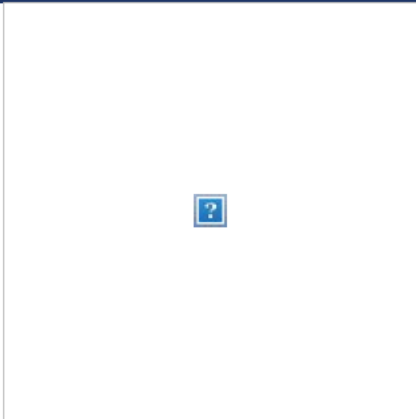
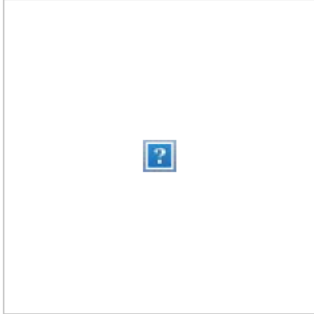
Please get involved, make your voice heard by:

- Submitting written comments via email to Rosanna.defrancesca@vaughan.ca and clerks@vaughan.ca
- Speaking on December 6th either in person or electronically by completing a [Request to Speak Form](#)

***The deadline to register to speak or submit written comments is Monday, December 5th at 12 p.m.**

More information is available at the following link: [RIOCAN REAL ESTATE INV TRUST OFFICIAL PLAN AMENDMENT FILES OP.22.002 & OP.22.005 3555 HIGHWAY 7, 7501, 7575, 7601 & 7621 WESTON ROAD, 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 COLOSSUS DRIVE AND 16, 21, 30 & 31 FAMOUS ROAD VICINITY OF HWY 7 & WESTON ROAD - Committee of the Whole \(Public Meeting\) - December 06, 2022 \(escribemeetings.com\)](#)

Yours in Service,



Office of the City Clerk

2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
T 905 832 8585

E clerks@vaughan.ca

DATE OF MEETING: Tuesday, December 6, 2022

TIME: 7:00 p.m.

MEETING LOCATION: Vaughan City Hall, Council Chamber, 2141 Major Mackenzie Drive, Vaughan

LIVE STREAM LINK: [Vaughan.ca/LiveCouncil](https://vaughan.ca/LiveCouncil)

PARTICIPATION

If you would like to speak at the meeting, either electronically or in person, please complete the [Request to Speak Form](#) and submit to clerks@vaughan.ca.

You can also register to speak by contacting the Office of the City Clerk at 905-832-8504.

Please submit written comments by mail or email to:

City of Vaughan Office of the City Clerk

2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1 clerks@vaughan.ca

THE DEADLINE TO REGISTER TO SPEAK OR SUBMIT WRITTEN COMMENTS ON THE ABOVE NOTED FILE(S) IS NOON ON THE LAST BUSINESS DAY BEFORE THE MEETING.

APPLICANT:

DESCRIPTION OF SUBJECT LAND:

3555 Highway 7; 7501, 7575, 7601 & 7621 Weston Road; 10, 11, 20, 21, 30, 31, 40, 41, 55 & 67 Colossus Drive; 16, 21, 30 & 31 Famous Road (vicinity of Highway 7 and Weston Road) (Attachment 1).

WARD:

3

PURPOSE OF THE APPLICATIONS:

The Owner is seeking to permit an overall master plan (Northern and Southwestern Precinct, as shown on Attachment 1) by redesignating the subject lands to "High-Rise Mixed-Use" with an overall maximum density of 4.0 times the area of the lot with building heights ranging from 22 to 55-storeys and one, 68-storey building with site-specific policies as shown on Attachment 2.

RELATED APPLICATION(S): N/A

IMPORTANT INFORMATION

TO OBTAIN MORE INFORMATION: To obtain additional information on these applications please contact Margaret Holyday, Senior Planner, at margaret.holyday@vaughan.ca or 905-832-8585, Extension 8216. Requests for additional information can also be submitted by email to developmentplanning@vaughan.ca.

****When submitting a request for additional information please quote file number and applicant.**

PUBLIC CONSULTATION: If you would like to speak at the meeting, either electronically or in person, please complete the [Request to Speak Form](#) and submit to clerks@vaughan.ca.

You can also register to speak by contacting the Office of the City Clerk at 905-832-8504. Please submit written comments by mail or email to:

City of Vaughan Office of the City Clerk
2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1
clerks@vaughan.ca

THE DEADLINE TO REGISTER TO SPEAK OR SUBMIT WRITTEN COMMENTS ON THE ABOVE NOTED FILE(S) IS NOON ON THE LAST BUSINESS DAY BEFORE THE MEETING.

NOTICE OF COUNCIL DECISION: If you wish to be notified of the decision of Council in respect to these applications you must submit a written request to the Office of the City Clerk, 2141 Major Mackenzie Drive, Vaughan, Ontario L6A 1T1 or email clerks@vaughan.ca

PUBLIC RECORD: Personal information collected because of this public meeting is collected under the authority of the *Municipal Act, 2001* the *Municipal Freedom of Information and Protection of Privacy Act* ("MFIPPA"), the *Planning Act* and all other relevant legislation, and will be used to assist in deciding on this matter. All personal

information (as defined by MFIPPA), including, but not limited to: names; addresses; opinions and comments collected; will become property of the City of Vaughan, will be made available for public disclosure (including being posted on the internet) and will be used to assist the Council and staff to process this application.

The City records Council and Committee meetings. If you make a presentation to a Council or Committee, the City will be video/audio recording you and City staff may make these recordings available to the public.

ONTARIO LAND TRIBUNAL (OLT): If a person or public body would otherwise have an ability to appeal the decision of the City of Vaughan to the OLT but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Vaughan before the adoption of a proposed Official Plan Amendments, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Vaughan before the adoption of a proposed Official Plan Amendments, the person or public body may not be added as a party to the hearing of an appeal before the OLT unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

OLT appeals, together with all required fees, must be filed directly with the Office of the City Clerk for more information on the appeal process please visit www.eltogov.on.ca.

NOTICE REQUIREMENTS FOR LANDLORDS & CONDOMINIUM CORPORATIONS: In accordance with

Ontario Regulation 197/96 if you own a building that contains more than 7 (seven) residential units, you must post this public notice in a location that is visible to all residents within your building.

In accordance with the *Condominium Act*, a corporation that is served with a notice under the *Planning Act* shall notify all persons whose names are in the record of the corporation maintained under subsection 47 (2) and shall make a copy of the notice available for examination.



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.”

Provincial Policy Statement, page 7.

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,

Bernie DiVona

Pine Valley Village Community Association

berniedivona@gmail.com

From: [Rosanna DeFrancesca](#)
To: [REDACTED]
Cc: [Nancy Tamburini](#); Clerks@vaughan.ca; DevelopmentPlanning@vaughan.ca; [REDACTED]
Subject: RE: [External] Word 3
Date: December-06-22 2:54:30 PM

Hi Frank,

Thank you for your email and support. It has been brought to my attention there has been an error in the mailing distribution of the December 6th, Notice of Public Hearing for the RioCan Application. As a result, **tonight's Public Hearing for RioCan will be rescheduled** to a later date to ensure that the greatest number of residents have the opportunity to voice their concerns regarding this development. I apologize for any inconvenience that this may have caused you, however I felt it necessary to take this action to allow an increased representation for Ward 3 residents. A communication will be sent out once a new date for the Public Hearing has been confirmed. Please do not hesitate to reach out to my office in the interim. In the meantime, your communication will be added to the new agenda and presented at the new public hearing date.

Rosanna DeFrancesca
905-832-8585 x8339 | rosanna.defrancesca@vaughan.ca

City of Vaughan | Ward 3 Councillor
2141 Major Mackenzie Drive., Vaughan, ON L6A 1T1

-----Original Message-----

From: FRANK PETROLO [REDACTED]
Sent: Friday, November 25, 2022 4:23 PM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] Word 3

I am writing you this email about my concerns. That I heard, a proposal to build multiple high-rise buildings, at the corner of Highway seven and Weston Road.

Now presently occupied by Colossus Plaza.

As a resident of ward 3 for over 20 years, and my family has been the residence's of the area for over 50 years. We and myself are disgusted to see what is going to take place, at Highway seven and Weston road.

The traffic is already horrific unbearable at times, and now the government wants to add all of those buildings in that area.

Just to let you know that my family and I are considering moving further north just to get away from all the congestion, if this monstrosity is built.

Please reply

Sent from my iPhone
Have a nice day

**C11
COMMUNICATION
COUNCIL – DECEMBER 13, 2022
CW (PM) - Report No. 44, Item 3**

From: [Rosanna DeFrancesca](#)
To: [REDACTED]
Cc: [Anna Commisso](#); [Nancy Tamburini](#); Clerks@vaughan.ca; DevelopmentPlanning@vaughan.ca
Subject: RE: [External] Proposed Plan for Colossus Drive
Date: December-06-22 2:53:18 PM
Attachments: [image001.png](#)

Hi Dr.Hamid,

Thank you for your email and support. It has been brought to my attention there has been an error in the mailing distribution of the December 6th, Notice of Public Hearing for the RioCan Application. As a result, **tonight's Public Hearing for RioCan will be rescheduled to a later date** to ensure that the greatest number of residents have the opportunity to voice their concerns regarding this development. I apologize for any inconvenience that this may have caused you, however I felt it necessary to take this action to allow an increased representation for Ward 3 residents. A communication will be sent out once a new date for the Public Hearing has been confirmed. Please do not hesitate to reach out to my office in the interim. In the meantime, your communication will be added to the new agenda and presented at the new public hearing date.

Thank you,
Rosanna

Rosanna DeFrancesca

905-832-8585 x8339 | rosanna.defrancesca@vaughan.ca

City of Vaughan | Ward 3 Councillor

2141 Major Mackenzie Drive., Vaughan, ON L6A 1T1



To subscribe to my E-Newsletter click [here](#).

From: Hamid Badiei [REDACTED]
Sent: Friday, November 25, 2022 12:38 PM
To: Rosanna DeFrancesca <Rosanna.DeFrancesca@vaughan.ca>
Subject: [External] Proposed Plan for Colossus Drive

Dear Councillor DeFrancesca,

I am writing to you, my elected councillor that I voted for, to express my deepest concern on a proposal to convert the area around Colossus Dr. to a high-rise colony of multi-story buildings ranging from 22 to 55 storeys and one even with 68 storeys.

As a resident of 15 years in this area, I am opposing this plan and urge you to consider the following while representing our community during the upcoming hearing on Dec. 6, 2022.

1. **Traffic and road infrastructure:** The proposed plan has grossly overlooked the burden such development will put in this area (Weston-HW7) and the exponential increase in density and access this plan will impose in this already congested section of our community. I am sure you are aware of the traffic jam issues in this intersection. This plan essentially does not consider the impact on traffic and disregards the community's right to basic needs for a planned road infrastructure. For those in the community who have to endure longer traffic lights with lost time and lower quality of life, what would be the response by this plan?
2. **Loss of existing businesses and amenities:** This particular area is considered the shopping centre for many in our community with stores and restaurants that are part of our economy. Many of the residents and businesses rely on the proximity of such businesses. Eliminating them and replacing them with yet more residential high-rises without any foresight on the impact of such a plan on the community's needs does not seem to be a concern for the developers of such a plan. How does the city plan to replace the lost businesses and loss of employment that ensues? One should also ask how those who ultimately would be residents of such high-rises would have their needs met for shopping, schools, doctors and other everyday needs for families. This is already being felt by the residents of the recent high-rises along Highway 7.
3. **Environmental impact to the area:** The environmental impact of such a master plan needs to be carefully assessed. The impact is not just increased air pollution in the area partly due to extended time cars will spend in this area. It is reasonable to assume that noise pollution will inevitably increase as a result of congested traffic and much higher population density. Is this what we envision for our beloved Woodbridge.

Councillor, please be our voice and object to this reckless plan as drafted. You are our representative in the city hall. We empowered you to protect our interest when stakes are high with our vote. This is a time to demonstrate just that. I certainly welcome any opportunity to discuss this via phone if you are available.

Thank you,

Dr. Hamid Badiei



C13
COMMUNICATION
COUNCIL – DECEMBER 13, 2022
CW (PM) - Report No. 44, Item 3

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] OP.22.005 and OP.22.005
Date: December-07-22 10:07:04 AM

From: cbruno cbruno [REDACTED]
Sent: Tuesday, December 06, 2022 2:00 PM
To: Clerks@vaughan.ca
Subject: [External] OP.22.005 and OP.22.005

Dear Vaughan City Planners, In regards to the Files mentioned above, it is my hope that the development in the Northern and Southern Precinct of the said lands become low density development only. The congestion of traffic is out of control in the Hwy 7 and Weston Rd areas. Even at the least of busiest times, making turns at that intersection, especially making a left toward Hwy 400, is inefficient. Many times, we get stuck in the middle of the intersection when the light turns red, therefore blocking east-west traffic when their light turns green. It makes no sense to add more high-rise condominiums in that area. Traffic congestion is a nightmare--city planners know that! The city is making poor, unethical and selfish choices to give in to the developers' money! "Downtown" Vaughan at this intersection has become an undesirable place to live.

Sincerely, Carmela Bruno