

COMMITTEE OF THE WHOLE (PUBLIC MEETING) –NOVEMBER 1, 2023**COMMUNICATIONS**

<u>Distributed October 27, 2023</u>	<u>Item No.</u>
C1. Anna Capobianco, dated October 10, 2023	3
C2. Sandra Rossi, Woodbridge Avenue, Woodbridge, dated October 15, 2023	3
C3. Cliff Nordal, Queensbury Crescent, Vaughan, dated October 25, 2023	2
C4. Jennifer Matarazzo, Woodbridge Avenue, Woodbridge, dated October 25, 2023	3
C5. Presentation Material	4
C6. Sandra Galassi, TACC Developments, Applewood Crescent, Vaughan, dated October 19, 2023	4
C7. Paula Bustard, SmartCentres REIT, Highway 7, Vaughan, dated November 1, 2023	4
<u>Distributed October 31, 2023</u>	
C8. Presentation Material	1
C9. Chad B. John-Baptiste, WSP Canada Inc., York Street, Toronto, dated October 30, 2023	1
C10. Lucy Di Matteo, Silmoro Court, Vaughan, dated October 28, 2023	2
C11. Maryann Munholland and David Munholland, Ashton Drive, Vaughan, dated October 28, 2023	2
C12. Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, Vaughan, dated October 28, 2023	1
C13. Anna Centracchio, Woodbridge Avenue, Woodbridge, dated October 31, 2023	3
C14. Sandra K. Patano, Weston Consulting, Millway Avenue, Vaughan, dated October 31, 2023	4
C15. Carmen Battista, Ashton Drive, Vaughan, dated October 31, 2023	2

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Please note there may be further Communications.

COMMITTEE OF THE WHOLE (PUBLIC MEETING) –NOVEMBER 1, 2023

COMMUNICATIONS

Distributed October 31, 2023 continued

C16. Presentation Material	2
C17. Annik Forristal, McMillan LLP, Bay Street, Toronto, dated October 31, 2023	4
C18. Sabrina Sgotto, Weston Consulting, Millway Avenue, Vaughan, dated October 31, 2023	4
C19. Tom Kasprzak, Bousfields Inc., Church Street, Toronto, dated October 31, 2023	4
C20. Presentation Material	3
C21. David Tang, Miller Thomson LLP, King Street West, Toronto, dated October 31, 2023	4
C22. Michael Vani, Weston Consulting, Millway Avenue, Vaughan, dated October 31, 2023	4
C23. Oz Kemal, MHBC, Brant Street, Burlington, dated October 31, 2023	4
C24. Leigh McGrath, Urban Strategies, Spadina Avenue, Toronto, dated October 31, 2023	4

Distributed November 1, 2023

C25. Bernie DiVona, Pine Valley Village Community Association, dated November 1, 2023	4
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Please note there may be further Communications.

Assunta Ferrante

C1.

Communication

CW(PM) – November 1, 2023

Item No. 3

Subject: FW: [External] Re: amendment files OP.23.012 and Z.22.011

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

From: [REDACTED]
Sent: Tuesday, October 10, 2023 4:17 PM
To: Clerks@vaughan.ca
Cc: [REDACTED]
Subject: [External] Re: amendment files OP.23.012 and Z.22.011

Hello,

I'm writing this email to you as I cannot attend the meeting on November 1 in person due to medical reasons. I would like the opportunity to voice my concerns with this permit to build in my area.

- there is not enough land space to accommodate these buildings
- this is a big concern as it's unsafe in case of emergency or fire exits
- this will cause heavy build up of traffic more than we currently have
- town of Vaughan should think twice before providing approval or permit to proceed with this building
- bringing in renters may cause an increase in crime which will make the area unsafe we have significant amount of seniors in this building

Feel free to contact me, happy to have a phone discussion. You can reach me at [REDACTED]

Thanks,
Anna Capobianco

Sent from my iPhone

C2.

Communication

CW(PM) – November 1, 2023

Item No. 3

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] OP.23.012 and Z.22.011
Date: Monday, October 16, 2023 9:33:54 AM

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

From: Sandra Rossi [REDACTED]
Sent: Sunday, October 15, 2023 11:59 AM
To: Clerks@vaughan.ca
Subject: [External] OP.23.012 and Z.22.011

Hello,

I received a notice of Public Meeting, however, I am not able to attend but I would like to say that I, Sandra Rossi, reside at [REDACTED] Woodbridge Ave, unit [REDACTED], am in strong favour of this development.

There's a shortage and we need more residential in the area.

Thank you.

Warm Regards,
Sandra Rossi

C3.
Communication
CW(PM) – November 1, 2023
Item No. 2

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Memo re Panning Application 2863, 2889, &2901 Teston
Date: Thursday, October 26, 2023 9:18:55 AM
Attachments: [Teston Road Development Letter to Council 2.docx](#)

From: Cliff Nordal [REDACTED]
Sent: Wednesday, October 25, 2023 3:43 PM
To: Marilyn lafrate <Marilyn.lafrate@vaughan.ca>; Clerks@vaughan.ca; Christina Ciccone <Christina.Ciccone@vaughan.ca>
Subject: [External] Memo re Panning Application 2863, 2889, &2901 Teston Road

This memo is for the Public Meeting Committee of the Whole occurring November 1st, 2023 at 7:00pm. If you have any questions you can reach me at [REDACTED]

Thank you for your consideration of our concerns about the proposed development application.

Cliff Nordal

To: Office of the City Clerk, City of Vaughan

Re: Proposed Zoning and Site Plan for 2863,2889, and 2901 Teston Road

My wife Patty and I live at [REDACTED] Queensberry Crescent and moved to this home in July 2021. As part of our consideration in buying the property, we made informal inquiries to the selling Real Estate Agent and others about the future development of the park-like land to the west of Queensberry Crescent. We learned that while there was no application currently before the city, the expectation was that a development would occur at some point but that it would be consistent with the current adjacent developments or potentially a development with a smaller number of larger homes. Therefore, we were stunned to see this application of primarily densely packed double stacked townhomes in RM1.

We are opposed this application on several grounds including:

- 1) The high density of the proposal and the likely 3-4 times as many units as would be the case for the continuation of the existing development to the east, is not a reasonable number to squeeze into the existing residential community.
- 2) Using 2021 Census data for York Region, where the average household size is 3.3 people with 1.3 children, this represents approximately 1250 people including 490 children in this development. Given our recent experience in housing two separate and larger Ukrainian refugee families over the past two years (6 and 4 months respectively), we are aware of the overall demand, availability, and cost for housing throughout the GTA, and suggest these occupancy estimates are likely low. There are practical issues with the plan, for example, it does not appear there is adequate close at hand play space for children so the default will be to use the roadways including our street. This creates unnecessary safety risks along with traffic flow issues.
- 3) The construction of a necessary sidewalk on the west side of Queensberry is not identified in the proposal. Many of the children will be walking to school and need to have a sidewalk not a road to walk on.
- 4) There will likely be at least 2 cars per unit, and more as the development matures. This will add over 760 cars, plus visitor cars and delivery vehicles, into our local area. Of significant concern is that one of the ramps to the proposed underground parking is right next to the north end of Queensberry Crescent. This will add 300-400 cars leaving and re-entering the designated parking area in this location. There will also be school buses, visitors, service, and delivery vehicles passing through Queensberry Crescent on top of that! Is there another location in north Maple where the City has allowed this unacceptable situation to occur??
- 5) Snow plowing and disposal is already an issue for us. There are now at least 3-4 major snowfalls each year that make driveway clearing a problem. Space between our existing properties gets filled up to a capacity of 3-4 feet high, making it necessary to move snow onto the west side of Queensberry. The municipal snowplows also use the west side of the road to deposit the snow. This application is remiss in dealing with the reality of winter.
- 6) It appears that virtually all the beautiful full-grown trees will be destroyed. Without the

obvious benefits of having trees and grass, this overdeveloped area has the potential to turn into a heat sink in the summer.

7) There are local area residents who have been in their homes since the development was formed and believe that the existing pond, before it was modified, was actually a smaller natural pond. This needs to be determined by an independent process as this could impact the development. Also, what is the impact of digging a huge hole to create an underground concrete walled parking lot on the natural flow of groundwater? This cannot be ignored as it may have an impact on existing basements. Again, an independent process should assess this as no one will be comfortable with any assertions about these two issues from the developer.

8) While this is not identified, we have a strong preference that the external design and materials used in the building construction will be compatible with the existing neighbourhood and that the resulting homes in this development project reflect the existing upscale design in both buildings and landscape.

In summary, we would request that significant changes be made to this proposal before it is presented to Council for approval. I would be happy to discuss these matters with the City's Planning Department if requested.

Sincerely,

Cliff Nordal

Assunta Ferrante

C4.

Communication

CW(PM) – November 1, 2023

Item No. 3

Subject: FW: [External] Re: 2103604 Ontario Ltd. (current reside

From: Jennifer Matarazzo [REDACTED]

Sent: Wednesday, October 25, 2023 11:06 AM

To: Clerks@vaughan.ca

Subject: [External] Re: 2103604 Ontario Ltd. (current resident at 281 Woodbridge Avenue)

Hello,

I am a resident at [REDACTED] Woodbridge Avenue, Woodbridge On. I received communication about a new project. I do have questions, I won't be able to attend the meeting next week on Nov 1 2023.

My concerns are as follows - please see bullet notes below.

- There has been construction over the last couple of years down market lane now with a new project that means there will be more, which i am sure a lot of residents wont be happy about.
- if this condo goes up - woodbridge avenue is already too busy and i don't think it will be a great idea to put up another condo - this area is becoming to congested
- if this starts this project when will start and where is the exact location.
- Woodbridge Avenue, market lane - once up a time, was a beautiful tranquil area now i am concerned with all the new condo's and projects.
- if you do build this condo, i saw it will be a 7 rise building, ideally if it goes up if it can be smaller.
- I am not happy as a resident, if this condo does go up. Builders need to think of the community and our voices should be heard.

If someone can get back to me regarding my concerns either by email or calling me at [REDACTED]

sincerely

Jennifer

C5.
Communication
CW(PM) – November 1, 2023
Item No. 4

Public Meeting

November 1, 2023



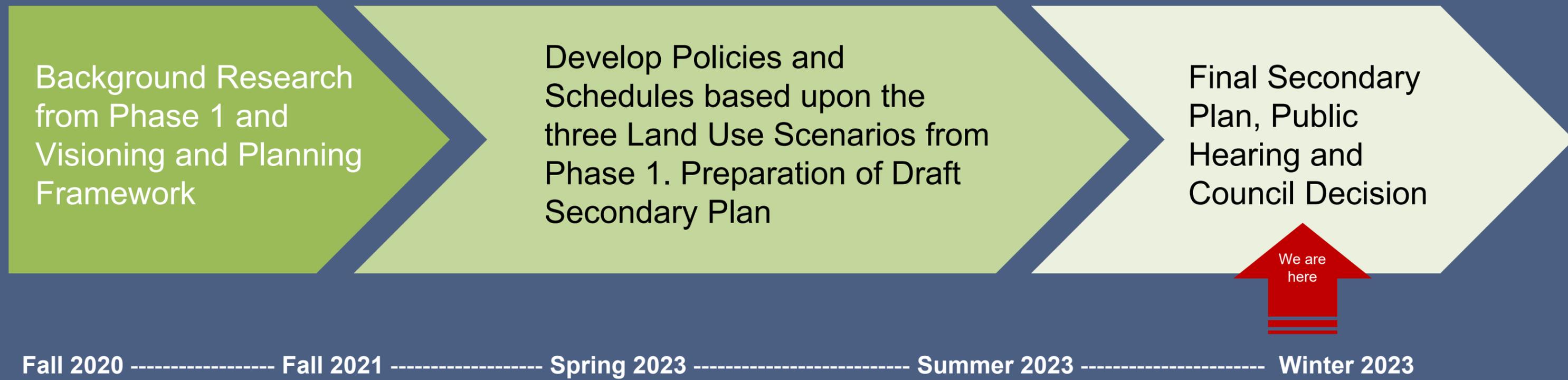
WESTON



Weston 7: inclusive • connected • future-friendly

- **Draft 1** – presented at the **Public Open House** on September 6, 2023.
- **Draft 2** – presented at the **Statutory Public Meeting** on November 1, 2023.

Secondary Plan Phase 2 & 3



From the Public

- > Development potential is too much for this area
- > Not enough parks or community facilities to serve the new population
- > Traffic congestion, lack of parking
- > Loss of existing retail facilities

From the Developers

- > Development potential is too low, does not achieve their aspirations
- > Policy framework is too prescriptive
- > Development phasing - Who goes first?
- > Too many roads, too much parkland

The link between development approvals and the ability to provide infrastructure is a fundamental issue.

- > There is generally a lack of municipal service infrastructure (sewer, water, transportation) to accommodate **ANY** development
- > Mechanisms are required to:
 - Understand the details of the constraints and to promote comprehensive solutions
 - Ensure appropriate agreements amount the developers are in place to fund and develop the required municipal service infrastructure
 - Establish a fair and reasonable phasing strategy



Covering approximately 70% of the Gross Land Area

	Developers 73 ha (70%)	Secondary Plan 104 ha (100%)
HEIGHTS	range from 8 to 68 storeys	range from 3 to 32+ storeys
TOTAL GFA PROPOSED	2,765,333 m ²	2,500,000 m ²
ESTIMATED DWELLING UNITS	34,000 units	18,500 - 21,450 units
ESTIMATED POPULATION + JOBS	64,600 people <u>2,800 jobs</u> 67,400	40,750 people <u>13,750 jobs</u> 54,500
DENSITY	923 p+j/ha	524 p+j/ha

WESTON 7 will be a **vibrant and inclusive** place for all people from Vaughan and surrounding cities to gather, shop, live, work, and enjoy. As one of the City's primary growth centres, it will be a **distinct urban place** with a variety of commercial, cultural, and entertainment destinations, providing housing options and jobs within walking distance to the Highway 7 Rapidway.

WESTON 7 will evolve into a place that is **universally accessible**; providing convenient options for everyone to comfortably and safely get around by walking, biking, taking transit or driving.

WESTON 7 will strive to be a **low-carbon, healthy community** defined by a network of pedestrian oriented, well-connected streets, parks and gathering places that becomes a distinguished, **landmark destination** of choice in Vaughan.

- PRINCIPLE 1** Recognize WESTON 7 as a Vibrant Urban Community
- PRINCIPLE 2** Support Intensification
- PRINCIPLE 3** Ensure WESTON 7 is a Complete Community
- PRINCIPLE 4** Provide a Full Range of Housing Options
- PRINCIPLE 5** Promote High Quality Design
- PRINCIPLE 6** Be a Healthy and Diverse Community
- PRINCIPLE 7** Respond to a Changing Climate
- PRINCIPLE 8** Establish Integrated Pedestrian Realm + Active Transportation Networks
- PRINCIPLE 9** Support Public Transit
- PRINCIPLE 10** Focus the Funds Generated into WESTON 7

Successful Community Policies

- > Providing Housing Options
- > Promoting a Strong Economy
- > Supporting a Healthy Community
- > Providing Public Service Facilities
- > Ensuring High Quality Urban Design
- > Promoting Sustainability + Adapting to Climate Change



Land Use Specific Policies

- > Land Uses Permitted / Prohibited in All Land Use Designations
- > Sensitive Land Uses
- > Additional Needs Housing
- > Live-Work Units
- > Home-Based Businesses
- > Short-Term Accommodations
- > Day Care Facilities
- > Institutional Uses, Entertainment Uses, and Places of Worship
- > Public Service Facilities, including Elementary Schools

Land Use Designations

The Low-Rise Residential Designation

- > Generally townhouses and low-rise apartments
- > No non-residential is required

Mixed-Use I Designation

- > Mid-rise and high-rise buildings
- > Mixture of uses, min. 20% of GFA
- > Non-residential required at-grade, 75% of GFA

Mixed-Use II Designation

- > Mid-rise and high-rise buildings
- > Mixture of uses required 15% of GFA
- > No specific requirement for non-residential at-grade uses



Land Use Designations

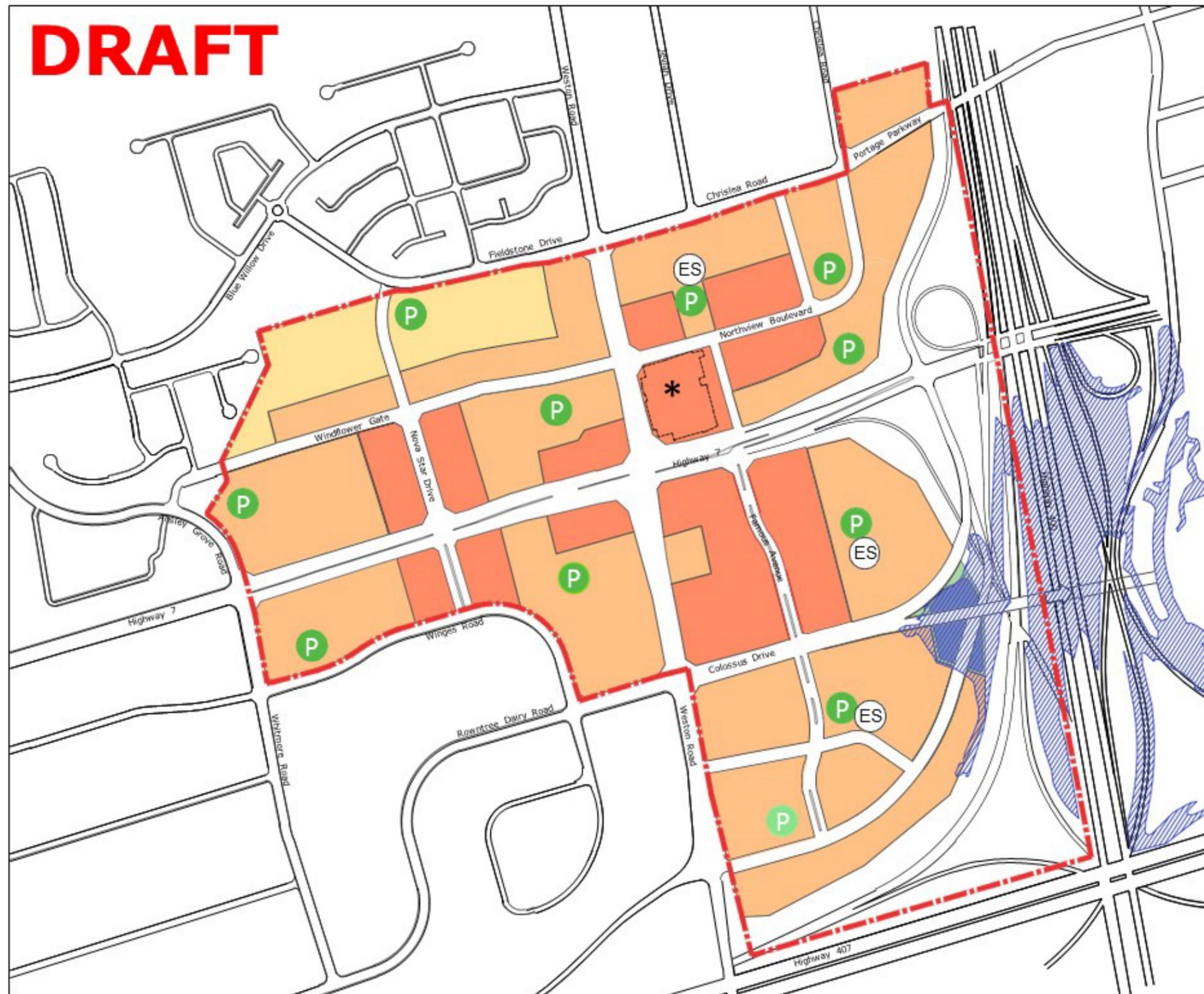
Flood Spill Area Overlay

- > Requirement for a site-specific hydraulic analysis prior to development

Colossus Drive Corridor Protection Area Overlay

- > Preclude the consideration of any application for development until such time as a future Environmental Assessment has identified and defined an appropriate corridor for the required Colossus Drive Extension

Secondary Plan – Schedule 1: Land Use

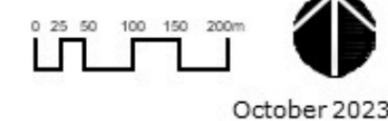


Schedule 1 Weston 7 Land Use Designations

Legend

-  Secondary Plan Area
-  Mixed-Use I
-  Mixed-Use II
-  Low-Rise Residential
-  Parks
-  Elementary School
-  Existing Stormwater Management Pond
-  Flood Plain Spill Area Overlay
-  Existing Development (Centro Square)

Quadrants



October 2023

Built Form Specific Policies

Low-Rise Buildings

- > Maximum 3 storeys or 11 metres
- > Maximum Density – 1.5 FSI

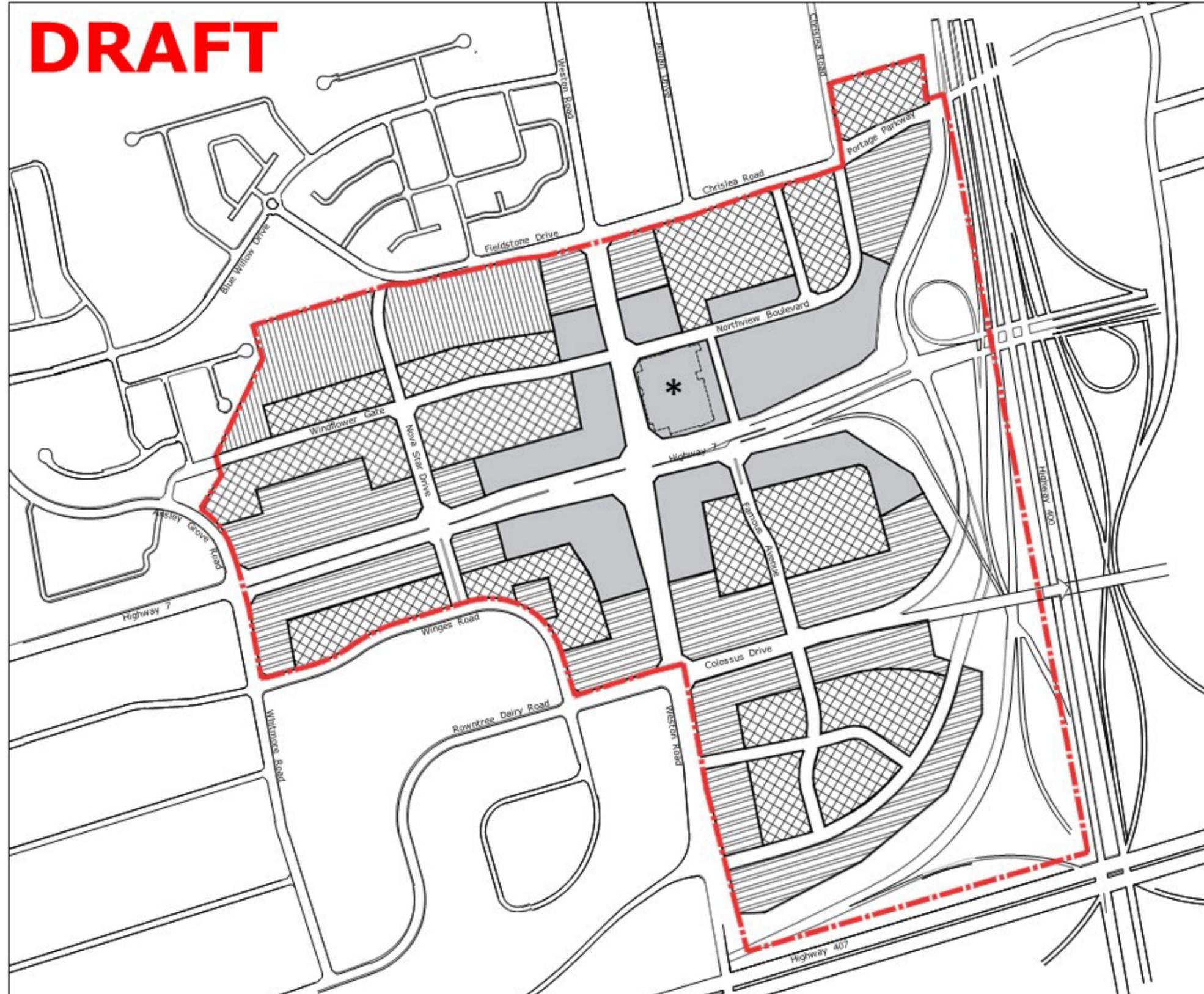
Mid-Rise Buildings

- > Minimum 3 storeys, maximum 8 storeys or 27 metres
- > Maximum Density – 3.75 FSI

High-Rise Buildings

- > High-Rise I - Maximum 18 storeys, or 62 m, Maximum Density 6.0 FSI
- > High-Rise II – Maximum 32 storeys, or 110 m, Maximum Density 7.5 FSI

Secondary Plan – Schedule 2: Building Height



Schedule 2 Weston 7 Building Height

Legend

-  Secondary Plan Area
-  Low-Rise - up to 3 Storeys
-  Mid-Rise - up to 8 Storeys
-  High-Rise I - up to 18 Storeys
-  High-Rise II - 19+ storeys
-  Existing Development (Centro Square)



October 2023

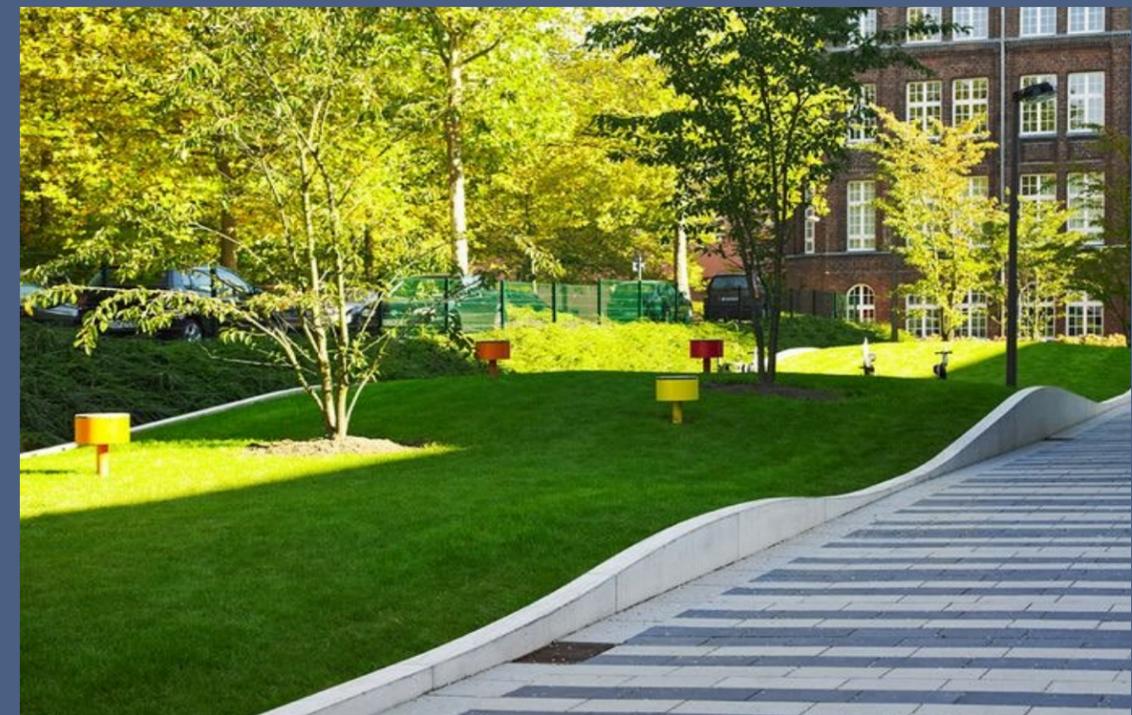
Elements of the Pedestrian Realm Network:

Urban Park Spaces

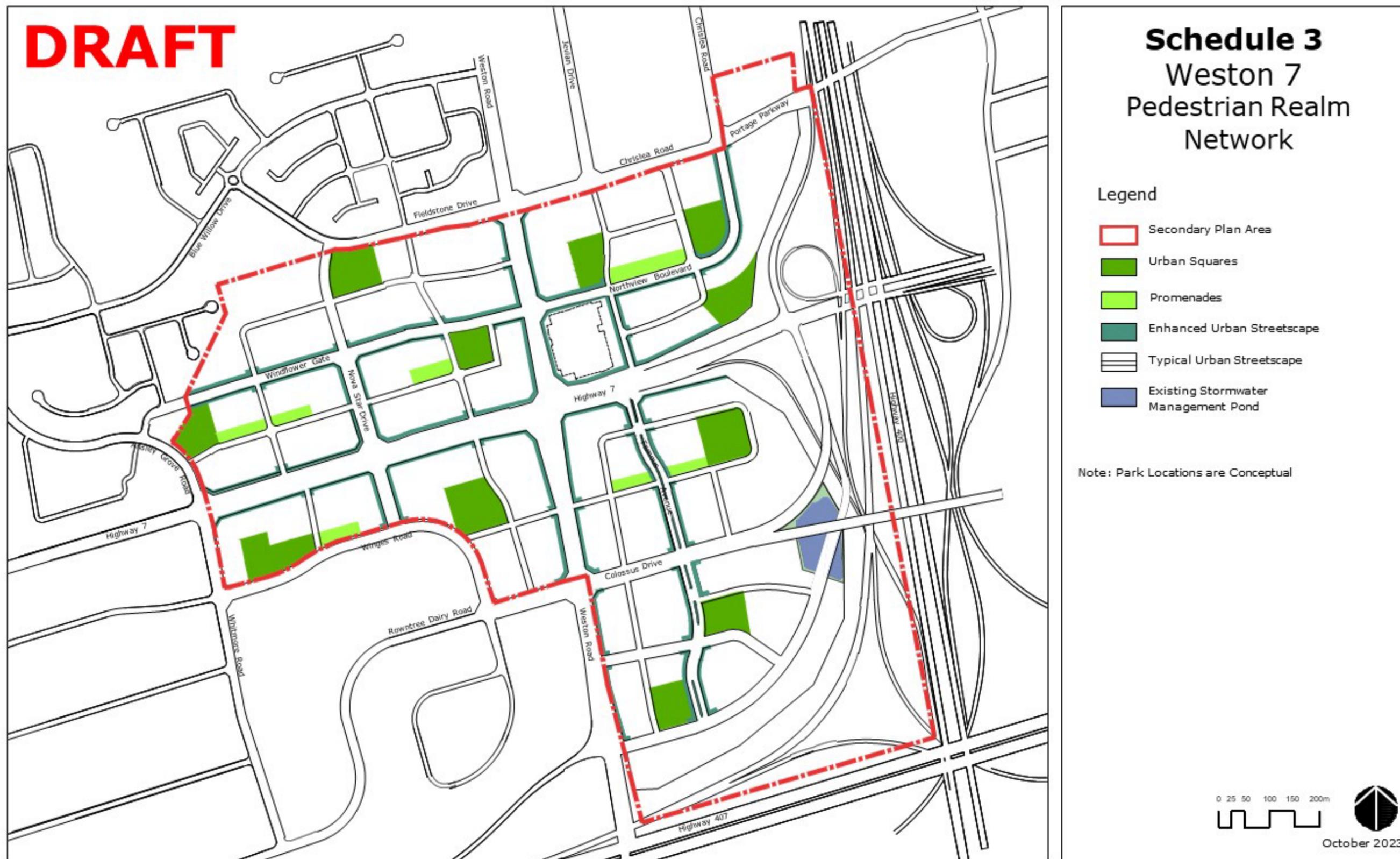
- Urban Squares
- Promenades
- Pocket Parks

Streetscapes

- Enhanced
- Typical



Secondary Plan – Pedestrian Realm Network

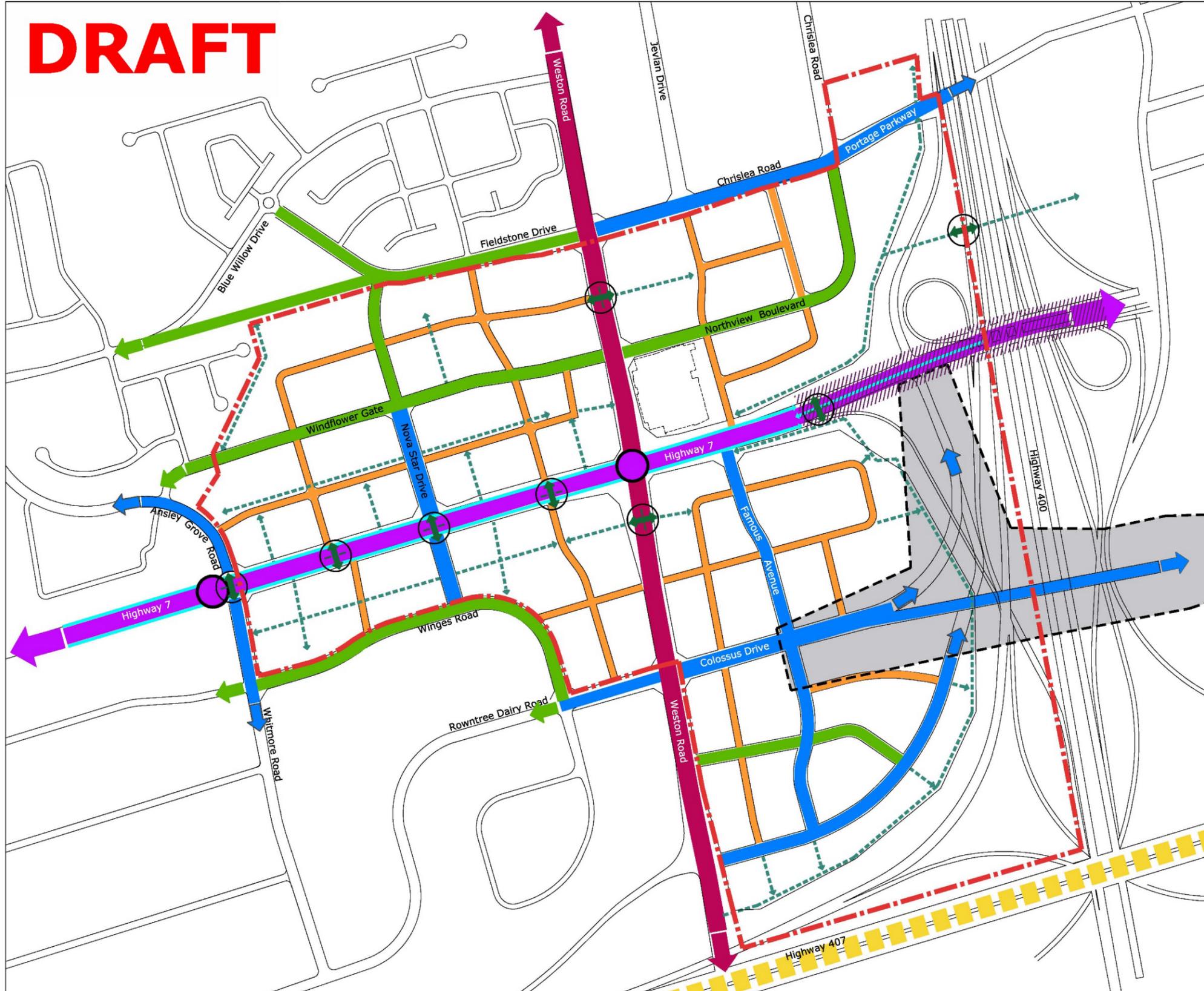


A Multi-Modal Transportation System

- > The Active Transportation Network
- > The Road Network
- > Public Transit
- > Parking, Access, and Service Facilities
- > Transportation Demand Management



Secondary Plan – Schedule 4: Transportation System

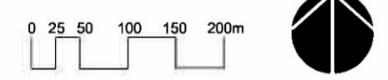


Schedule 4 Weston 7 Transportation System

Legend

-  Secondary Plan Area
- Street and Transit Network**
-  Existing Roads
-  Regional Road 7 - Regional Bus Rapid Transitway
-  Bus Rapid Transit (BRT) Stop
-  Major Arterial Road
-  Major Collector
-  Minor Collector
-  Local Road
-  Colossus Drive Corridor Protection Area
-  Potential Enhancement Link to VMC
-  Potential 407 Transitway
- Active Transportation Network**
-  Existing Cycle Track
-  Active Transportation (AT) Link
-  AT Grade Separated Pedestrian Connection

Note: Alignments are Conceptual



October 2023

Service Infrastructure + Utilities

- > General Policies
- > Municipal Water and Wastewater Servicing Infrastructure
- > Stormwater Management Infrastructure
- > Utilities and Telecommunications Facilities



Implementation

- > This Plan
 - Plan Review
 - Monitoring
 - Amendments to this Plan
 - Technical Revision to this Plan
- > Development Applications
- > Implementing Zoning By-laws
- > Site Plan Approval
- > Existing Uses
- > Existing Development Approvals
- > Other Planning Tools
- > Conveyance/Acquisition of Lands
- > Municipal Finance

Interpretation

- > Land Use Boundaries and Roads
- > Numeric Standards
- > Subsequent Legislation/Companion Documents

Next Steps

1. Continue to review DRAFT Secondary Plan and prepare appropriate revisions
2. Work with the Transportation Master Plan and Integrated Urban Water Master Plan Teams to understand constraints related to municipal service infrastructure constraints
3. Explore appropriate implementation/phasing tools
4. Prepare Final DRAFT of the Secondary Plan
5. Present the Final DRAFT to Committee of the Whole – **December 5, 2023**

For additional information please visit:

www.vaughan.ca/weston7

or contact:

Lina Alhabash, Senior Planner
Policy Planning & Special Programs
905-832-8585 ext. 8077



From: Weston7@vaughan.ca
To: [Assunta Ferrante](#)
Cc: [Lina Alhabash](#); [Jennifer Grove](#)
Subject: FW: [External] Weston 7 Secondary Plan Study
Date: Thursday, October 26, 2023 1:33:36 PM
Attachments: [image001.png](#)

C6.
Communication
CW(PM) – November 1, 2023
Item No. 4

Good afternoon Assunta,

We are forwarding the below communications received for the Weston 7 Secondary Plan Public Meeting on November 1st.

Kind regards,
Alannah

Alannah Slattery
Senior Planner, Policy Planning & Special Programs
905-832-8585 ext. 8776 | alannah.slattery@vaughan.ca

City of Vaughan | Policy Planning & Special Programs
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca



From: Sandra Galassi <sgalassi@tacc.com>
Sent: Thursday, October 19, 2023 10:24 AM
To: Weston7@vaughan.ca
Subject: [External] Weston 7 Secondary Plan Study

Hello – to assist with traffic congestion in the Applewood and Portage area, we are thankful for the extension of Applewood Crescent to Highway #7, however, the traffic congestion on Applewood going south towards Highway #7 is terrible at 5:00 p.m. Cars are backed up almost all the way to Portage. Is there a possibility of providing for a right-turn on a red light at that intersection? I realize when the light is red, traffic is coming off of Highway #400 and making a left to go west on Highway #7, but there are three lanes on Highway #7, so the outside lane could be used as a lane for traffic coming from Applewood and be used on a red light. This intersection needs to be tweaked so that traffic in the Weston/7 area is somewhat alleviated.

Thank you.

Sandra Galassi
Executive Assistant



600 Applewood Crescent



C7.
Communication
CW(PM) – November 1, 2023
Item No. 4

3200 HIGHWAY 7 • VAUGHAN, ON • L4K 5Z5
T 905 326 6400 • F 905 326 0783

DELIVERED VIA EMAIL

November 1st, 2023

TO: **City of Vaughan Council**
and Committee of the Whole
Council Chamber
2nd Floor, Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario

AND

Weston 7 Project Team (Lina Alhabash & Alannah Slattery)
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Mayor, Members of Council, and Weston and 7 Secondary Plan Project Team:

RE: Committee of the Whole (Public Meeting)
Weston and 7 Secondary Plan
City File No. 26.2
SmartCentres Comments

We are pleased to provide our comments for the Public Meeting at the Committee of the Whole. As discussed during our meeting with the Weston 7 Project Team on October 10th, 2023, we remain concerned to hear our development applications (referenced below) have not been properly considered by the project team when completing the final draft of the Secondary Plan. Specifically, we look forward to seeing flexibility being incorporated into the schedules as discussed, prior to finalization. As discussed with the project team, we are eager to proceed with our Phase 1, however we are very concerned with the both the policies and schedules as drafted (commentary below) as they do not take into consideration the existing physical constraints and opportunities for broader planning visions with our larger landholdings.

As you are aware, Calloway REIT (Westridge) Inc. and Calloway REIT (400 & 7) Inc. ("SmartCentres") owns approximately 25.07 ha (61.96 ac.) within the Weston and 7 Secondary Plan Area. Calloway REIT (400 and 7) Inc. owns the retail commercial lands at the northwest corner of Highway 400 and Highway 7, while Calloway REIT (Westridge) Inc. owns the retail commercial lands at the southwest corner of Weston Road and Fieldstone. As the majority landholder (see **FIGURE 1**), we have been actively involved throughout the study process since

its inception and have two active development applications within the study area (City File No. OP.19.012, Z.19.036, and DA 20.046).

We have been actively involved in the Weston and 7 Secondary Plan since its inception, in 2017. Since this time, we have made over five formal written submissions, emails, and various communications have yet to receive any response. These communications are enclosed in this letter. Again, we will note that this “update” includes no formal changes or responses whatsoever. This is the same land use scheme, parks and open space plan, and road network that was shown to us in 2021, with no further response or justification to concerns raised.

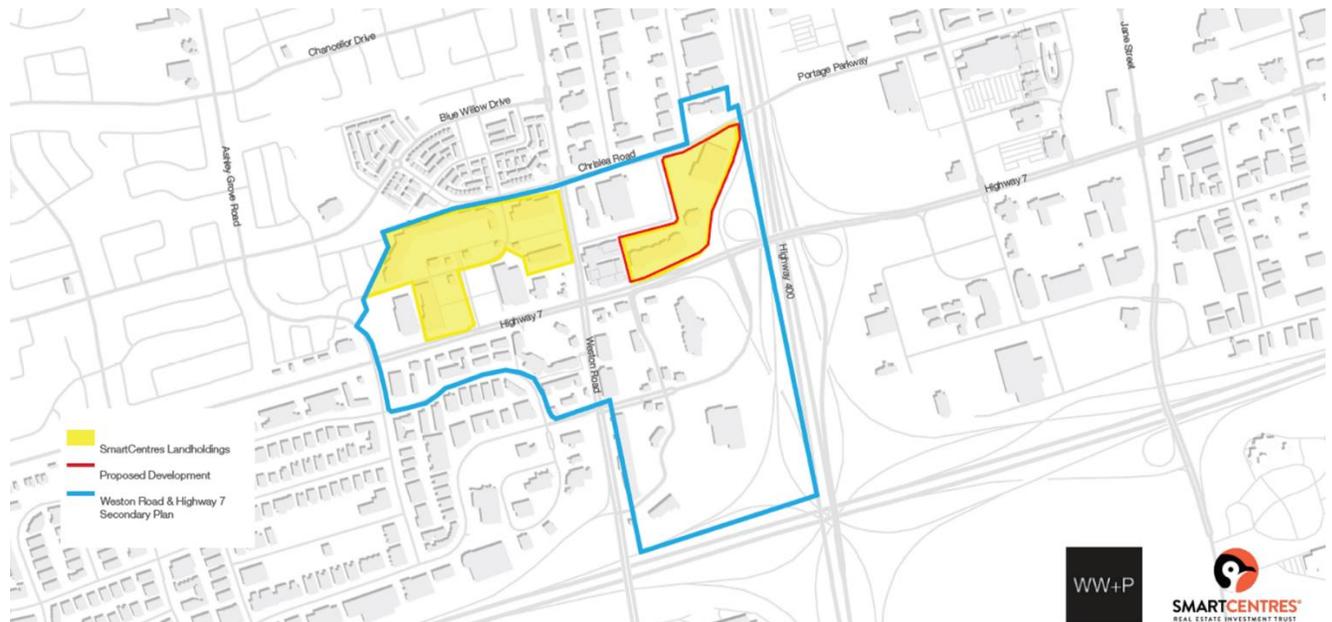


FIGURE 1 – Location Map of SmartCentres Landholdings Within Secondary Plan Area

ACTIVE DEVELOPMENT APPLICATIONS

As mentioned above, SmartCentres has submitted an Official Plan Amendment and Zoning By-law Amendment for a proposed Master Plan and Site Plan Application for Phase 1 for our lands (City file numbers OP.19.012, Z.19.036, and DA.20.046) within the Northeast Quadrant. Significant design considerations were contemplated during the evolution of the Master Plan, with consideration given to the lands positioned along a major Highway corridor and proximity to two major transit station areas (Weston and Commerce VIVA Station Stops). Furthermore, the site is uniquely positioned with both physical and visual proximity to the VMC, the new downtown of Vaughan, and a major urban growth centre with significant transit infrastructure.

We will note that these applications were never formally moved forward and reviewed by the City of Vaughan, and this lack of consideration can be further seen in the associated schedules and policies that were released last week. Please refer to **FIGURE 2** for the proposed Master Plan. These applications were designed to focus around a centrally located open space connecting Chrislea Road and Highway 7, and further created a hierarchy of block sizes filtered from larger mixed-use blocks at Chrislea Road/Portage Parkway to smaller residential blocks moving south towards Highway 7. The proposed Master Plan contemplates two signature towers with heights transitioning generally from the interior outward to the east with the highest heights being along Highway 400. This configuration and density distribution provided critical massing along the Highway 400 corridor and in close proximity to the Transit facilities and the VMC. As seen in **FIGURE 3**, Phase 1 comprises of four residential buildings. A 15-storey mid-rise building fronting onto Northview Boulevard and three high-rise towers in the park at 39, 39, and 45 storeys

respectively. The towers are strategically oriented within the Site protected by an acoustical berm running the length of the eastern boundary of the protecting against Highway 400 ramp traffic noise. Again, this is now proposed to be a park, up against a retaining wall, seen in **FIGURE 4**.

It is clear that this vision has **never been given proper consideration** by the City and the Planning Partnership. The centrally located pedestrian friendly spine has been removed for both a Collector Road and a Local Road. Again, we will point out that the proposed street network layout results in remnant / irregular parcels of land, which do not contemplate nor appreciate the significant ~8m grade change along the recently re-constructed Highway 7, and the similar grade change along the Highway 400 off-ramp (see **Figure 3**). It is clear from the proposed street network (and by common-sense) that this is not an optimal location for an open space, and the project team should better coordinate with both SmartCentres and the MTO on this. Further, from a transportation perspective, the proposed street network results in very irregular / inefficient underground parking layouts, creating a sub-optimal condition from both an architectural and transportation perspective.

Overall, while it appears the Secondary Plan has incorporated a number of the Master Plan concepts, it appears that the Secondary Plan has largely ignored our submission. We believe that further discussion is required in order to further co-ordinate the Secondary Plan with the Master Plan relative to park locations / types, height, road patterns / ownership and density.



FIGURE 2 – Master Plan within Northeast Quadrant (City File No. OP.19.012, Z.19.036)



FIGURE 3 – Phase 1 within Northeast Quadrant



FIGURE 4 – Looking East Toward Highway 400 from the Site

POPULATION AND EMPLOYMENT ALLOCATIONS (SECTION 2.2)

While we appreciate that the City requires an overall target for population and employment for the Secondary Plan, we believe that Section 2.2 should clearly state that this is a target and not a hard cap on growth. Further, we disagree with the inclusion of Table 1 which artificially allocates population and employment by quadrant and appears to be a hard cap on growth. While these allocations may ultimately result, we do not believe the allocations should be spelled out in the Secondary Plan as is currently presented. Further, we believe that this undermines the Provincial Policy directives to optimize infrastructure investments and efficiently utilize lands (especially in Major Transit Station Areas).

PHASING (SECTION 2.3)

While we appreciate the need for phasing of development, we are concerned that the commentary in Section 2.3 is too broad with many of the criteria / requirements outside of a developer's control. This could result in significant delays in the delivery of transit-oriented development to support the significant investments being made in transit in this area. We request that the criteria / requirements be clarified further with specific deliverables being set out in the Secondary Plan.

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SmartCentres is not opposed to the provision of a range and mix of housing units as proposed by the policies in Section 3.1. However, as the City is aware, the Province has yet to provide specific regulations and commentary on affordability and attainability and how these terms are to be implemented. We therefore request that these policies (all of Section 3.1) be put in abeyance until further direction is provided by the Province.

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SmartCentres is appreciative and supportive of the general policy direction that development in the Secondary Plan be of high-quality design and architecture. SmartCentres prides itself on providing high quality design and architecture in its developments, as specifically implemented in its projects in the VMC. However, we are concerned with the stringent language provided for in the policies, specifically:

1. Throughout this section we believe flexibility needs to occur. Therefore, terms such as "shall", "comply" and "consistent" should be softened. It is noted that this softened / flexible approach has occurred in other policies of the Secondary Plan.
2. Policy c) stating that transition between different building types will be a "key" consideration in determining compatible development. We note that the OLT has confirmed through a number of decisions that compatibility is achieved where development can co-exist without adverse impacts of a planning nature. While transition between different building types can aid in compatibility, it is just one aspect of how compatibility can be achieved. We therefore request that the term "key" be removed from this policy.
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LAND USE & BUILT FORM (SECTION 4.0)

We provide the following commentary by policy section.

1. Policy 4.1.2 (Prohibited Land Uses) – we appreciate the intent to prohibit auto oriented land uses (commercial with outdoor storage, drive-thru facilities, gas stations, etc). However, we believe that these uses are beneficial to the existing and future population / employees. We therefore request that the policy specific recognize these existing permitted uses and further, allow for them to occur should they form part of intensified development. For example, there are numerous examples where auto-oriented land uses such as car dealerships, are fully incorporated into intensified mixed use development projects. Flexibility should be provided for this to occur in the Secondary Plan.
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We provide the following specific commentary:

- a) Policy b) ii) requiring “appropriate transition” to “ensure compatibility” places too much emphasis on this compatibility technique as noted previously.
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 - f) Policy d) is appreciative as encouraging architectural design and providing flexibility, however, appears to run contrary to the statements found in other design policies of this section and others in the Secondary Plan.
4. Policy 4.2.2 (Low-Rise Buildings), Policy 4.2.3 (Mid-Rise Buildings) and Policy 4.2.4 (High-Rise Buildings):

- a) The inclusion of maximum heights in the Secondary Plan appears to run contrary to the direction provided by the Province in a similar exercise in the City of Mississauga, where the Minister stated that no maximum height restrictions are to be imposed in Major Transit Station Areas or Protected Major Transit Station Areas (see letter in Appendix B). We therefore request that the height restrictions be removed.
- b) Should the City not agree with our request above, we request additional flexibility be provided:
 - i. The height limit of 3 storeys or 11 metres for Low-Rise Buildings should be increased to allow for more flexibility especially where stacked townhouse and apartments are provided for. It is noted that VOP 2010 allows Low-Rise Buildings up to 5 storeys (without a metric) and would request this be used in the Secondary Plan instead.
 - ii. For Mid-Rise Buildings, VOP 2010 allows Mid-Rise Buildings up to 12 storeys. This should be provided for in the Secondary Plan at a minimum. However, we are seeing approvals for mid-rise buildings up to 15 storeys and would request the City consider this height limit (should they remain in the Secondary Plan). The metric of 27 metres should also be removed.
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- c) We request that specific metrics relative to setbacks and step-backs be removed or that flexibility to the language (i.e., adding “generally”) should occur. It is noted that many of the buildings in the VMC, which the City approved and promotes as excellent design and architecture would not meet these various requirements (i.e., the KPMG Building or the PwC building). If maintained, the requirement for additional step-backs required in Policy 4.2.4 c) v) and d) i) should be removed, softened, or increased only where required through appropriate study to mitigate wind impacts.
- d) The step-back minimum requirement of 6.5 m for high-rise office buildings appears arbitrary and should be removed or should be consistent with the step-back for high-rise residential buildings.
- e) Relative to High-Rise Buildings, we request the word “generally” be added to both the residential and office building maximum dimensions (Policy 4.2.4 c) vi) and d) ii).

LAND USE DESIGNATIONS (SECTION 5.0)

We provide the following commentary:

1. Maximum density policies should be removed or at a minimum should be increased significantly to reflect the Provincial, Regional and City intensification policy regimes. Transit oriented development within a Protected Major Transit Station Area should not be unduly restricted by arbitrary density caps. It is noted that in other intensification areas, maximum densities placed in a Secondary Plan have been significantly exceeded through approvals for good building and site design – one only needs to look to the approvals in the VMC to see that arbitrary density restrictions are not appropriate nor desirable.

2. We appreciate the broad land use permissions in the Mixed-Use designations.
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PEDESTRIAN REALM NETWORK (SECTION 6.0)

We provide the following commentary:

1. The minimum site size in Policy 6.1 b) (and later in Policy 8.1.10 i)) of 1,500 sq m for on-site contributions appears too low. This should be increased and flexibility to the policy should be provided for (i.e., the site may be in a location where an on-site contribution is not appropriate, warranted, or desired by the City).
2. The elements of the Pedestrian Realm Network should allow flexibility in the policy relative to ownership arrangements (i.e., they could be public, private or strata). This is clearly stated for connecting links and courtyards but not for other Pedestrian Realm Network elements. Further these elements where beyond the public right-of-way requirements, should be credited to parkland dedication and / or Community Benefit Charges.
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We provide the following commentary:

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3. A change in the location, designation and / or removal of a road network element should be permitted without the requirement to amend the Secondary Plan – not just a minor adjustment as permitted by Policy 7.1.8 c).
4. Policy no. 7.1.3 b) prescribes arbitrary ROW widths that don't respect the existing road network nor the active development applications for the site. Further as noted above in this letter, the proposed ROW widths do not promote pedestrian movement as envisioned in our application. Lastly, there is no justification on the proposed ROW widths.

IMPLEMENTATION & INTERPRETATION (SECTION 8.0)

We provide the following commentary:

1. We request the requirement to provide a Municipal Financial Impact Assessment be deleted. This is an inappropriate request to be provided by private landowners, and this should be a municipal responsibility.
2. As noted in our letter to the City of Vaughan on November 3rd, 2022, Policies 8.1.4 l) and m) regarding the completeness of applications in direct contravention of the *Planning Act*, notwithstanding the approval of OPA 93. We again request these policies be deleted as these policies stand significantly slow the issuance of development approvals in the Weston and 7 Secondary Plan area, by inappropriately front ending too much of the application review process before an application is even finalized for submission.
3. The list of Community Benefits Charge By-law items appears limited. The City should either expand the list or make the policy non-exhaustive (i.e., “including consideration of, but not limited to:”).

SCHEDULES

We provide the following commentary on Schedules 1 to 4. Specifically, we are not accepting of the various designations and identifiers by the City without further discussion as follows:

1. It is unclear as to why and how there is a differentiation between the Mixed Use I and the Mixed-Use II designations. Clarity on why they are established the way they are is required.
2. The depth of the low-rise residential area appears arbitrary - why is it only applying to the Calloway REIT (Westridge) Inc. lands and at such a depth?
3. Clarity is required from the City on why the Park locations on Schedule 1 were chosen and how the number per quadrant were derived.
4. We are not accepting of the height limits nor locations as set out in Schedule 2. Specifically, additional height can and should be provided south of Portage Parkway as depicted in our specific OPA and ZBA applications. The location of Mid-Rise heights in the various areas of the Secondary Plan appears arbitrary and without rationale. Lastly, additional height should be permitted along Highway 7, south of Windflower Gate beyond 18 storeys.
5. We are not accepting of the location or type of Pedestrian Realm Network elements shown on Schedule 3. These locations are too prescriptive and for the northeast quadrant do not align with our vision as set out in our OPA and ZBA applications.
6. With respect to Schedule 4, we will re-direct you to the enclosed comments letter dated December 17th, 2021, with respect to our comments on the road sizes and locations (Policy 7.1.3 b).

CONCLUSIONS

We have noted above a number of our concerns in this letter, which we believe can be resolved through further discussion. To this effect, we welcome the opportunity to continue to work with City staff and the Consulting Team to create a Secondary Plan which we can all support.

Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Paula Bustard". The signature is fluid and cursive, with the first name "Paula" being more prominent than the last name "Bustard".

Paula Bustard
Executive Vice President, Development
SmartCentres REIT

cc: *David McKay, MHBC*

Encl.



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DELIVERED VIA EMAIL

September 13, 2023

TO: **Lina Alhabash**
Senior Planner, Policy Planning & Special Programs
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

Alannah Slattery
Senior Planner, Policy Planning & Special Programs
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

**RE: Weston and 7 Secondary Plan
Transportation Master Plan Landowners Group Meeting
SmartCentres Comments**

We are in receipt of the Weston & 7 LOG Meeting Presentation on August 30th, prepared by the Planning Partnership. As noted in our email to you, we never received any communications whatsoever about the occurrence of this meeting which is obviously tremendously disappointing. As you are aware, Calloway REIT (Westridge) Inc. and Calloway REIT (400 & 7) Inc. (“SmartCentres”) owns approximately 25.07 ha (61.96 ac.) within the Weston and 7 Secondary Plan Area. Calloway REIT (400 and 7) Inc. owns the retail commercial lands at the northwest corner of Highway 400 and Highway 7, while Calloway REIT (Westridge) Inc. owns the retail commercial lands at the southwest corner of Weston Road and Fieldstone. As the majority landholder (see **FIGURE 1**), we have been actively involved throughout the study process since its inception and have two active development applications within the study area (City File No. OP.19.012, Z.19.036, and DA 20.046).

We have been actively involved in the Weston and 7 Secondary Plan since its inception, in 2017. Since this time, we have made over five formal written submissions, emails, and various communications have yet to receive any response. These communications are enclosed in this letter. Again, we will note that this “update” includes no formal changes or responses whatsoever. This is the same land use scheme, parks and open space plan, and road network that was shown to us in 2021, with no further response or justification to concerns raised.

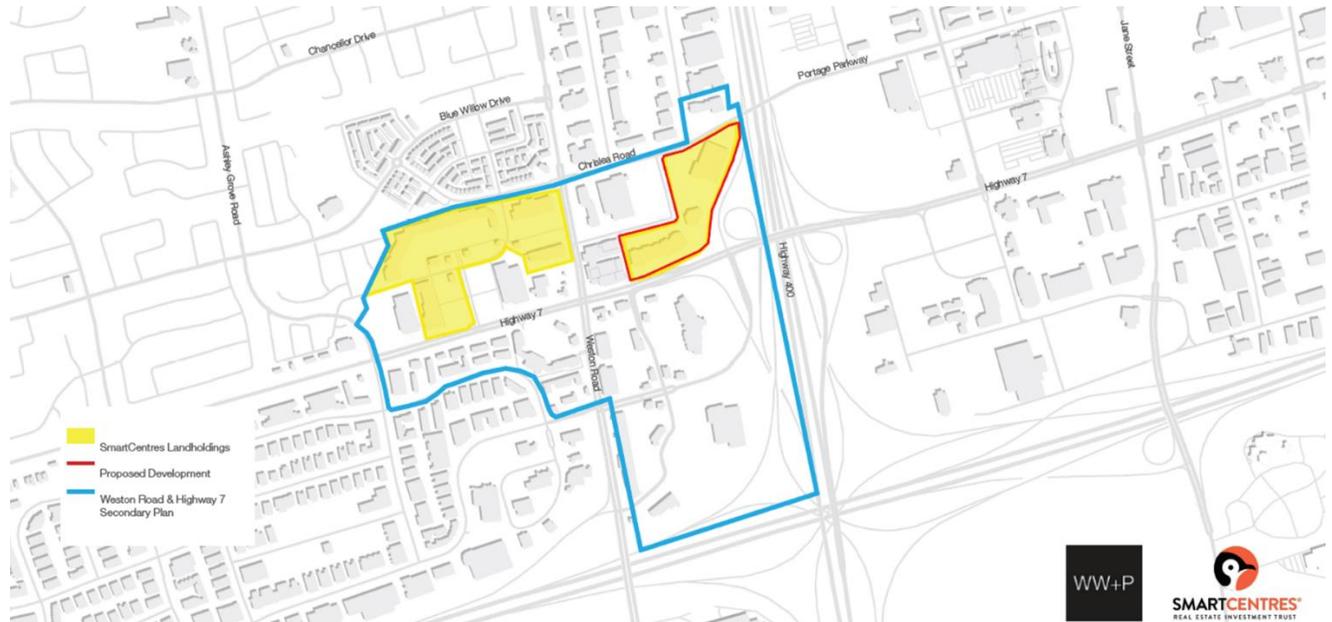


FIGURE 1 – Location Map of SmartCentres Landholdings Within Secondary Plan Area

ACTIVE DEVELOPMENT APPLICATIONS

As mentioned above, SmartCentres has submitted an Official Plan Amendment and Zoning By-law Amendment for a proposed Master Plan and Site Plan Application for Phase 1 for our lands (City file numbers OP.19.012, Z.19.036, and DA.20.046) within the Northeast Quadrant. Significant design considerations were contemplated during the evolution of the Master Plan, with consideration given to the lands positioned along a major Highway corridor and proximity to two major transit station areas (Weston and Commerce VIVA Station Stops). Furthermore, the site is uniquely positioned with both physical and visual proximity to the VMC, the new downtown of Vaughan, and a major urban growth centre with significant transit infrastructure.

We will note that these applications were never formally moved forward and reviewed by the City of Vaughan, and this lack of consideration can be further seen in the associated schedules and policies that were released last week. Please refer to **FIGURE 2** for the proposed Master Plan. These applications were designed to focus around a centrally located open space connecting Chrislea Road and Highway 7, and further created a hierarchy of block sizes filtered from larger mixed-use blocks at Chrislea Road/Portage Parkway to smaller residential blocks moving south towards Highway 7. The proposed Master Plan contemplates two signature towers with heights transitioning generally from the interior outward to the east with the highest heights being along Highway 400. This configuration and density distribution provided critical massing along the Highway 400 corridor and in close proximity to the Transit facilities and the VMC. As seen in **FIGURE 3**, Phase 1 comprises of four residential buildings. A 15-storey mid-rise building fronting onto Northview Boulevard and three high-rise towers in the park at 39, 39, and 45 storeys respectively. The towers are strategically oriented within the Site protected by an acoustical berm running the length of the eastern boundary of the protecting against Highway 400 ramp traffic noise. Again, this is now proposed to be a park, up against a retaining wall, seen in **FIGURE 4**.

It is clear that this vision has **never been given proper consideration** by the City and the Planning Partnership. The centrally located pedestrian friendly spine has been removed for both a Collector Road and a Local Road. Again, we will point out that the proposed street network layout results in remnant / irregular parcels of land, which do not contemplate nor appreciate the significant ~8m grade change along the recently re-constructed Highway 7, and the similar grade change along the Highway 400 off-ramp (see **Figure 3**). It is clear from the proposed street

network (and by common-sense) that this is not an optimal location for an open space, and the project team should better coordinate with both SmartCentres and the MTO on this. Further, from a transportation perspective, the proposed street network results in very irregular / inefficient underground parking layouts, creating a sub-optimal condition from both an architectural and transportation perspective.

Overall, while it appears the Secondary Plan has incorporated a number of the Master Plan concepts, it appears that the Secondary Plan has largely ignored our submission. We believe that further discussion is required in order to further co-ordinate the Secondary Plan with the Master Plan relative to park locations / types, height, road patterns / ownership and density.



FIGURE 2 – Master Plan within Northeast Quadrant (City File No. OP.19.012, Z.19.036)



FIGURE 3 – Phase 1 within Northeast Quadrant



FIGURE 4 – Looking East Toward Highway 400 from the Site

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We provide the following commentary:

1. We request the requirement to provide a Municipal Financial Impact Assessment be deleted. This is an inappropriate request to be provided by private landowners, and this should be a municipal responsibility.
2. As noted in our letter to the City of Vaughan on November 3rd, 2022, Policies 8.1.4 l) and m) regarding the completeness of applications in direct contravention of the *Planning Act*, notwithstanding the approval of OPA 93. We again request these policies be deleted as these policies stand significantly slow the issuance of development approvals in the Weston and 7 Secondary Plan area, by inappropriately front ending too much of the application review process before an application is even finalized for submission.
3. The list of Community Benefits Charge By-law items appears limited. The City should either expand the list or make the policy non-exhaustive (i.e., “including consideration of, but not limited to:”).

SCHEDULES

We provide the following commentary on Schedules 1 to 4. Specifically, we are not accepting of the various designations and identifiers by the City without further discussion as follows:

1. It is unclear as to why and how there is a differentiation between the Mixed Use I and the Mixed-Use II designations. Clarity on why they are established the way they are is required.

2. The depth of the low-rise residential area appears arbitrary - why is it only applying to the Calloway REIT (Westridge) Inc. lands and at such a depth?
3. Clarity is required from the City on why the Park locations on Schedule 1 were chosen and how the number per quadrant were derived.
4. We are not accepting of the height limits nor locations as set out in Schedule 2. Specifically, additional height can and should be provided south of Portage Parkway as depicted in our specific OPA and ZBA applications. The location of Mid-Rise heights in the various areas of the Secondary Plan appears arbitrary and without rationale. Lastly, additional height should be permitted along Highway 7, south of Windflower Gate beyond 18 storeys.
5. We are not accepting of the location or type of Pedestrian Realm Network elements shown on Schedule 3. These locations are too prescriptive and for the northeast quadrant do not align with our vision as set out in our OPA and ZBA applications.
6. With respect to Schedule 4, we will re-direct you to the enclosed comments letter dated December 17th, 2021, with respect to our comments on the road sizes and locations (Policy 7.1.3 b).

CONCLUSIONS

We have noted above a number of our concerns in this letter, which we believe can be resolved through further discussion with ourselves and other landowners. To this effect, we welcome the opportunity to continue to work with City staff and the Consulting Team to create a Secondary Plan which we can all support.

Thank you.

Sincerely,

Paula Bustard
Executive Vice President, Development
SmartCentres REIT

cc: *David McKay, MHBC*

Encl.



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DELIVERED VIA EMAIL

June 15, 2023

TO: **Marta Roias, RPP**
City of Vaughan, Project Manager
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

**RE: Weston and 7 Secondary Plan
Transportation Master Plan Landowners Group Meeting
SmartCentres Comments**

Thank you for hosting the Landowners Meeting and Transportation Master Plan Update (“**Update**”) on April 28th, with WSP, at Vaughan City Hall. As you are aware, Calloway REIT (Westridge) Inc. and Calloway REIT (400 & 7) Inc. (“**SmartCentres**”) owns approximately 25.07 ha (61.96 ac.) within the Weston and 7 Secondary Plan Area. Calloway REIT (400 and 7) Inc. owns the retail commercial lands at the northwest corner of Highway 400 and Highway 7, while Calloway REIT (Westridge) Inc. owns the retail commercial lands at the southwest corner of Weston Road and Fieldstone. As the majority landholder (see **Figure 1**), we have been actively involved throughout the study process since its inception and have two active development applications within the study area (City File No. OP.19.012, Z.19.036, and DA 20.046).

From what we can tell, we were surprised to see that this update includes no changes whatsoever from the October 15th, 2021, landowner update. At this point in time, we have received no response from the City regarding our many concerns that were raised nor have any of our comments been addressed. We are again enclosing our detailed comments letter dated December 17th, 2021, in hopes of beginning meaningful discussion to resolve these matters.

Sincerely,

Paula Bustard
Executive Vice President, Development
SmartCentres REIT



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DELIVERED VIA EMAIL

December 17, 2021

TO: Michelle Moretti, Senior Planner
Policy Planning & Environmental Sustainability Department
City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

**RE: Weston and 7 Secondary Plan
Transportation Master Plan Landowners Group Meeting
SmartCentres Comments**

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While overall, we will note that this update has progressed in a positive manner and represents a significant improvement from the Phase 1, we remain very concerned about the proposed road network, hierarchy of streets, open space, height and density, and as it relates to our existing planning applications. With that in mind, this letter will focus on transportation components.

Please note that our comments are by no means exhaustive, and we would like to meet with Staff to discuss all aspects of the Update. Further, we will note that much of the details surrounding the policies of the (concurrent) Draft Weston and 7 Secondary Plan remain to be seen. As such, we are pleased to provide our comments which are as follows:

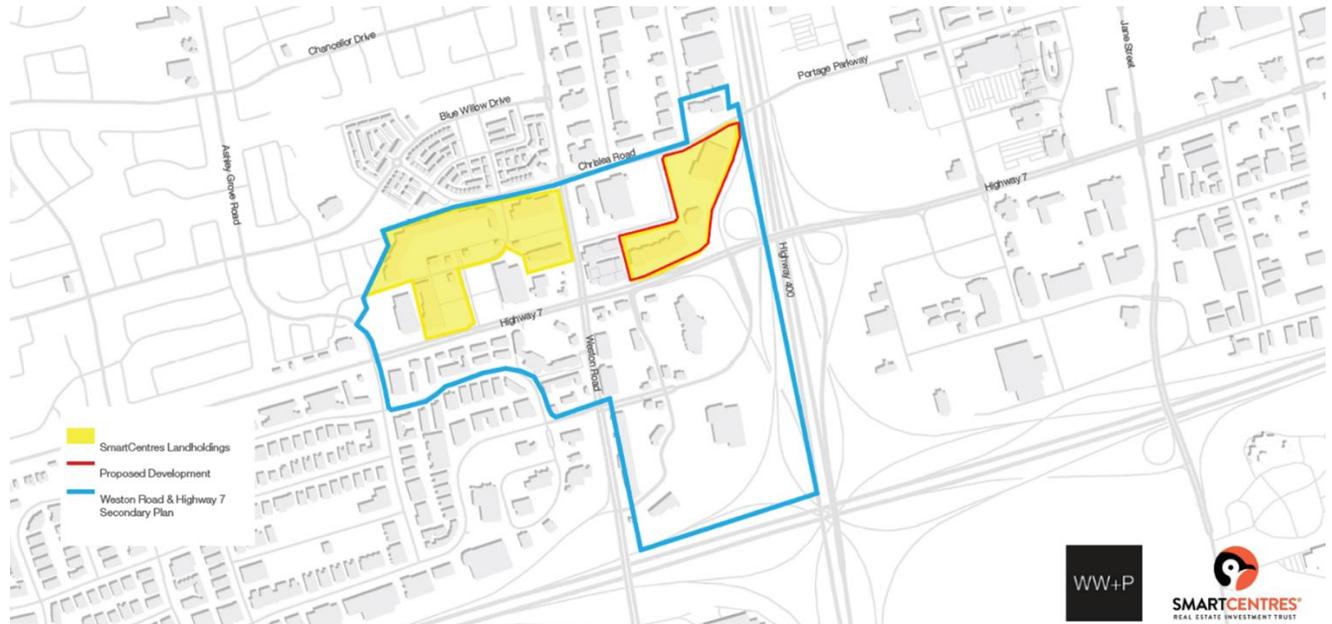


FIGURE 1 – Location Map of SmartCentres Landholdings Within Secondary Plan Area

NORTHEAST QUADRANT

The project team’s plan (see **Figure 2**) has deleted two of the private streets SmartCentres designed and planned for by way of Official Plan Amendment Application no. OP.19.012 (i.e., the east-west link to Northview known as “Private Street 1” and the north-south link to Northview known as “Private Street 2”).

Further, these private streets have been converted to public streets, and they have been re-aligned, which would result in negative impacts. Specifically, Northview Boulevard is now proposed to bisect our site, isolating the new proposed blocks east of Northview, requiring direct driveway / access on to Northview. In turn, this would result in an increased ROW width, because of the necessary turning lanes, etc. that would be required to accommodate the traffic associated with the proposed mix of uses. Not only would this proposed alignment make it difficult for future residents / visitors to access their respective driveways, but it would also further increase the overall reliance on personal vehicles (as opposed to public transportation, cycling etc.).

From a high level, the proposed street network layout results in remnant / irregular parcels of land, which do not contemplate nor appreciate the significant ~8m grade change along the recently re-constructed Highway 7, and the similar grade change along the Highway 400 off-ramp (see **Figure 3**). It is clear from the proposed street network (and by common-sense) that this is not an optimal location for an open space, and the project team should better coordinate with both SmartCentres and the MTO on this. Further, from a transportation perspective, the proposed street network results in very irregular / inefficient underground parking layouts, creating a sub-optimal condition from both an architectural and transportation perspective.

As mentioned above, SmartCentres has submitted an Official Plan Amendment and Zoning By-law Amendment for a proposed Master Plan and Site Plan Application for Phase 1 for our lands (City file numbers OP.19.012, Z.19.036, and DA.20.046) within the Northeast Quadrant. Significant design considerations were contemplated during the evolution of the Master Plan, with consideration given to the lands positioned along a major Highway corridor and proximity to two major transit station areas (Weston and Commerce VIVA Station Stops). Furthermore, the site is uniquely positioned with both physical and visual proximity to the VMC, the new downtown of Vaughan, and a major urban growth centre with significant transit infrastructure.

The applications before the City for consideration and review were designed to focus around a centrally located open space connecting Chrislea Road and Highway 7, and further created a hierarchy of block sizes filtered from larger mixed-use blocks at Chrislea Road/Portage Parkway to smaller residential blocks moving south towards Highway 7. The proposed Master Plan contemplates two signature towers with heights transitioning generally from the interior outward to the east with the highest heights being along Highway 400. This configuration and density distribution provided critical massing along the Highway 400 corridor and in close proximity to the Transit facilities and the VMC.

The transportation Update mostly disregards these design principles with the proposed street network size / layout, and we respectfully request that further discussions be undertaken with the project team to review and coordinate the Transportation Master Plan with our proposed Master Plan in relation to road patterns, street hierarchy, open spaces, etc.

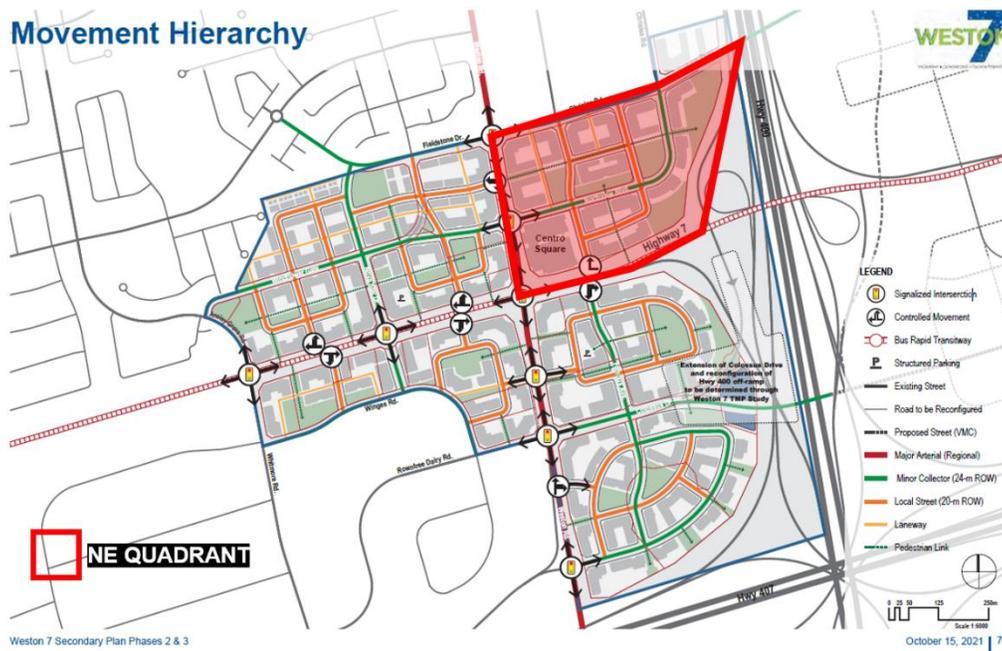


Figure 2 – Northeast Quadrant

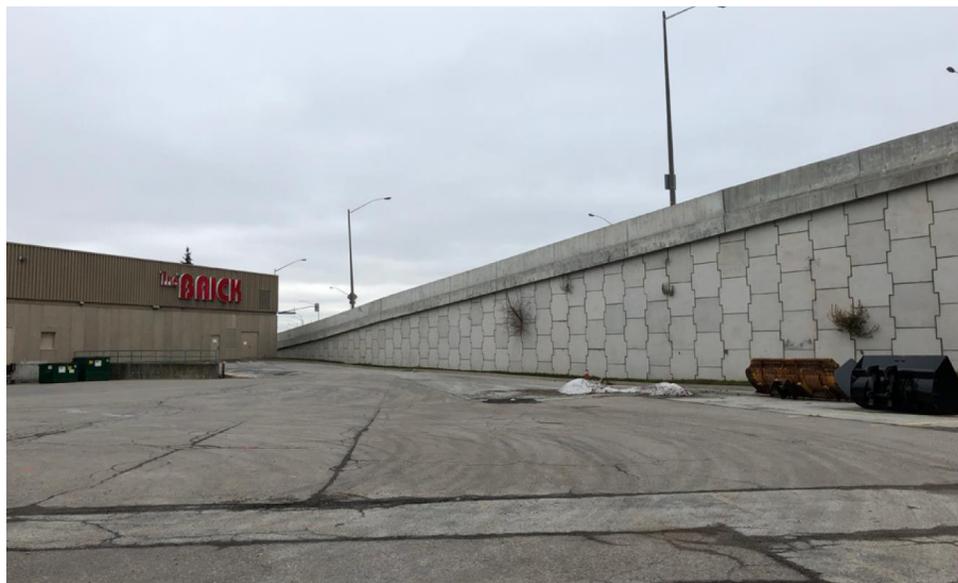


Figure 3 – Looking East Toward Highway 400 from the Site

NORTHWEST QUADRANT

Although this quadrant is less developed from a formal planning application perspective, we are concerned about core urban design principles, such as the over-reliance on vehicular traffic, within our blocks. There seems to have been no regard nor consultation of created a pedestrian-oriented and environmentally friendly block layout, in keeping with the City of Vaughan's Official Plan policies. Additionally, similar to our above comments, these irregular block layout (by way of the proposed street network) will create extremely inefficient underground parking layout.

The road network and the resulting development framework has little regard for existing property boundaries and SmartCentres would need to review and ensure there are proper cost sharing mechanisms, so the burden of providing this infrastructure should not be entirely place on SmartCentres.

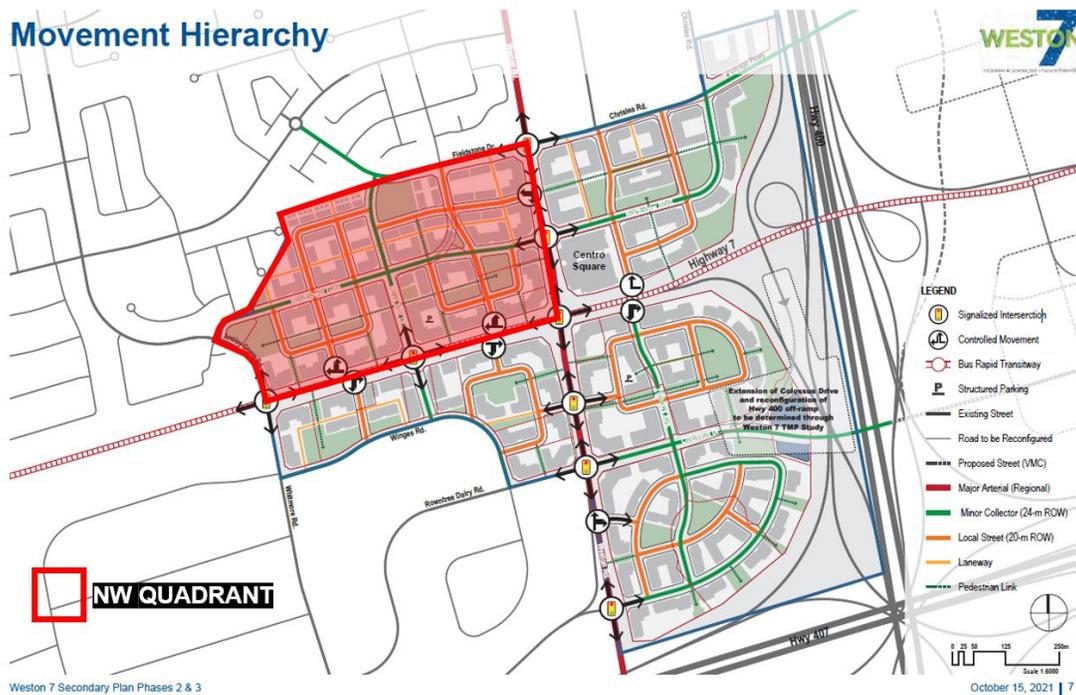


Figure 4 – Northwest Quadrant

DEVELOPMENT YIELDS

We request more information regarding the origins of the population thresholds and development yields for all quadrants. In particular, it appears as if consideration has not been made for the Northeast Quadrant, whereas there are multiple active planning applications, in which there are proposals for excess units that were considered in the Project Team's presentation. Further the proposed / projected 1,340 retail / service jobs are not reflective of the neither the City's nor SmartCentres master plan vision for the site, as there are no retail blocks proposed. In addition to this, there are also supplementary office jobs proposed, resulting in over 2,500 jobs in the quadrant, which is not consist with the Secondary Plan materials presented thus far.

CONCLUSIONS

As noted above, while we are pleased with the overall principles that are being proposed in the overall Secondary Plan process (enhanced built-environment, increased density permissions which capitalize on transit infrastructure, etc.) we have identified several key concerns in this letter regarding the proposed road network, along with the origin of traffic / population data. We believe

this can be resolved through further discussion with ourselves the Project Team, and to this effect, we welcome the opportunity to continue to work with City staff and the Project Team to inform the Transportation Master Plan, which we can all support.

Sincerely,

A handwritten signature in blue ink that reads "Paula Bustard". The signature is fluid and cursive, with the first name "Paula" being more prominent than the last name "Bustard".

Paula Bustard
Executive Vice President, Development
SmartCentres REIT



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DELIVERED VIA EMAIL

December 17, 2021

TO: Michelle Moretti, Senior Planner
Policy Planning & Environmental Sustainability Department
City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

**RE: Weston and 7 Secondary Plan
Transportation Master Plan Landowners Group Meeting
SmartCentres Comments**

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While overall, we will note that this update has progressed in a positive manner and represents a significant improvement from the Phase 1, we remain very concerned about the proposed road network, hierarchy of streets, open space, height and density, and as it relates to our existing planning applications. With that in mind, this letter will focus on transportation components.

Please note that our comments are by no means exhaustive, and we would like to meet with Staff to discuss all aspects of the Update. Further, we will note that much of the details surrounding the policies of the (concurrent) Draft Weston and 7 Secondary Plan remain to be seen. As such, we are pleased to provide our comments which are as follows:

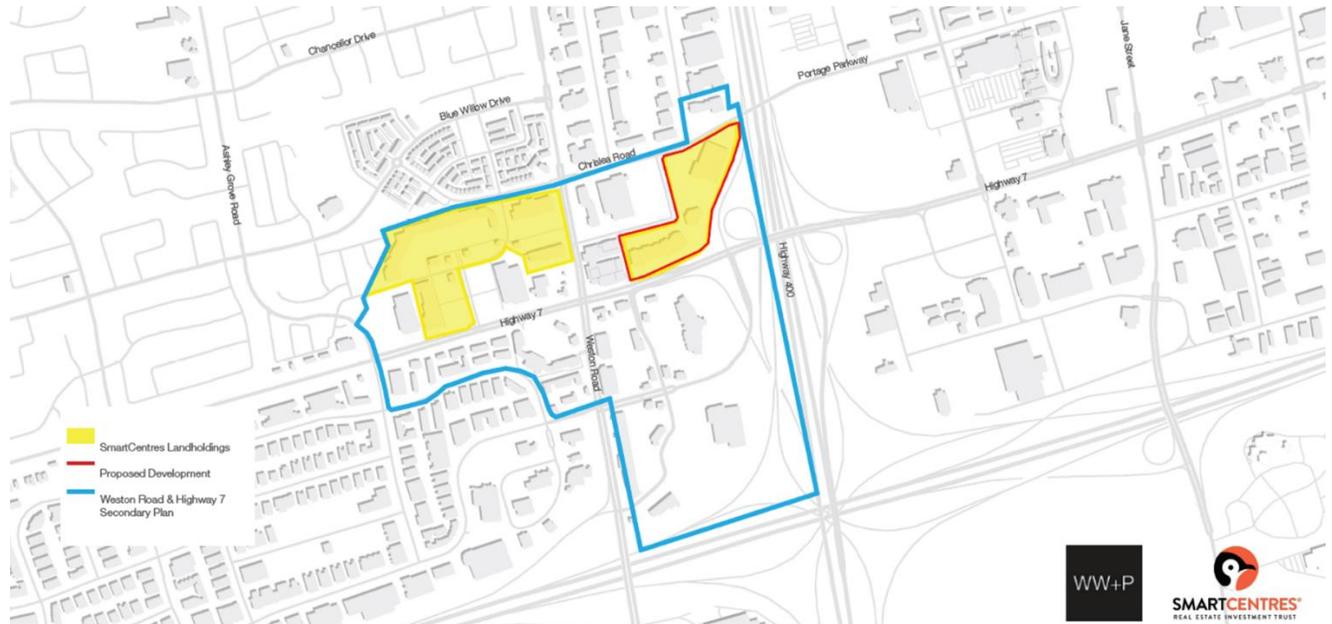


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The applications before the City for consideration and review were designed to focus around a centrally located open space connecting Chrislea Road and Highway 7, and further created a hierarchy of block sizes filtered from larger mixed-use blocks at Chrislea Road/Portage Parkway to smaller residential blocks moving south towards Highway 7. The proposed Master Plan contemplates two signature towers with heights transitioning generally from the interior outward to the east with the highest heights being along Highway 400. This configuration and density distribution provided critical massing along the Highway 400 corridor and in close proximity to the Transit facilities and the VMC.

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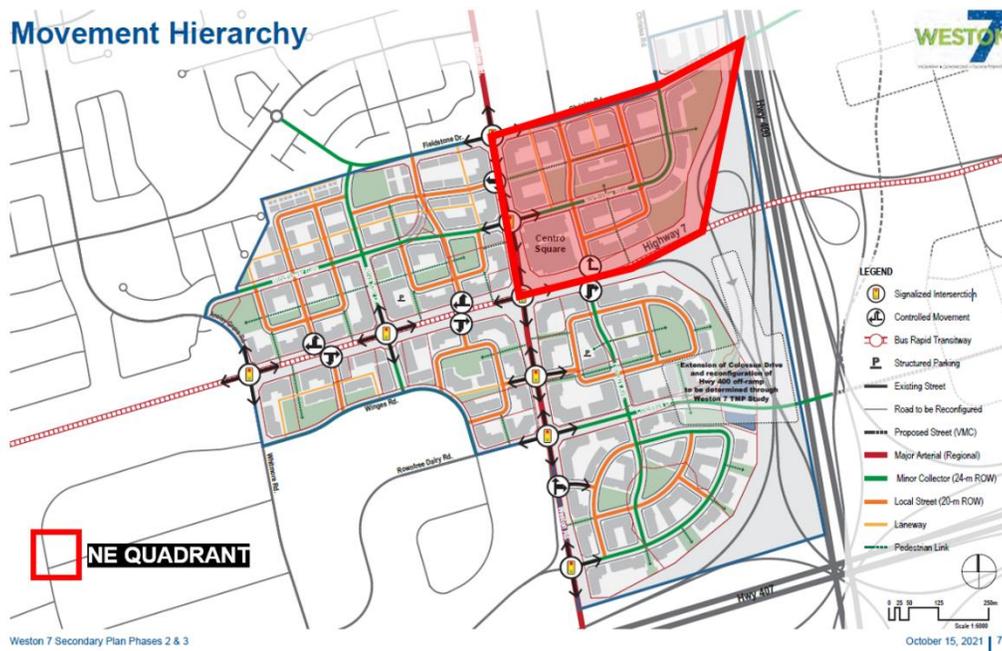


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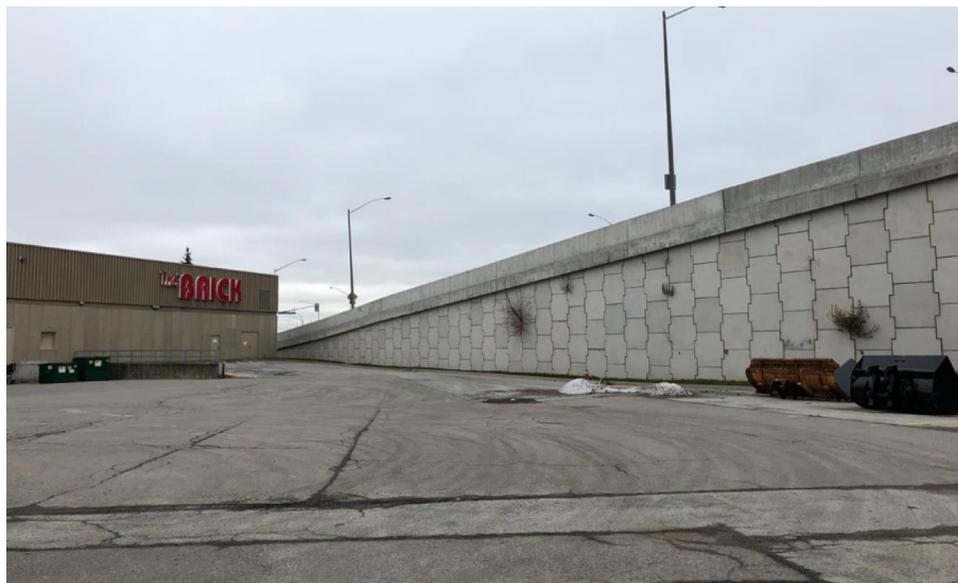


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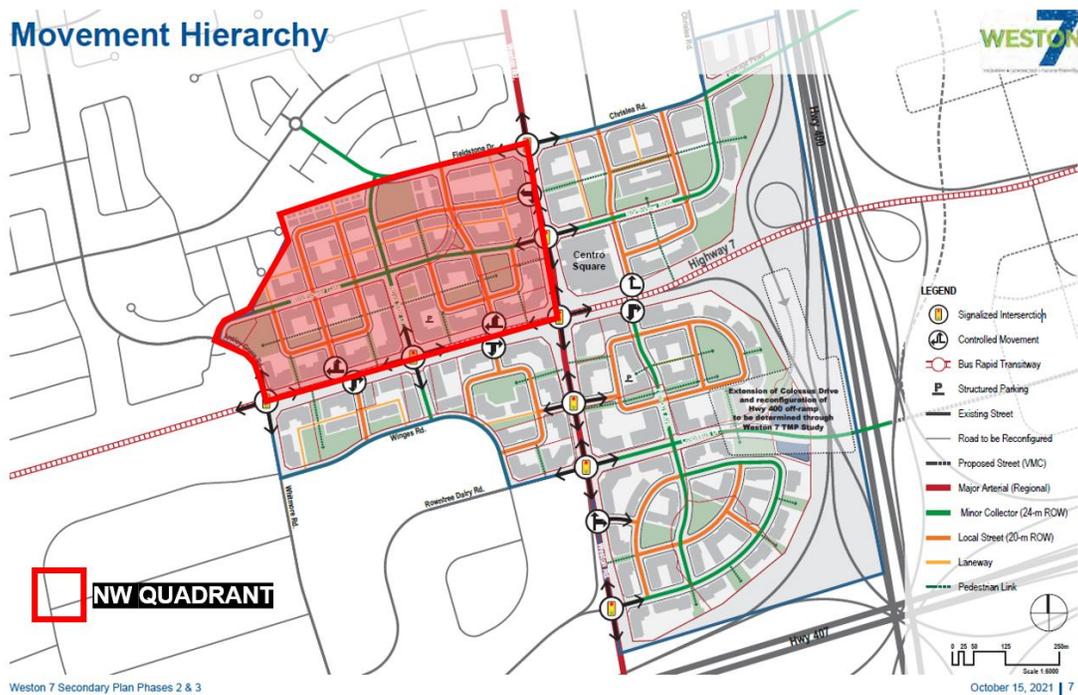


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CONCLUSIONS

As noted above, while we are pleased with the overall principles that are being proposed in the overall Secondary Plan process (enhanced built-environment, increased density permissions which capitalize on transit infrastructure, etc.) we have identified several key concerns in this letter regarding the proposed road network, along with the origin of traffic / population data. We believe

this can be resolved through further discussion with ourselves the Project Team, and to this effect, we welcome the opportunity to continue to work with City staff and the Project Team to inform the Transportation Master Plan, which we can all support.

Sincerely,

A handwritten signature in blue ink that reads "Paula Bustard". The signature is fluid and cursive, with the first name "Paula" being more prominent than the last name "Bustard".

Paula Bustard
Executive Vice President, Development
SmartCentres REIT



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DELIVERED VIA EMAIL

February 16, 2021

TO: Michelle Moretti, Senior Planner
Policy Planning & Environmental Sustainability Department
City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

RE: Weston and 7 Secondary Plan – Landowners Meeting and Phase II Project Update

Thank you for hosting the Landowners Meeting and Project Update (“**Update**”) on Thursday, January 28th at 10:00 a.m. As you are aware, Calloway REIT (Westridge) Inc. and Calloway REIT (400 & 7) Inc. (“**SmartCentres**”) owns approximately 25.07 ha (61.96 ac.) within the Weston and 7 Secondary Plan Area. Calloway REIT (400 and 7) Inc. owns the retail commercial lands at the northwest corner of Highway 400 and Highway 7, while Calloway REIT (Westridge) Inc. owns the retail commercial lands at the southwest corner of Weston Road and Fieldstone Drive (See **Figure 1**). As the majority landholder, we have been actively involved throughout the study process since its inception and have two active development applications within the study area (City File No. OP.19.012, Z.19.036, and DA 20.046).

We would first like to state that the Update has progressed in a positive manner and represents a significant improvement from the Phase 1 work undertaken. The Update represents a more realistic and progressive view of the redevelopment which is to occur within the Weston 7 Secondary Plan area over time and which will ultimately result in a well thought out, planned community which will be of significant benefit to the City of Vaughan.

Please note that our comments are by no means exhaustive, and we would like to meet with Staff to discuss all aspects of the Update. Further, we would like to be fully consulted once more detailed policies are developed by the City and Consulting Team.

As discussed during the meeting, much of the details surrounding the policies of the Draft Weston and 7 Secondary Plan remain to be seen, and we continue to work with the City on this matter. Although we are happy with the general direction of the Secondary Plan to move towards complete communities with a diverse range of high-density land-uses for the Secondary Plan lands, SmartCentres remains concerned about a number of key aspects of the emerging

Secondary Plan framework, as presented by the Planning Partnership during the January 28th Meeting. As such, we are pleased to provide our comments which are as follows:

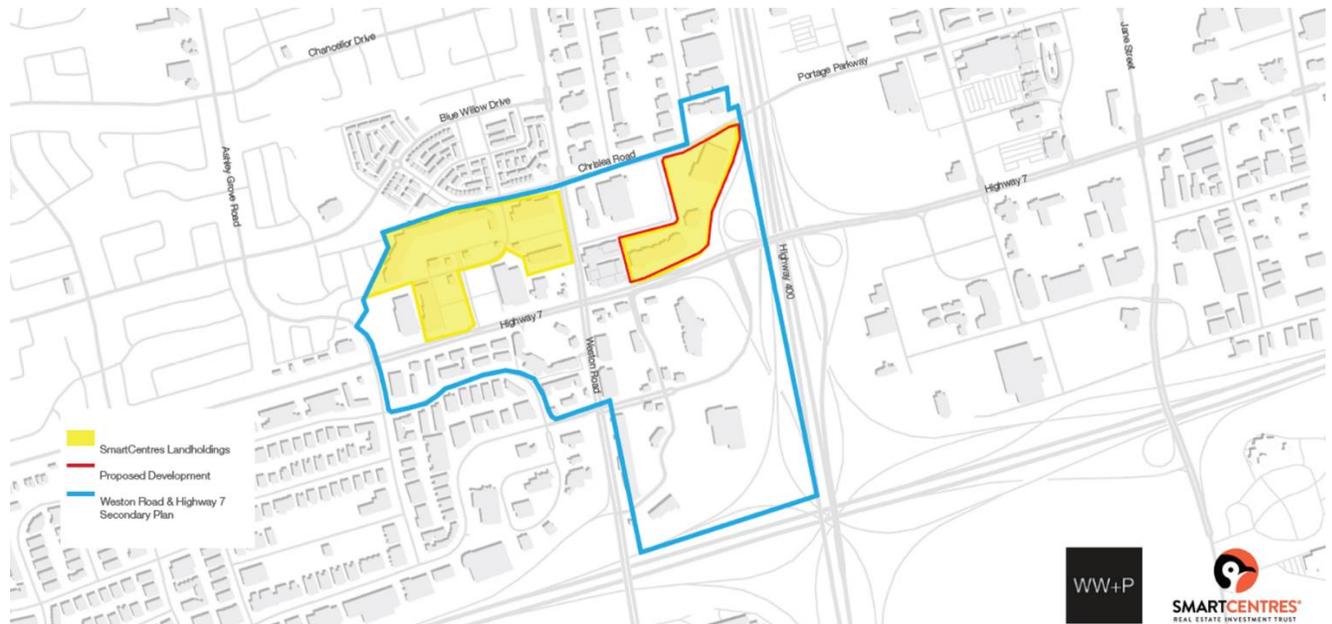


FIGURE 1 – Location Map of SmartCentres Landholdings Within Secondary Plan Area

IN-PROCESS APPLICATIONS

SmartCentres has submitted an Official Plan Amendment and Zoning By-law Amendment for a proposed Master Plan and Site Plan Application for Phase 1 for our lands (City file numbers OP.19.012, Z.19.036, and DA.20.046). Significant design considerations were contemplated during the evolution of the Master Plan, with consideration given to the lands positioned along a major Highway corridor and proximity to two major transit station areas (Weston and Commerce VIVA Station Stops). Furthermore, the site is uniquely positioned with both physical and visual proximity to the VMC, the new downtown of Vaughan, and a major urban growth centre with significant transit infrastructure.

The applications before the City for consideration and review were designed to focus around a centrally located open space connecting Chrislea Road and Highway 7, and further created a hierarchy of block sizes filtered from larger mixed-use blocks at Chrislea Road/Portage Parkway to smaller residential blocks moving south towards Highway 7. The proposed Master Plan contemplates two signature towers with heights transitioning generally from the interior outward to the east with the highest heights being along Highway 400. This configuration and density distribution provided critical massing along the Highway 400 corridor and in close proximity to the Transit facilities and the VMC.

While the Update has incorporated several of the Master Plan concepts, we respectfully request that **further discussions be undertaken to reviews and coordinate the Update with the Master Plan relative to park locations / types, height, road patterns / ownership and density.**

LAND USE

We are appreciative of the Update's principles to allow for a full mix of land uses throughout all of the Secondary Plan area. The ability to respond to market conditions is of vital importance to the viability of the project and flexibility in terms of land use permissions is critical. We specifically appreciate that a thoughtful approach to where retail uses are required has been taken (i.e. not

every building face requires retail at-grade). It will be important to ensure that this flexibility continues forward into the policies that are to be crafted, including the ability to phase in development over time and not preclude interim development conditions. Given our extensive experience across Canada on master planning our properties, we would be pleased to discuss our experiences and knowledge with the City and Consulting Team further.

DENSITY

In order to create a vibrant and successful mixed-use community in an urbanized environment and to support the significant investment in the transit infrastructure in the immediate area, a critical mass of development is required. We appreciate and support that the Update has looked forward and has not artificially restricted densities nor taken the position to only meet the minimum 160 jobs and person per hectare for areas served by rapid bus transit, however believe **more discussion around density targets and density distribution is required**. Our lands are strategically located along two highway corridors, are in close proximity to the VMC, and are directly adjacent to emerging amenities and transit facilities. **We do not believe the proposed density of our parcel is reflective of the locational attributes and infrastructure.**

HEIGHT & BUILDING TYPOLOGY

We recognize that significant building height cannot be located everywhere in the Secondary Plan area. We believe, however, that additional flexibility needs to occur in the Secondary Plan. Our comments are as follows:

It is important to recognize that the Secondary Plan is in proximity to the Vaughan Metropolitan Centre (VMC) and compliments and supports transit in the VMC. To this extent, the Commerce Street VIVA Station Stop is within 800 m of the westerly limits of the Secondary Plan area, a mere 10-minute walk from our site. To provide further support to this stop and given the distance from the low-density neighbourhoods to the north and west, additional heights (above 35 storeys) should be considered along Highway 400. Heights in the VMC are now at 55 storeys in proximity to the Subway Station. The provision of heights up 45 storeys adjacent to the highway, would be appropriate, and would still ensure the VMC is the predominant in the City's skyline. By doing so, these taller buildings would solidify the interchange as a gateway to the Secondary Plan area, without causing undue impacts to the neighbourhoods to the north and west, and without visually overpowering towers in the VMC. The Highway 400 frontage should be a priority area for density due to the visual connection to VMC as well as the physical proximity. Natural synergies and complementary design between the two Secondary Plan areas will aid in the promotion of creating walkable communities between these two emerging cores.

We believe that a multimodal approach to height can and should be implemented, rather than gravitating all height to the intersection of Highway 7 and Weston Road. We strongly believe that **increased height permissions** in proximity to the VIVA rapid transit stop at Ansley Grove (above the 18 storeys indicated in the Emerging Height Schedule) should be accommodated, subject to compatibility metrics being met vis-à-vis the existing low density neighbourhoods to the north and west of the Secondary Plan area. Further, we believe that additional height permissions should be granted above 35 storeys in proximity to the Weston VIVA rapid transit stop, again subject to compatibility metrics being met. The 35-storey height limit reflects the existing Centro Square Towers, which were designed and approved nearly 10 years ago, and **do not reflect the current market needs for more housing**. A ten-year-old single development (that was contemplated and approved ahead of any Secondary Plan work) should not be used as the basis for establishing heights under the current Provincial Policy regime, given the Secondary Plan Area's strategic location nearby government-funded transit infrastructure.

We agree that a transition to the neighbourhoods to the north and west need to occur. However, designating only one height node / peak in the Update is arbitrary in the greater context, given the heights along Highway 7 (east of Highway 400) has buildings approved at heights ranging from 40-60 storeys. The frontages on both Highway 7 and Weston Road are an optimal location for 40+ storey buildings.

We strongly believe that the height limits shown on the Calloway REIT (Westridge) Inc. lands in the Emerging Height Schedule should be revisited. Beyond an initial row of three to four storey buildings facing the neighbourhood (as exists today with Blue Willows Terrace), increased heights should be possible thereafter utilizing a 45-degree angular plane from the neighbourhood property lines (i.e. the north side of Fieldstone Drive). Further, this area should not be restricted to a townhouse / stacked townhouse building typology – additional flexibility in terms of building type should be permitted within the height regime as noted above. This would allow for flexibility of the design of these lands in a number of configurations without undue adverse impacts on the neighbourhoods.

Lastly, we do not believe that a strict building typology regime should be imposed through the Secondary Plan. Flexibility, with controls set through policy based on appropriate planning and urban design criteria, should be utilized instead.

PARKS

We appreciate the need and importance of parks and open space within the Secondary Plan area to create a complete community and outdoor amenity space for future residents and visitors. We request that further clarification be provided on how 12 hectares of new park land was determined within the “public realm summary.” In addition, we would like to have further discussion with Staff regarding the proposed “pedestrian realm,” and how locations for each realm type were determined.

Specifically, when looking at the proposed open spaces proposed on the Calloway REIT (400 and 7) Inc. lands located at Highway’s 7 and 400, we do not feel that placing open spaces along the Highway 400 ramp system is appropriate. As currently proposed, these open spaces will be significantly negatively impacted by the existing ~8 metre grade difference from Highway 7 to our site (See **Figure 2** and **Figure 3**). In particular, the proposed open space at north-east of our site is too large and disconnected from our proposed development. The emphasis placed on highway frontage is not pedestrian friendly and will create a “back of the building” built environment. Further, the proposed parkland at south east corner of the site will have the same emphasis on highway frontage and is not a good location for parkland, given the significant grading differences – as proposed by the city, this park would essentially be a drainage basin. Through our Master Plan submission to the City, we have reviewed these conditions in detail and determined that minimizing the open spaces along the Highway 400 ramp system and internalizing the open spaces between buildings was more appropriate and resulted in better microclimate conditions. We strongly urge that this placement be further reviewed and reflective of our Master Plan and would like to work with Staff accordingly.

In addition, a second open space is shown fronting onto Northview Boulevard, north of the intersection of the new internal road. This open space at 0.7 ha and when combined with the open spaces shown along the Highway 400 ramp (at 0.7 ha plus “open space”) significantly impacts the developable lands which Calloway REIT (400 and 7) Inc. owns, disproportionately to other landowners in this quadrant in our respectful submissions (Centro is not impacted at all as it is an existing situation and the Sorbara lands are minimally impacted; only the Home Depot lands are affected in a similarly disproportionate way as our lands

Regarding the Calloway REIT (Westridge) Inc. lands, similar to above, open spaces appear to be disproportionately applied to SmartCentres lands as opposed to other landowners in this quadrant. Based on the Massing Models / Plans presented by the City in the Update, there are roughly 8-acres of open space proposed on each of our Westridge and 400/7 lands. **This effectively renders 20% and 40% of our lands undevelopable, respectively for each property.** In comparison, for the entire Secondary Plan area the planned open space is only 12% of total area. SmartCentres is being asked to disproportionately provide Parkland as compared to other landowners.

Lastly, we highly recommend that a flexible parkland and open space policy be applied to the Secondary Plan area. The creation of good, urban, open spaces requires flexibility and creativity relative to such matters as location (if shown on schedules), programming, credits, and ownership.



Figure 2 – Looking South from Portage Parkway Bridge



Figure 3 – Looking East Toward Highway 400 from the Site

TRANSPORTATION

We generally agree with the need to break larger landholdings into smaller parcels by instituting new streets. Similar to the open space system, flexibility needs to be installed into the policy regime for the Secondary Plan, including for sizing, locations, ownership and streetscape design. To this point, we note that the strict application of a grid system of streets in the VMC was not ideal and stifled creativity or was not possible to implement due to site specific circumstances. The Secondary Plan should be flexible in its policy approach to allow modifications and new ideas to emerge without the need to amend the Secondary Plan. In particular, we are extremely concerned with the internal roads proposed through our Highway 400 and 7 site, which are significantly higher than what we had proposed (17.5m ROW versus 20m to 24m), and do not promote the pedestrian friendly city-building policies located elsewhere in approved planning policy. Separately, robust transit is cited as a rationale for the height transition / restrictions, although higher-order transit exists east to the VMC, with the 2017-opening of the TTC Subway Station.

IMPLEMENTATION

We have yet to see implementation details with the exception of high-level phasing restrictions (41,000 persons and jobs in Phase 1). In order to respond to market demands and not stifle creativity and responsiveness, the implementation policies need to be flexible. Requiring amendments due to overly restrictive policies should be avoided. Lastly, appropriate and reasonable transition provisions will need to be specifically discussed with the landowners.

CONCLUSIONS

As noted at the beginning, we are pleased that the Update has progressed in a positive manner and represents a significant improvement from the Phase 1 work undertaken. Like yourselves, SmartCentres agrees that the Secondary Plan area should strive to be inclusive, connected, and future friendly. As noted above, we have identified several of our concerns in this letter, which we believe can be resolved through further discussion with the ourselves and other landowners. To this effect, we welcome the opportunity to continue to work with City staff and the Consulting Team to create a Secondary Plan which we can all support.

Sincerely,



Paula Bustard
Executive Vice President, Development
SmartCentres REIT



SMARTCENTRES®

3200 HIGHWAY 7 | VAUGHAN, ON. CANADA L4K 5Z5
T 905 326 6400 F 905 326 0783

June 4th, 2019

Office of the City Clerk

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

Dear City Clerk:

**RE: WESTON RD AND HWY 7 SECONDARY PLAN STUDY – PHASE 1 STATUS UPDATE (FILE 26.2)
COMMENT LETTER – SMARTCENTRES**

As you are aware, **Calloway REIT (Westridge) Inc. & Calloway REIT (400 & 7 Inc.)** (“SmartCentres”) owns approximately 23.1 ha (57.14 ac) within the Weston 7 Secondary Plan area (approximately 18% of the study area). SmartCentres has actively participated in all Secondary Plan public working sessions regarding its Phase 1 status update and have met with staff and the consulting team on numerous occasions to discuss the parameters of the Secondary Plan and our vision for our lands. We also discussed significant technical concerns that we believe must be considered in the early phase of the Secondary Plan process. These concerns include road network and access issues as they relate to Ministry of Transportation (“MTO”) and York Region.

From the onset we expressed a desire to work with the City to advance a dynamic, mixed used community and to build on our wealth of experience with the City of Vaughan through our Vaughan Metropolitan Centre (“VMC”) work. As you are aware, SmartCentres, in partnership with others, owns over 100 acres of land within the VMC and has worked closely with the City of Vaughan, York Region, the MTO and all other government agencies over the last decade on the development of the VMC Secondary Plan and the advancement of over 3 million SF of active development in the VMC. Through our work in the VMC and in collaboration with the City of Vaughan, we have advanced two class A office buildings, a YMCA, City Library, City Square, significant road infrastructure, the facilitation of a Regional Bus Terminal and significant residential developments and open spaces. It has been our hope to bring forward similar high-quality mixed-use developments in the Weston 7 area. It was extremely discouraging and disappointing to see the early options prepared by your consulting team whereby

large portions of our lands were recommended to be homogenous commercial zones. This is not in keeping with the mixed-use intensified vision discussed throughout this process.

A large portion of our landholding in the Weston 7 Secondary Plan area are in close proximity to the vast array of amenities in the VMC and are connected via the Portage Overpass and through Viva on Highway 7. We believe the City is missing a tremendous opportunity by proceeding with an overly prescriptive and restrictive land use plan for the Weston 7 Secondary Plan.

We have reviewed the background material produced to date which depicted three draft scenarios for the Weston and Highway 7 Secondary Plan area and we provided written comments in March 2019. We have also had the chance to review the Phase 1 report prepared by Urban Strategies. We are very concerned that the options prepared to date take a homogenous approach to portions of the lands and fail to allow for creative, flexible urban development. Based on these concerns we do not believe these options should be used as the basis of any phase 2 works. We respectfully ask that Council confirm that the Phase 1 options are only for information and that they will not be used as a starting point for phase 2 study. Our detailed comments are as follows:

1. We are significantly disappointed that the City has taken an approach to divide land uses into different categories (i.e. High-Rise Mixed Use, Mid-Rise Mixed Use, Community Commercial) in all the scenarios. While we understand that the basis for these designations was the 2010 Vaughan Official Plan ("2010 VOP"), the three scenarios fail to re-evaluate the land use designations in recognition that significant provincial policy changes have occurred since adoption, including the 2014 Provincial Policy Statement and the 2017 Growth Plan for the Greater Golden Horseshoe. It is noted that Policy 10.1.1.3 speaks to, amongst other matters, that land use designations will be examined. To this extent we believe that the City and their consultants should have evaluated first and foremost whether the current land use designations in 2010 VOP were still relevant given provincial policy objectives, rather than using the current land use designations as a basis for preparation of scenarios.

We do not, for example, accept that our lands located adjacent to Highway 400 should remain as "community commercial" in all of the scenarios. Furthermore, we do not believe that identifying specific land use areas, such as the "retail focus" or "retail node" should be included in a Secondary Plan schedule.

Based on the above and our experience in the VMC, we believe that a full mix of uses should be provided throughout the Secondary Plan, with policies being utilized to encourage and provide guidance for specific policy goals which the City and landowners wish to achieve in this area. **We therefore request that the City place one, mixed use designation on the lands as a starting point, with refinements and guidance to specific policy goals being established in the policies.**

2. To ensure that this area redevelops to its full potential, flexibility in land use permissions must occur. We remind the City that the VMC Secondary Plan was originally written very prescriptively and would not have provided sufficient flexibility to allow for creative architecture and design to occur. The VMC Secondary Plan policies were significantly revised through extensive mediation and are generally working to achieve the desired built form and policy objectives. **We therefore recommend that the City and their consultants review the VMC Secondary Plan, as revised through mediation as a basis for the policy framework.**

3. While we understand that the VMC should remain as the primary intensification area in the City, the Weston 7 Secondary Plan area has tremendous connectivity to the subway station and VIVA bus terminal. In addition, there are two Major Transit Station Areas (“MTSAs”) located in the Weston 7 Secondary Plan area. It is estimated by York Region that both of these MTSAs have an estimated persons and jobs per hectare of 65 and are targeted for 250 persons and jobs per hectare (per York Region Planning for Intensification report, March 2019). We agree with York Region’s assessment that these attributes are to be recognized and appropriate land use permissions, height and density need to be provided for to achieve (at a minimum) this target. **We therefore request that development permissions within the Weston and Highway 7 Secondary Plan area should be such as to optimize these infrastructure investments as directed by provincial policy.**
4. There are a number of park locations and a community hub / school identified on all of the scenarios. We believe it is premature to identify these community facilities at this time until other component pieces of the Secondary Plan are established. We do note that while some community facilities to be located in the VMC Secondary Plan area were identified in the Community Services Facility, such as the new Library under construction, others, such as the parkland to be provided, was not. **Given that it is acknowledged that these facilities can draw from a wider area than just the Weston 7 Secondary Plan, we believe that revised analysis may need to occur.**
5. It appears that underlying the three scenarios, new road fabric has been identified. This is despite the statement on the slides that these will be analyzed in Phase 2 of the study. It is unclear where these new roads originate from and the analysis which supports their location, size, etc. Through our discussions with staff and the consulting team we expressed serious concerns about the complexity of the road network issues and access approvals from the MTO and Region of York. Even though we have yet to advance any redevelopment of our lands we have spent many years working with the agencies to resolve issues related to adjacent development applications. The absolute critical need to resolve basic road network issues is essential in the early stages of the Secondary Plan work. It is not clear to us what work has been done, what discussions have been advanced with the agencies and what the overall technical strategy is. **We therefore request additional information on transportation matters and consultation as to the impacts these roads on our various properties.**

While we appreciate the work completed to date, we feel that the process has not been sufficiently interactive with landowners in the Secondary Plan area. The vast majority of ideas and discussion had with the consulting team seem to have been completely disregarded. Additional, meaningful consultation, with sufficient notice, needs to occur. We are encouraged that the City is contemplating proceeding to Phase 2 of the study work but we strongly object to the options in Phase 1 being considered a starting point for Phase 2. The options should have no formal status moving forward.

We have a history of working well with City staff, creating exciting and beautiful city building projects. We believe we have a tremendous amount of experience which we can provide to the City through thoughtful dialogue, which we feel has not occurred through the study process to date. **We would therefore be pleased to meet with City staff on an ongoing basis to help bring forward this Secondary Plan.**

Thank you.

Yours truly,



Paula Bustard M.PL, MCIP, RPP
Senior Vice President, Development



SMARTCENTRES®

3200 HIGHWAY 7 | VAUGHAN, ON, CANADA L4K 5Z5
T 905 326 6400 F 905 326 0783

April 11, 2019

Michael Di Febo
Planning and Economic Development
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Mr. Di Febo:

**RE: CITY OF VAUGHAN – WESTON 7 SECONDARY PLAN
COMMENT LETTER – SMARTCENTRES**

As you are aware, **Calloway REIT (Westridge) Inc. & Calloway REIT (400 & 7 Inc.) (“SmartCentres”)** owns approximately 23.1 ha (57.14 ac) within the Weston 7 Secondary Plan area (approximately 18% of the study area). SmartCentres has actively participated in all public sessions for the Secondary Plan and have met with staff and the consulting team on numerous occasions to discuss the parameters of the Secondary Plan and our vision for our lands. We also discussed significant technical concerns that we believe must be considered in the early phase of the Secondary Plan process. These concerns include road network and access issues as they relate to Ministry of Transportation (“MTO”) and York Region.

From the onset we expressed a desire to work with the City to advance a dynamic, mixed used community and to build on our wealth of experience with the City of Vaughan through our Vaughan Metropolitan Centre (“VMC”) work. As you are aware, SmartCentres, in partnership with others, owns over 100 acres of land within the VMC and has worked closely with the City of Vaughan, York Region, the MTO and all other government agencies over the last decade on the development of the VMC Secondary Plan and the advancement of over 3 million SF of active development in the VMC. Through our work in the VMC and in collaboration with the City of Vaughan, we have advanced two class A office buildings, a YMCA, City Library, City Square, significant road infrastructure, the facilitation of a Regional Bus Terminal and significant residential developments and open spaces. It has been our hope to bring forward similar high-quality mixed-use developments in the Weston 7 area. It was extremely discouraging and disappointing to see the early options prepared by your consulting team whereby large portions of our lands were recommended to be homogenous commercial zones. This is not in keeping with the mixed-use intensified vision discussed throughout this process.

A large portion of our landholding in the Weston 7 Secondary Plan area are in close proximity to the vast array of amenities in the VMC and are connected via the Portage Overpass and through Viva on Highway 7. We believe the City is missing a tremendous opportunity by proceeding with an overly prescriptive and restrictive land use plan for the Weston 7 Secondary Plan.

We have reviewed the background material produced to date which depicted three draft scenarios for the Weston and Highway 7 Secondary Plan area (dated March 25, 2019). Our detailed comments are as follows:

1. We are significantly disappointed that the City has taken an approach to divide land uses into different categories (i.e. High-Rise Mixed Use, Mid-Rise Mixed Use, Community Commercial) in all the scenarios. While we understand that the basis for these designations was the 2010 Vaughan Official Plan (“2010 VOP”), the three scenarios fail to re-evaluate the land use designations in recognition that significant provincial policy changes have occurred since adoption, including the 2014 Provincial Policy Statement and the 2017 Growth Plan for the Greater Golden Horseshoe. It is noted that Policy 10.1.1.3 speaks to, amongst other matters, that land use designations will be examined. To this extent we believe that the City and their consultants should have evaluated first and foremost whether the current land use designations in 2010 VOP were still relevant given provincial policy objectives, rather than using the current land use designations as a basis for preparation of scenarios.

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Based on the above and our experience in the VMC, we believe that a full mix of uses should be provided throughout the Secondary Plan, with policies being utilized to encourage and provide guidance for specific policy goals which the City and landowners wish to achieve in this area. **We therefore request that the City place one, mixed use designation on the lands as a starting point, with refinements and guidance to specific policy goals being established in the policies.**

2. To ensure that this area redevelops to its full potential, flexibility in land use permissions must occur. We remind the City that the VMC Secondary Plan was originally written very prescriptively and would not have provided sufficient flexibility to allow for creative architecture and design to occur. The VMC Secondary Plan policies were significantly revised through extensive mediation and are generally working to achieve the desired built form and policy objectives. **We therefore recommend that the City and their consultants review the VMC Secondary Plan, as revised through mediation as a basis for the policy framework.**
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Region's assessment that these attributes are to be recognized and appropriate land use permissions, height and density need to be provided for to achieve (at a minimum) this target. **We therefore request that development permissions within the Weston and Highway 7 Secondary Plan area should be such as to optimize these infrastructure investments as directed by provincial policy.**

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Thank you.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Paula Bustard', with a stylized flourish at the end.

Paula Bustard M.PL, MCIP, RPP
Senior Vice President, Development

C8.

Communication

CW(PM) – November 1, 2023

Item No. 1



3230 King Vaughan Road

Royal King Valley Holdings Inc.
City of Vaughan

Why We Are Here

- First Public Meeting was 2 years ago (June 1, 2021)
- Vaughan Official Plan policy 10.1.4.1 - *“A new public meeting for a planning application(s) shall automatically be required when... any application(s) that has not been considered by Council within two years after the date it was considered at a previous statutory public meeting”*.
- During this time, we have been working and coordinating with Municipal and Region staff to address their technical comments on the application.



Location

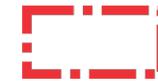
- The subject lands are located on the north side of King Vaughan Road, east of Highway 400 and west of Jane Street.
- The lands are municipally known as 3230 King Vaughan Road.
- The Subject Lands have an area of approximately 4.21 hectares (10.4 acres).



Location Map



Subject Lands
3230 King Vaughan
Road



City of Vaughan Official Plan Schedule 14-A – Areas Subject to Secondary Plans

- The subject lands are located within the “Highway 400 North Employment Lands Secondary Plan”.
- The Secondary Plan is also referred to as OPA 637, which was approved by the OMB on November 21, 2011.

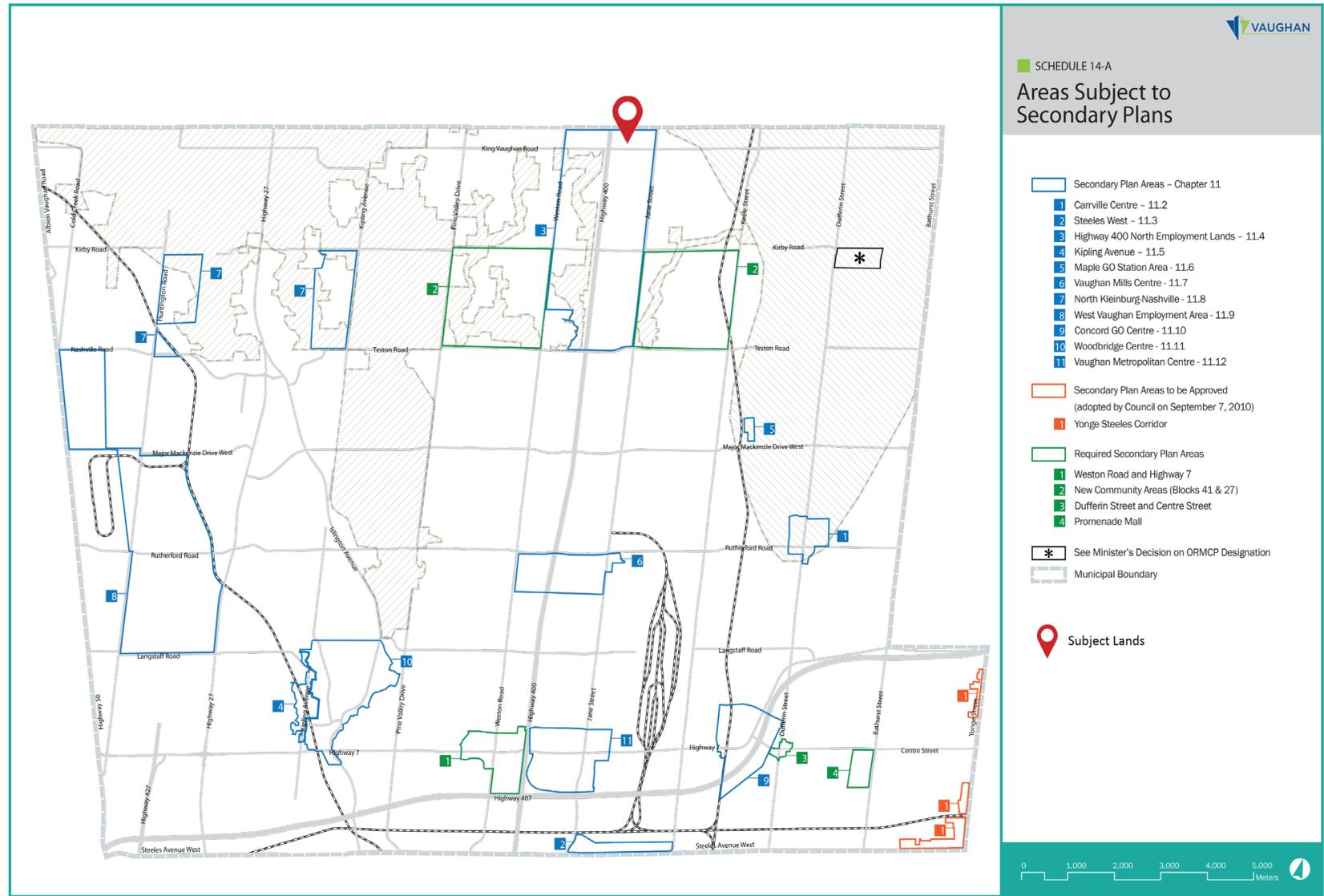


Figure 8 – Schedule ‘C’ – City of Vaughan – Land Use

- The subject lands are designated “Prestige Area” and “General Employment Area” as shown in ‘Schedule C – Land Use Plan’ of the Secondary Plan.
- The use is permitted within the Prestige and General Employment Area designations.

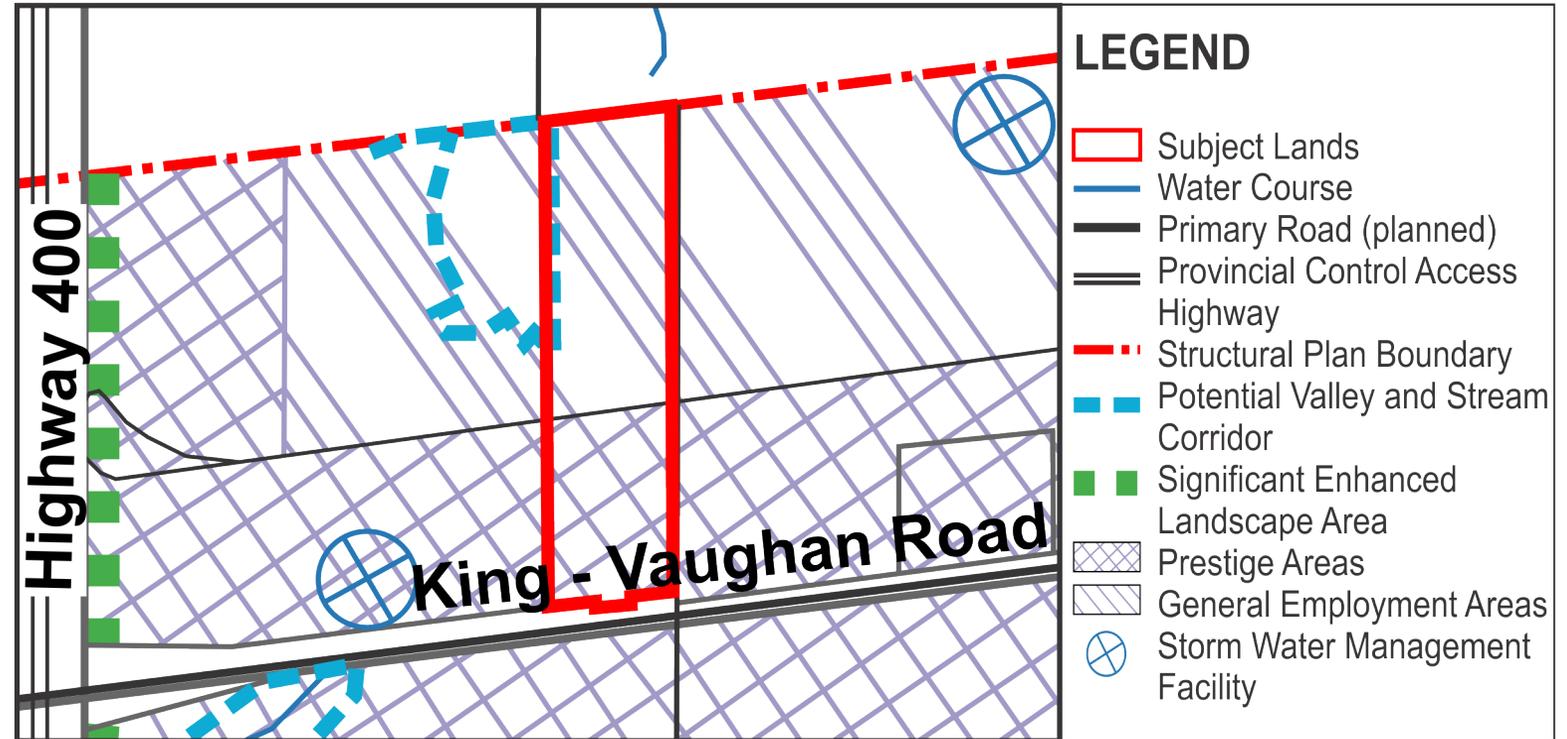
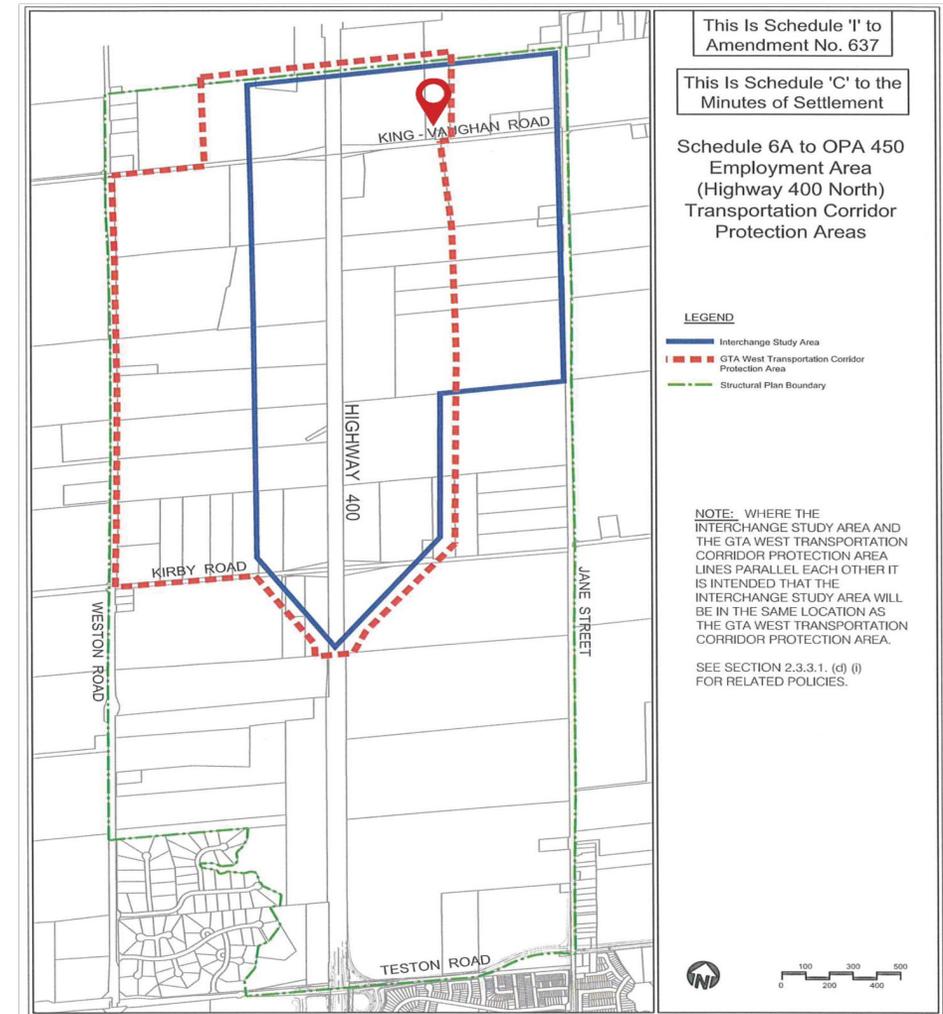


Figure 9 – Schedule ‘I’ – City of Vaughan – Transportation Corridor Protection Area

- The subject lands are situated within the “GTA West Transportation Corridor Protection Area” boundary as illustrated on Schedule C.
- This protection area was established to protect lands for future consideration of transportation facilities and interchanges while associated environmental assessments are being undertaken.

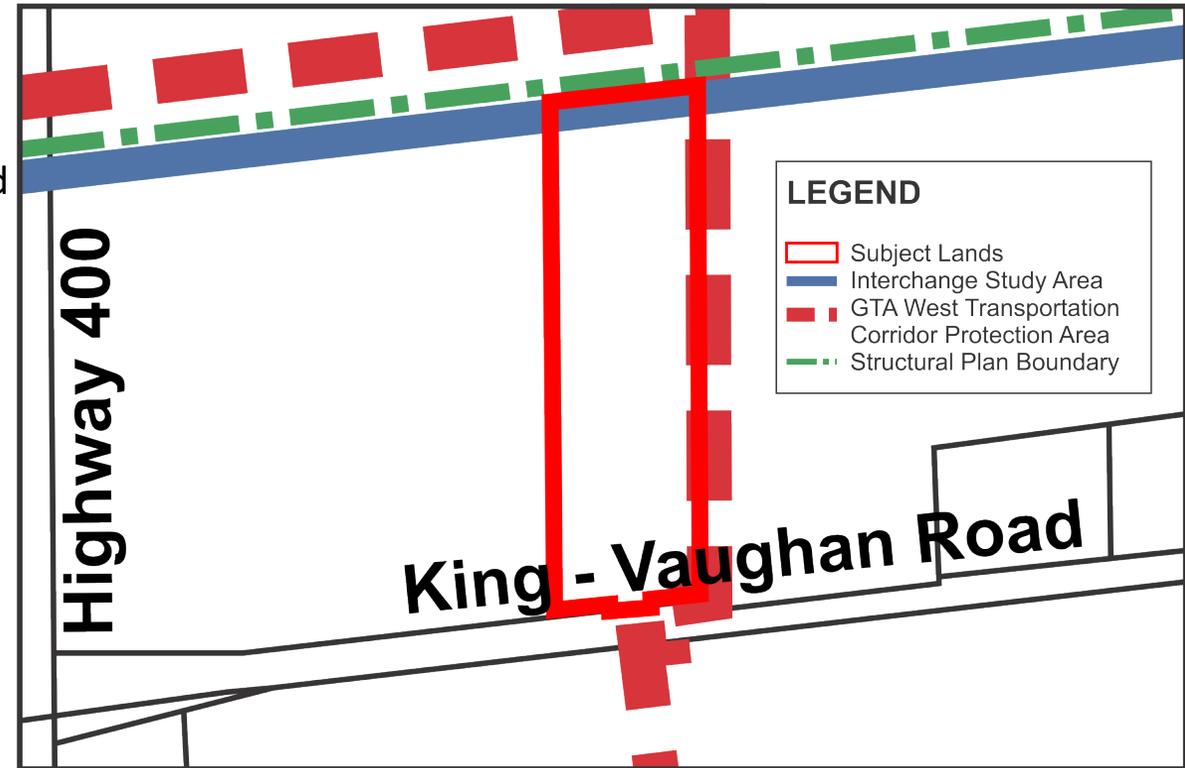


 Subject Lands

Figure 9 – Schedule ‘I’ – City of Vaughan – Transportation Corridor Protection Area

Section 11.4.2.1.s)v) describes the following relevant policy:
Notwithstanding, zoning by-laws pursuant to Section 39 of the *Planning Act* may allow the temporary use of land, buildings, or structures provided that the use meets the following conditions:

- A. Is consistent with the general intent of this Plan;
- B. Is compatible with adjacent land-uses;
- C. Is temporary in nature and can be easily terminated when the temporary Zoning By-law expires;
- D. Does not require new buildings or significant structures;
- E. Does not require significant grading of land;
- F. Sufficient servicing and transportation capacity exists for the temporary use;
- G. Maintains the long-term viability of the lands for the uses permitted in this Plan; and
- H. The duration of use and proposed interim use are to the satisfaction of the Province.



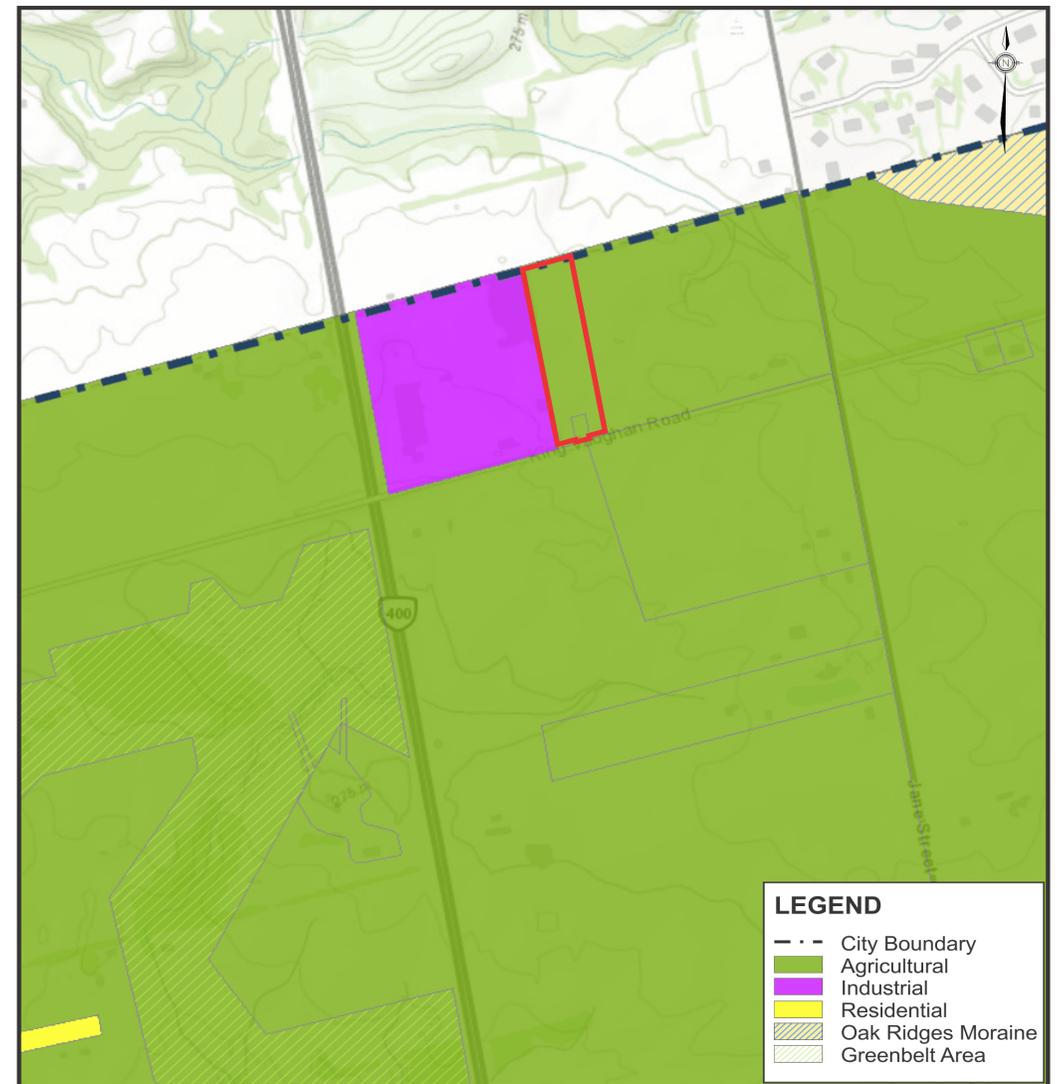
Zoning

- The subject lands area zoned as 'A – Agricultural' by By-law 1-88, as amended and is further subject to Exception 9(670).
- This site specific exception allows the following permitted uses:
 - A bus maintenance and storage facility and ancillary office uses;
 - A licensed garage for the purposes of servicing and certifying the school buses stored on the lands only;
 - Parking of a maximum of 200 buses;
 - The provision of fuel for the buses to be parked and dispatched from the site.



PLANNING PARTNERS INC.

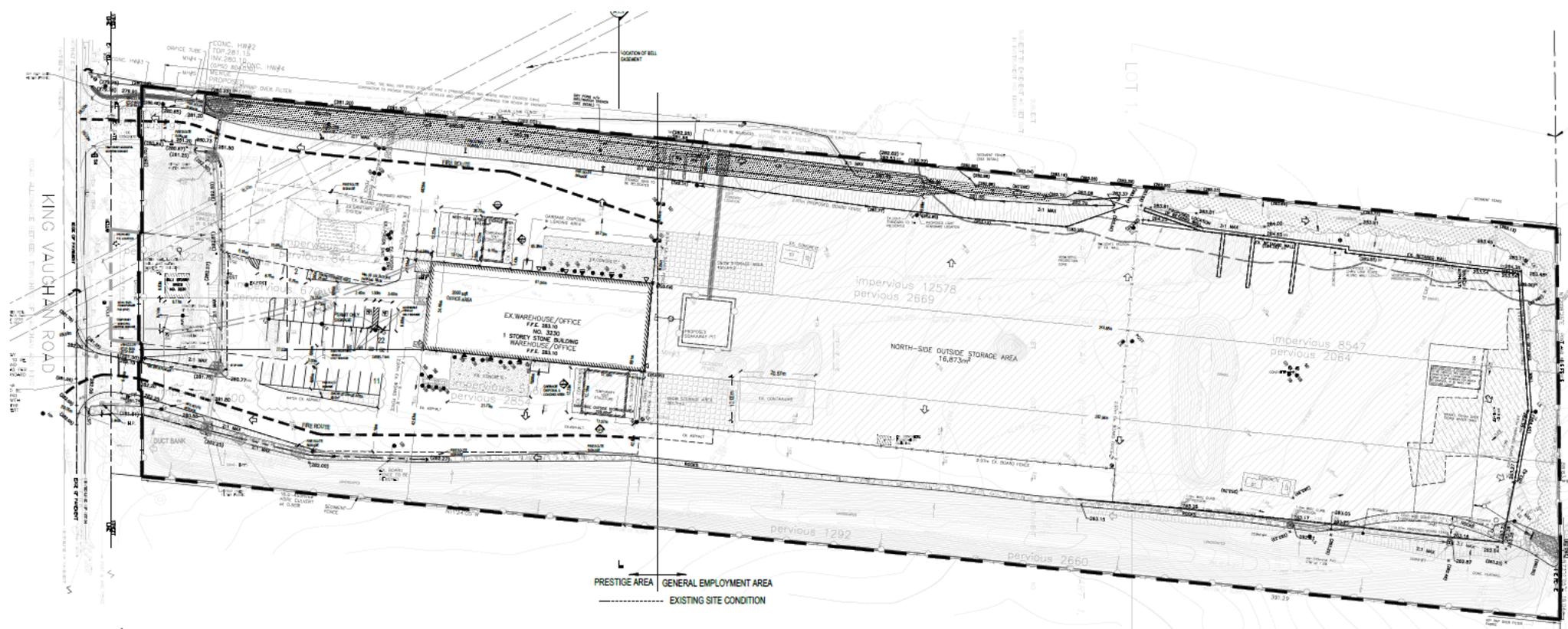
Planning • Design • Development



 Subject Lands "Agricultural"

LEGEND	
- - -	City Boundary
Green	Agricultural
Purple	Industrial
Yellow	Residential
Diagonal lines	Oak Ridges Moraine
Horizontal lines	Greenbelt Area

Site Plan



- A Zoning By-law Amendment (Temporary Use) and Site Development application have been submitted to the City to facilitate the development of a temporary 1,507.8 square metre prefabricated storage building with an accessory office.
- The proposal also consists of an outdoor open storage area and tent structures for construction equipment, septic system and infiltration gallery.

Purpose of Zoning By-law Amendment(Temporary Use) Application

- A Zoning By-law Amendment (Temporary Use) Application is required to permit the employment use with an accessory office and outdoor storage area along with site-specific exceptions for a period of three (3) years.
- The proposed development will abide by the existing building envelope and will improve upon the existing landscaping requirements through additional berming and landscaping features.
- The landscaping proposed will enhance the visual aesthetic of the property and assist to screen the outdoor area from the public realm.
- The outdoor storage area will be appropriately screened from view by way of natural berms, fencing and landscaping features.



Materials Submitted in Support of Application

- Architectural Plans (Site Plan, Signage and Pavement Plan, Elevations, etc.), prepared by FCA Architects
- Environmental Impact Study, prepared by Beacon Environmental
- Stormwater Management Report, prepared by EMC Group Limited
- Site Specific Water Balance, prepared by EMC Group Limited
- Environmental Noise Feasibility Study, prepared by Valcoustics
- Safety Sightline Access Study, prepared by JD Northcote Engineering Limited
- Landscape Plans, prepared by Landscape Planning Landscape Architects
- Phase One Environmental Site Assessment, prepared by Strata Environmental
- Phase Two Environmental Site Assessment, prepared by Soil Engineers Limited
- Geotechnical Investigation, prepared by Davroc Testing Laboratories Inc.
- Sustainability Metrics + Summary Letter, prepared by KLM Planning Partners Inc.
- Planning Justification Report, prepared by KLM Planning Partners Inc.



Questions?

- Presentation by: Ian Franklin with KLM Planning Partners Inc.
- Contact information: ifranklin@klmplanning.com





C9.

Communication

CW(PM) – November 1, 2023

Item No. 1

2023-10-30

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

**Subject: Application for a Temporary Use, 3230 King Vaughan Road, Vaughan, ON
(DA.21.006; Z.21.004) – Committee of the Whole (CoW) Commenting Letter**

Dear Mr. Coles,

WSP Canada Group Limited (“WSP”) has been retained by Primont Homes (“Primont”) to review the submitted applications located at 3230 King Vaughan Road in the City of Vaughan and to comment on its impacts on the future development of Primont’s lands, located west of Jane Street and north of King Vaughan Road in the City of Vaughan. This letter provides a review of Primont’s lands in comparison to the proposed development, a background review of the relevant planning policies and identifying potential risks associated with Primont’s future use of the site. A Committee of the Whole meeting is scheduled on November 1, 2023, to discuss the applications and we request the comments in this letter be considered.

The applicant for the subject site is located at 3230 King Vaughan Road and is proposing to permit a temporary use of a contractors yard with the outdoor storage of a construction equipment and materials, a 1,724.5 m² prefabricated storage building with accessory office uses for a maximum period of three years on the subject lands. Applications for a Zoning By-law Amendment (Z.21.004) and Site Plan (DA.21.006) were originally submitted to the City of Vaughan in June 2021, followed by subsequent resubmissions to address City Staff concerns. The site is located directly adjacent to Primont’s lands, and there are concerns about potential land use compatibility issues for future development on Primont’s lands.

Region of York Official Plan (2022 Office Consolidation)

We understand that Map 1 Regional Structure of the Region of York Official Plan (2022 Office Consolidation) locates the lands as being within the Urban Area. Furthermore, the intent of the Urban Area designation is to promote a broader range of uses including residential and employment where appropriate.

In addition, Map 1A designates Primont’s lands as community area, the intent of the community area designation is to provide a diverse range of development ranging from high density development within York Region’s strategic growth areas to compact lower density, but still transit supportive subdivisions in York Region’s new greenfield areas.

City of Vaughan Official Plan (2020 Office Consolidation)

The City of Vaughan Official Plan (2020 Office Consolidation) schedule 13 designates the lands as being located within the Highway 400 North Employment Lands Secondary Plan. Schedule B of the Highway 400 North Employment Lands Secondary Plan designates the lands as employment and natural heritage area. The intent of the employment area designation is to promote a broad range of development uses including retail and service commercial, hotels, public, non-profit and institutional uses, cultural, and entertainment and social facilities shall be permitted where such uses



primarily provide a service to the surrounding employment area and contribute to the creation of an urban environment.

Given Primont's land use designation within the Region of York Official Plan, we anticipate that Primont's lands will be redesignated from the employment area designation of the City of Vaughan's Official Plan to allow for a broader range of uses including residential uses.

Conclusion

Primont's lands are located within the community area of the Region of York Official Plan and are anticipated to be redesignated within the City of Vaughan Official Plan to allow for more sensitive land uses including residential. As such, we request the following: (1) assurance that the use permissions for the application will remain temporary; (2) assurance that existing features such as the existing berm along the east property line remain in place; and (3) acknowledgement and recognition that future extension to the temporary use may require additional mitigation measures to reflect the likelihood of sensitive uses on the Primont lands in the long-term. Please ensure that Chad B. John-Baptiste (chad.john-baptiste@wsp.com), Alyson Naseer (Alyson.naseer@wsp.com) and Ian MacPherson (ian@primont.com) are notified of all further correspondence.

In addition to WSP, please ensure that Primont Homes is notified of any further meetings or discussions with respect to this matter, Primont's address is as follows: 9130 Leslie Street, Suite 301, Richmond Hill, ON. L4B 0B9.

Yours sincerely,

WSP Canada Inc.

A handwritten signature in black ink that reads "C.B. John-Baptiste".

Chad B. John-Baptiste, MCIP, RPP
Director, Planning - Ontario

cc: Ian MacPherson, Primont Homes

Encl.
WSP ref: CA0006581.9059

Assunta Ferrante

Subject: FW: [External] Questions re: Official Plan Amendment File Z.23.016

**C10.
Communication
CW(PM) – November 1, 2023
Item No. 2**

From: Christina Ciccone <Christina.Ciccone@vaughan.ca>

Sent: Sunday, October 29, 2023 10:06 AM

To: Lucy Di Matteo [REDACTED]

Cc: Mary Caputo <Mary.Caputo@vaughan.ca>; Nancy Tuckett <Nancy.Tuckett@vaughan.ca>; Clerks@vaughan.ca

Subject: RE: [External] Questions re: Official Plan Amendment File OP.23.008 / Zoning By-law Amendment File Z.23.016

Good Morning Lucy,

Please see answers to your questions below.

Please let me know if you would like to discuss further prior to the Public Meeting on November 1st, 2023 and we can arrange a time to speak.

Thank you,

Christina

Christina Ciccone, MES (PI), MCIP RPP

Senior Planner, Development Planning

905-832-8585, ext. 8773 | christina.ciccone@vaughan.ca

From: Christina Ciccone <Christina.Ciccone@vaughan.ca>

Sent: Saturday, October 28, 2023 10:21 PM

To: Lucy Di Matteo [REDACTED] Clerks@vaughan.ca

Cc: Mary Caputo <Mary.Caputo@vaughan.ca>

Subject: Re: [External] Questions re: Official Plan Amendment File OP.23.008 / Zoning By-law Amendment File Z.23.016

Good evening Lucy,

Thank you for your email and questions.

I will endeavour to provide you with answers to your questions on Monday.

Regards,

Christina

From: Lucy Di Matteo [REDACTED]

Sent: Saturday, October 28, 2023 10:15 PM

To: Christina Ciccone <Christina.Ciccone@vaughan.ca>; DevelopmentPlanning@vaughan.ca

<DevelopmentPlanning@vaughan.ca>; Clerks@vaughan.ca <Clerks@vaughan.ca>

Subject: [External] Questions re: Official Plan Amendment File OP.23.008 / Zoning By-law Amendment File Z.23.016

Hello,

We received, in the mail, the Notice of Public Meeting Committee of the Whole, reference in subject line above. I have questions to ask that I would like answered at the meeting, and as a response to this email.

My family and I live at [REDACTED] Silmore Court, and we travel daily by car, to work and school. Maple has been expanding and with the increased traffic with new builds and construction, we are concerned that traffic will not improve, especially in our subdivision.

Our questions are as follows:

1. Has the soil been tested where the construction is to take place? And if yes, what were the results?

A Geotechnical Study and ESA (Phase One) were prepared and submitted by the Applicant. These reports can be found through the instructions below in the reply to Question #2. The ESA found that there were no items of potential environmental concern found at the subject site and no further testing is required.

Was there a traffic assessment completed in the surrounded impacted areas, example but not limited to Ashton Drive, Brandon Gate, Cranston Park, Melleville Drive? And if yes, what were the results?

The Applicant submitted a Traffic Impact Study (TIS) with the Applications. This and all other submission materials can be found on the City's PLANit system – Please click this link to find the submitted materials: [PLANit Application Viewer \(vaughan.ca\)](#) Locate the site and click on 'Subdivision' on the right hand side. On your left under 'Documents' you will find the TIS. This report and all other materials are still currently under review with the City. The TIS submitted concludes that *"The traffic study confirms that the proposed residential development will have a minimal impact on the future capacity of the on the existing/planned road network"*. As noted above, this will be reviewed by our Transportation Department.

2. Will there be access to the new homes to and from Teston? And if yes, will there be a traffic light at this point?

The access proposed from Street 1 is a full-moves access from Teston Road. This means that cars can turn left and right out of the development and also turn left and right into the development. There is no traffic light proposed at this junction.

3. When is construction expected to commence and end for each block?

The Application is still in the early stages of review. There are currently no approvals. As such, this is not known. If the Applications are approved, Construction would not start likely for another 12-18 months.

4. Where will the construction vehicles be entering and exiting for the entire build?

As there has been no construction plans submitted at this time, this is unknown. When this information is submitted, it can be shared with you.

5. What is the plan for how often the street washing and sweeping be conducted, and when is it expected to start during each block build?

See response above.

6. Where will all the final stop signs be located on Ashton from Cranston Park to Brandon Gate?

This has not yet been determined.

7. Where will all the final speed bumps be located on Ashton from Cranston Park to Brandon Gate?

This has not yet been determined.

8. Will there be common green space, like a parkette, in the new build area? And if yes, where will it be located?

There is no parkette proposed at this time for the subdivision. Our Parks Department will provide feedback and comments on their proposed green space, common space and proposed parks.

9. Will there be access to the trail from the new build area? And if yes, where will it be located?

There are proposed pedestrian and cycling trails within the proposal including along the westerly boundary adjacent to the open space area. Please review the Landscape Package, page 3 at the link provided above.

10. Will there be an advanced green southbound on Jane at the Brandon Gate-America Drive intersection, as it will be a busier left hand turn especially during evening rush hour?

At this time, this has not been proposed/discussed to my knowledge. I can look further into this with our Transportation Department and follow up with you.

11. Will there be an advanced green westbound on Brandon Gate at Jane Street, as it will be, and already has been, a heavier traffic/wait time to turn left (similar to Question #2).

See response to Question #10 above.

I look forward to your responses.

Thank you,
Lucy Di Matteo

C11.

Communication

CW(PM) – November 1, 2023

Item No. 2

October 28, 2023

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

Ashton Drive
Maple, ON

To: <<clerks@vaughan.ca>>

My husband and I (and formerly our children, now grown) have been residents at [REDACTED] Ashton Drive for 23 years. We love our community and our very precious family-friendly neighbourhood. In fact, when we purchased our home from the builder years ago, we were especially impressed with the neighbourhood design at the time including the future joining Ashton Drive. So, we had no delusions that some day, the lands between the east and west sides of Ashton Drive would be developed and we would welcome the newcomers to the area.

Dave and I were very disappointed to see and review the more detailed documents included in the link as Nov. 1, 2023 Council Meeting materials.

Amongst many anticipated community-based issues we imagine, of specific note, we would like to draw your attention to the following points:

1. the proposed building design is not at all consistent with the style of homes in the neighbourhood. These stacked AND back-to-back townhomes are of a more modern architecture with no roof-lines and outdoor decor we have been accustomed to on our streets for more than 23 years (longer for others). These proposed townhouse structures are not "like" those built across from Maple High School; at least those blend in with the neighbourhood! These stacked and back to back units will be 4 stories above ground, reaching a height and number of units per building in excess of the what is traditionally seen in Maple. And from the developers drawings, look very similar to the townhomes near the Go-station that did not need to blend with existing buildings as it was undeveloped land with existing retail/box stores. Where else in Vaughan has this type of development design been "dropped" into an existing and mature residential area?
2. With 380 units and likely 3 or more people on average per unit, we are adding an additional +1100 persons in a very condensed area (a number that also exceeds what is traditional density per hectare for Vaughan) that:
 - i) by its design, does not have adequate sidewalks for children and others to walk safely (eg. Queensbury and proposed Street 3 and 4),
 - ii) by its design, does not have adequate green spaces for children to play and pets to be walked/run. By nature, we could expect an average of 1-2 children per home and likely half the homes will have pets. Upwards of 350-700 children and 150-200 pets need outdoor spaces.

- iii) as per the developers proposal, is requesting several exceptions to the current residential building codes for Vaughan (set-backs, number of units per blocks, etc.) to further stress the area in recreational and casual spaces. Further, outdoor waste storage enclosures along “any part of a front yard” will undoubtedly attract rodents that are not prominent in our neighbourhood today and create safety and cleanliness issues for the neighbourhood.
- iv) as per the developers proposal, also requests exceptions is to limit certain parking space requirements; where are the extra cars going to park? As experienced in this neighbourhood (including townhomes on Cranston Park and other areas of Maple, each residence NEEDS a minimum two parking spots (home, townhouse or other). Will this be accommodated in underground and ground level parking? We fear cars will then be forced to park on the streets and possibly spill over onto existing streets further compromising safe traffic and pedestrian flow.
- v) Has the direct access (left and right turn entrance) from Teston been approved by York Region? If it has not or doesn't get approved, how does this proposed plan change as we would imagine +700 cars accessing their homes all via Ashton will bring traffic control issues to our neighbourhood.

We have always fully expected that these lands would be developed at some point in time. We ask that developers properly plan for a lower density of living spaces, respecting Vaughan's building codes and giving adequate green and recreational space to support residents. We further ask that they RESPECT the current building designs of our neighbourhood. These lands currently have a beautiful pond and many mature trees that will be eliminated if this plan is allowed as submitted.

I realize that it is highly unlikely that we, as nearby residents can stop a development with all the changes the Province has made of late, however, this is an **EXISTING** and **MATURE** neighbourhood with quiet and very family friendly streets. We are asking that this be respected and be maintained to best of your ability. Rezoning and/or amending existing Official Plans for these lands may be necessary for a development but we ask that it not be as extreme to allow 380 units in such a small space. There are many other "yet-to-be developed" lands including those on the north side of Teston, that could accommodate such a high density development like this and be incorporated into its neighbourhood without compromising an existing neighbourhood and lifestyle.

Sincerely yours,

Maryann Munholland
David Munholland

HUMPHRIES PLANNING GROUP INC.

FOUNDED IN 2003

October 28, 2023
HPGI File: 0449

The Office of the City Clerk
City Hall,
2141 Major Mackenzie Drive, Vaughan,
ON, L6A 1T1.

Attn: Office of the City Clerk

RE: Royal King Valley Holdings Inc.
Z.21.004, DA.21.006
CofW Public Meeting November 1, 2023

Humphries Planning Group Inc (HPGI) represents the Vaughan 400 North Landowners Group and formally request notice of any future meetings and decision regarding the above noted matter. We note that this application seeks permission only for temporary use for employment/industrial related uses. We note and advise that lands to the east and south of the subject applications are designated for community uses not employment uses and will eventually be developed accordingly.

Yours truly,
HUMPHRIES PLANNING GROUP INC.



Rosemarie Humphries BA, MCIP, RPP
President

cc. *Vaughan 400 North Landowners Group*

C13.
Communication
CW(PM) – November 1, 2023
Item No. 3

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] Regarding Notice of Public Meeting Committee of the
Date: Tuesday, October 31, 2023 9:22:26 AM

From: Anna Centracchio [REDACTED]
Sent: Tuesday, October 31, 2023 7:54 AM
To: Clerks@vaughan.ca
Subject: [External] Regarding Notice of Public Meeting Committee of the Whole: November 1, 2023 at 7pm

To the Office of the City Clerk:
Regarding Notice of Public Meeting Committee of the Whole: November 1, 2023, 7pm Planning Amendment File OP .23.012
Zoning By-law Amendment File Z.22.011

Dear Sir:

Let me first begin by saying that I live at [REDACTED] Woodbridge Ave., two buildings away from the 7 story development that has been proposed to be built on Woodbridge Avenue. I have lived in Woodbridge for over 35 years and at my current residence for 8 years. I'm also aware that another development has been proposed to be built behind Nino D'Aversa (corner of Woodbridge Avenue and Kipling Avenue). This development will consist of two buildings, if I'm not mistaken 5 and 7 stories high. If all these developments including the one in question for this meeting are all approved to be built, my question is a very simple one, that is, with all the extreme congestion that will occur in Market Lane with the proposed building of all these condominiums, how will the City of Vaughan accommodate for increased vehicular traffic and thereby the increased congestion? As well the Board of Trade property at Clarence Avenue and Woodbridge Avenue has also been sold for future housing development which will compound the issue of increased traffic and congestion in Market Lane. How can Market Lane sustain all this traffic and congestion?! Construction has been non-stop for almost two years in Market Lane, gone past the proposed finish date of April/23 and now supposedly to be completed late fall. In my opinion with all of this construction I see that nothing has changed to accommodate increased traffic and congestion. Residents in Market Lane have been subjected to constant construction, noise and inconvenience of Woodbridge Avenue road closure and now another proposal to build to inconvenience us further? Why choose Market Lane to place all these condominium developments when they can be built elsewhere in Vaughan???

Please advise as to how the City of Vaughan can possibly ensure or guarantee that traffic and congestion will NOT be an issue in Market Lane if all these developments were to come to fruition. I believe that there would be no guarantee from the City. I also believe that increased vehicular traffic and congestion will be a huge problem if now another condominium building were to be built and therefore am against the proposal to build this building basically next to mine on Woodbridge Avenue.

Thank you,
Anna C.

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

C14.
Communication
CW(PM) – November 1, 2023
Item No. 4

October 31, 2023
File No. 11101

Attn: Mayor and Members of Council

Re: Draft 2 Weston 7 Secondary Plan (File No. 26.2)
Committee of the Whole Public Meeting – Item 4
3850 Highway 7, Woodbridge Canadian Tire Plaza
CT REIT

Weston Consulting is the planning consultant for CT REIT, the registered owner of the property located at 3850 Highway 7 in the City of Vaughan (herein referred to as the 'subject property'). We are actively monitoring and participating in the City of Vaughan's (the 'City') Weston 7 Secondary Plan ('Weston 7 SP') process on behalf of our client. Submission letters have been provided throughout this process including a letter dated April 18, 2023, June 20, 2023, and September 18, 2023. We are pleased to provide this additional letter as a means of providing comments to the City with respect to the second draft of the Weston 7 SP and our client's development objectives relating to the future re-development of the subject property.

Property Description

The subject property is located approximately 150 metres west of Highway 7 and Weston Road intersection. The subject property has an area of approximately 3.33 hectares (8.22 acres) with a frontage of approximately 160 metres along Highway 7, 160 metres on Windflower Gate to the north and 140 metres on Nova Star to the west. The site is currently accessible via three full move vehicular driveways, two on Nova Star Drive and one on Windflower Gate. The subject property is currently occupied by the Woodbridge Canadian Tire store, with associated surface parking (Figure 1).



Figure 1 - Aerial Photograph of Subject Property

The subject property is located within the Protected Major Transit Station Area ('PMTSA') for the Weston BRT Station (PMTSA 68) as delineated by the 2022 York Region Official Plan ('YROP'). The subject property is situated on the north side of Highway 7, a Major Arterial Road and Regional Rapid Transit Corridor and located 100 metres west of Weston Road, a Regional Transit Priority Network. The subject property is located within a Primary Centre, a key development area for intensification per the Vaughan Official Plan ('VOP').

As per the VOP Schedule 13 – Land Use, the subject property is currently designated "High-Rise Mixed-Use", which permits a variety of uses, including residential units, retail, office, community facilities, etc., within mid- and high-rise buildings. The subject property is zoned General Mixed Use (GMU), subject to site specific exceptions No. 50 and 287 per Vaughan Comprehensive Zoning By-law 001-2021.

Proposed Development

CT REIT has recently undertaken a Pre-Application Consultation ('PAC') meeting on September 15th, 2023, to discuss the proposed redevelopment of the subject property with a high-rise mixed-use built form comprising of eight (8) towers. Proposed buildings would contain podium heights ranging from 5 to 10 storeys in height with tower heights ranging from 30 storeys to 55 storeys. Approximately 4,242 residential units are contemplated comprising a gross floor area ('GFA') of 309,338 square metres and a density of 9.61 FSI. Parking would be provided in a combination of underground and at grade parking facilities.

A fundamental element of the redevelopment of the subject property is maintaining meaningful retail/commercial GFA at this prominent location. It is our client's intention to reintroduce an urban formatted Canadian Tire Store, with its full extent of current services, within the first two storeys of the podium along the Highway 7 frontage. We believe the reintroduction of an urban formatted Canadian Tire Store at this location will assist the City in meeting their goals and objectives in creating a complete and walkable community, while animating the street in a positive manner in a location accessible to transit.

In response to City Parks request to assist towards achieving continuous parkland areas throughout the secondary plan area, privately owned public space ('POPS') is also contemplated on the subject property.

Weston 7 Secondary Plan Process

Weston Consulting submitted a comment letter on behalf of our client on April 18, 2023, outlining formal comments on the ongoing Weston 7 SP process and the three emerging land use scenarios.

City Staff presented the preliminary preferred Street Network on June 1, 2023. In response to the Weston 7 SP TMP, we submitted a comment letter on behalf of our client on June 20, 2023, outlining our comments on the preliminary preferred Street Network.

City Staff prepared a first draft of the Weston 7 SP (dated August 10, 2023), and a landowner group meeting was held on August 30, 2023. Weston Consulting attended the meeting on behalf of our client and submitted a comment letter on the first draft on September 18, 2023.

We have reviewed the second draft of the Weston 7 SP (dated October 12, 2023), and it appears that the majority of the modifications were made to address the inconsistencies with the TMP, together with some policy and schedule changes.

City Staff have advised that they are continuing to review the SP further to address additional comments, including potential land use and policy considerations that would be presented in a comprehensive report at a future Committee of the Whole Meeting.

We have also reviewed the City Staff Report for the Committee of the Whole Public Meeting, dated November 1, 2023, and understand that City Staff are considering the introduction of implementation tools including Block Plans and/or Landowner Group Agreements. The second draft currently does not include policies that speak to these implementation tools, and as such, we would be interested in receiving more information on the potential implementation of Block Plans and/or Landowner Group Agreements.

At this time, the following comments within this letter are provided on the second draft Weston 7 SP policies and schedules noting that additional comments will be provided on the final draft.

Weston 7 Secondary Plan Draft 2 Comments

City Staff have prepared a second draft of the Weston 7 SP and circulated to the landowners. Other than the transportation system modifications and corresponding policies in Section 7, the second draft of the

SP remains generally the same as the first draft. Accordingly, many of our concerns remain the same as it pertains to growth management and land use and built form, which are outlined in the previous submission letter attached.

We have reviewed the second draft and provide the following general and site-specific comments on the Draft 2 Weston 7 SP.

General Comments

Growth Management and Phasing

- In the first comment letter submitted, we noted that the City may establish a Land Securement Fund to contribute to the cost of land acquisitions and provide an annual budget allocation for a Land Securement Fund. However, details pertaining to the budget to be allocated have not been provided in the second draft. We would like to reiterate our request for clarification on the Land Securement Fund as outlined in the attached letter.
- We note that the Staff Report references the supporting studies which informed the population and employment estimates, including the Transportation Needs Assessment and Population and Employment Outlook, however, the second draft SP does not provide rationale for the population allocations for each Quadrant. We request further rationale behind the population and employment allocations for each Quadrant.

Land Use and Built Form

- We believe that the maximum height of 8 storeys or 27 metres for Mid-Rise Buildings should be modified to be a maximum height of 12 storeys or 40 metres to be consistent with the VOP which defines Mid-Rise Buildings as buildings generally over 5 storeys in height to a maximum of 12 storeys in height.
- We believe that the maximum height for High-Rise Buildings should be modified to be above 12 storeys to be consistent with the VOP which defines High-Rise Buildings as buildings generally over 12 storeys in height.
- Our opinion remains that the proposed criteria for High-Rise Buildings outlined in Section 4.2.4 are restrictive and do not provide for adequate flexibility and creativity in design, and as such, we request that City Staff review these policies that place unnecessary restrictions on High-Rise Buildings, in particular, the floor plate size and podium criteria. Allowing for these flexibilities should be permitted if it can be demonstrated that there are minimal impacts to the pedestrian realm network, including providing for appropriate building separation distance and minimal shadowing and visual impacts through the implementation of various measures and considerations.

Transportation, Service, Infrastructure and Utilities

We understand that the majority of the changes to the second draft of the Weston 7 SP were in regard to the transportation policies and the inconsistencies between the first draft of the Weston 7 SP and the TMP. We acknowledge that several of the transportation comments outlined in the first comment letter were addressed in the second draft of the Weston 7 SP including a reduced minimum ROW for Active Transportation Links, a reduced minimum ROW for Collector Roads, and providing pedestrian overpasses/underpasses for Active Transportation Networks where viable. However, there are a few outstanding comments we would like to reiterate and new comments we would like to note.

- As identified in the first comment letter, we would like to reiterate our request that the SP allow for modifications and expansions to existing land uses without the requirement for above-grade parking structures and without the requirement for a minimum floor to floor height, active uses, and display windows.
- With the number of roads illustrated and likely required to support development in the Weston 7 SP, safe and convenient pedestrian crossings should be part of the main planning framework. The Road Network and Active Transportation Network should be integrated as part of the overall multi-modal network as suggested in the Weston 7 TMP. This section should be clarified to indicate whether Active Transportation Links which are parallel to roads are required or if roads that are parallel to Active Transportation Links may be constructed with a narrowed right-of-way.
- The minimum right-of-way width of 6.0 metres should be reduced to an appropriate dimension to allow for multi-use trails and paths, i.e., 3.0 – 4.0 metres, and should be integrated with the preferred multi-modal network where appropriate. This section should be clarified to indicate whether Active Transportation Links, which are parallel to roads, are required or roads that are parallel to Active Transportation Links may be constructed with a narrower right-of-way.
- We note that section 7.1.3 b) iii) was modified in the second draft to remove the delineation between Minor and Major Collector Roads, and we concur with the modified language. However, for consistency, Schedule 4 should be modified to remove designations for Minor and Major Collector Roads.
- We request that the right-of-way for local roads should not prescribe cycling facilities for all local roads, particularly where parallel Active Transportation Links are planned.

Site-Specific Comments

In addition to the above-noted general comments on the second draft, we have reviewed the policies on a site-specific basis as it relates to the subject property and would like to reiterate the following comments as identified in the first comment letter attached.

Land Use and Built Form

- We are still concerned that the proposed draft policies (in particular, Section 4.1.2 and 5.2 and 5.3) restrict the opportunity for the Canadian Tire store to be fully integrated in a new built form redevelopment proposal. We would like to ensure that the existing business operations of the

Canadian Tire store can still fully function in a new built form and request that the policy provides flexibility for businesses like Canadian Tire that offer a range of retail and commercial services, such as auto repair and maintenance with drive-through, and garden centre use. We request for the policy to be modified to provide flexibility to allow for these types of uses/operations to be evaluated on a site-specific basis together with appropriate technical studies and consideration of urban design principles.

- We request clarification on the minimum non-residential GFA applicable to the subject property given the site is split designated between Mixed-Use I, which requires a minimum non-residential GFA of 15%, and Mixed-Use II, which requires a minimum non-residential GFA of 20%. We request that the Weston 7 SP includes a policy to address lands with split designations.
- We would like to reiterate our request for the entirety of the subject property be planned for High-rise as contemplated by VOP 2010, given its proximity to the gateway Weston Road and Highway 7 intersection and adequate separation from low-rise residential.

Pedestrian Realm Network

- It is noted that the location of the promenade park on the subject property has been relocated from abutting Nova Star Drive to abutting the proposed east-west local road that runs generally through the middle of the subject property (Figure 2). We are not opposed to the relocation of the promenade; however, we request clarification on the rationale for the relocation of the promenade.



Figure 2 – Site Plan Overlay on Weston 7 Secondary Plan Schedule 3 – Pedestrian Realm Network

- The location of the proposed POPS on the subject property is consistent with the location of the promenade park shown on Schedule 3 (Pedestrian Realm Network) of the first draft. We understand based on Section 6.2.1 c) that promenade parks are conceptually located on Schedule 3 and adjustments to the location, configuration and sizes of elements identified on Schedule 3 can be made through the development application process without an Amendment to this Plan.
- We further support the flexibility in Policy 8.1.7 g) which indicates that the City shall also accept Privately Owned Public Spaces (POPS) as contributions to the required parkland dedication on a site-by-site basis. However, we request that similar flexibility be included in Policy 8.1.7 h) which indicates that if there is an element of the Pedestrian Realm Network identified on any property, as shown on Schedule 3, the applicable parkland dedication shall be dedicated to the City as a condition of approval. The provision of Pedestrian Realm Network elements should also be considered through POPS and therefore, Policy 8.1.7 h) should be modified to clearly establish that elements of the Pedestrian Realm Network are subject to Policy 8.1.7 g) and may be eligible for parkland contribution through POPS rather than dedication, as determined on a site-by-site basis.

Transportation, Service Infrastructure and Utilities

- The draft Transportation System schedule has been updated to address the inconsistencies between the TMP and the first draft of the Weston SP. However, the draft schedules still propose to extend a portion of Windflower Gate east through a portion of the subject property. We would like to reiterate our comment in the previously submitted comment letter and request consideration that Windflower Gate be realigned in a way that avoids or minimizes impact to the existing north-east corner of the subject property.

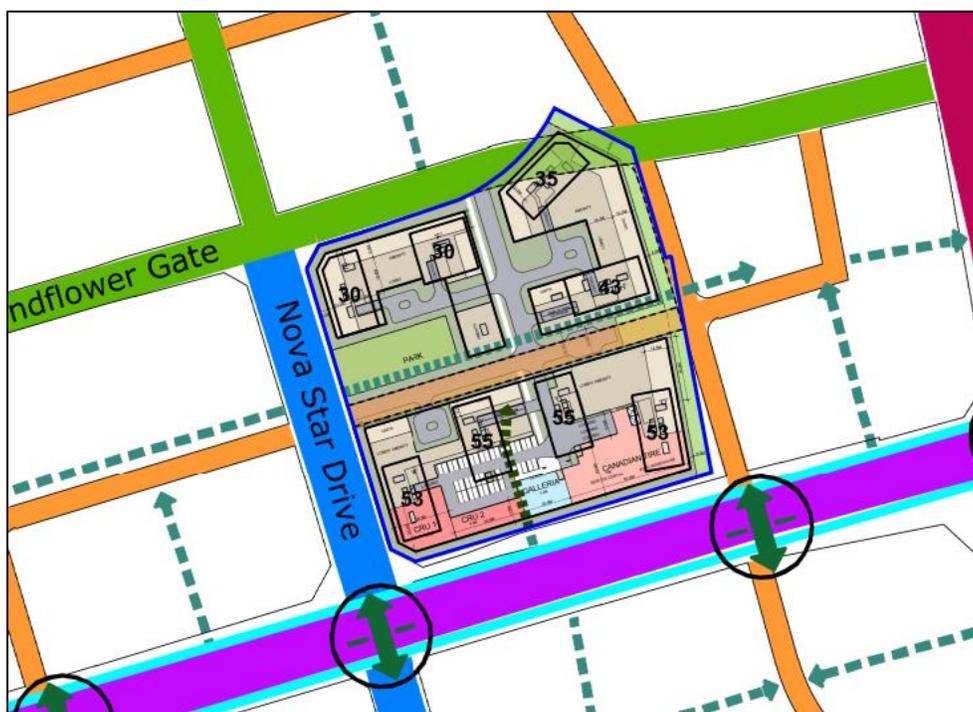


Figure 3 – Site Plan Overlay on Weston 7 Secondary Plan Schedule 4 – Transportation System

- Further to the general comment provided above regarding the integration of the Road Network and Active Transportation Network, we believe that the proposed north-south Active Transportation Link bisecting the subject property from Highway 7 should be relocated on the map or subject to policies that provide flexibility in the location of the Active Transportation Link without requiring an amendment to the SP. Furthermore, as per Section 7.1.3, where a development block exceeds 180 metres on any public road, it shall be provided with a mid-block Active Transportation Link. It is noted that the frontage of the subject property is approximately 160 metres, which is below the 180 metres requirement. We request that the SP provide a policy that allows for flexibility in the location of the Active Transportation Link on the subject property.

Implementation & Interpretation

While it is our client's intention to redevelop the subject property and reintegrate the Canadian Tire Store with full services in an urban format, there should be appropriate policy that recognizes existing land uses and provides opportunity for the extension of existing uses/buildings and/or the construction of new accessory buildings in the interim before a redevelopment occurs or for a phased redevelopment plan. We believe the intent of the additional policies in Section 8.1.5 Existing Uses is to recognize existing land uses that legally existed as of the date of adoption of this Plan; however, the wording pertaining to the extension of existing uses, buildings and/or the construction of new accessory building as indicated in Section 8.1.5 b) include consideration for the integration of existing uses into comprehensive redevelopment plans. As it currently reads, it is not clear whether Policy 8.1.5 b) permits the retention of existing uses, such as the existing Canadian Tire store, within a larger redevelopment scheme.

Summary

In summary, we request that the additional general and site-specific comments related to the Street Network, Active Transportation Network, Land Use Designations, and Built Form policies be considered in the final draft SP. We also request additional information from City Staff regarding the potential introduction of implementation tools including Block Plans and/or Landowner Group Agreements. Additionally, we would like to restate our request from the first comment letter that the Area Specific Development Charge Study be initiated together with City Staff's recommendations on the Weston 7 SP.

Weston Consulting will continue to monitor the Weston 7 SP process on behalf of our client and reserve the right to provide further comments on the final draft SP. We request to be notified of any future reports and/or meetings, and decisions regarding the Weston 7 SP and the Weston 7 TMP.

Thank you for the opportunity to provide these comments. Should you have any questions, please contact the undersigned (ext. 245) or Sarah Burjaw (ext. 374).

Yours truly,

Weston Consulting

Per:



Sandra K. Patano, BES, MES, MCIP, RPP
Vice President

- c. A. Slattery, City of Vaughan
- L. Alhabash, City of Vaughan
- F. Filipetto, City of Vaughan
- C. Bruce, City of Vaughan
- J. Grove, City of Vaughan
- K. Freeman, CT REIT
- R. Fleischer, Turner Fleischer Architects Inc.
- M. Briegmann, BA Consulting Group Ltd.
- S. Burjaw, Weston Consulting
- J. Damaren, Weston Consulting

City of Vaughan Policy Planning and Special Programs
2141 Major Mackenzie Drive
Vaughan, ON
L6A 1T1

September 18, 2023
File No. 11101

Attn: Lina Alhabash MCIP, RPP, Senior Planner

**Re: Draft 1 Weston 7 Secondary Plan
3850 Highway 7, Woodbridge Canadian Tire Plaza
CT REIT**

Weston Consulting is the planning consultant for CT RIET, the registered owner of the property located at 3850 Highway 7 in the City of Vaughan (herein referred to as the 'subject property'). We are actively monitoring and participating in the City of Vaughan's (the 'City') Weston 7 Secondary Plan ("Weston 7 SP") process on behalf of our Client. Submission letters have been provided throughout this process including a letter dated April 18, 2023, and a letter dated June 20, 2023. We are pleased to provide this letter as a means of providing formal preliminary comments to the City with respect to the draft Weston 7 SP and our Client's development objectives relating to the future re-development of the subject property.

Property Description

The subject property is located on the north side of Highway 7, approximately 150 metres west of the intersection of Weston Road and Highway 7. The subject property has frontage on three public roads: approximately 160 metres on Highway 7 to the south, 160 metres on Windflower Gate to the north and 140 metres on Nova Star Drive to the west. The site is currently accessible via three full move vehicular driveways, two on Nova Star Drive and one on Windflower Gate. The subject property is currently occupied by the Woodbridge Canadian Tire store, with associated surface parking (Figure 1).



Figure 1 - Aerial Photograph of Subject Property

The subject property is located within the Protected Major Transit Station Area ('PMTSA') for the Weston BRT Station (PMTSA 68) as delineated by the 2022 York Region Official Plan ('YROP'). The subject property is situated on the north side of Highway 7, a Major Arterial Road and Regional Rapid Transit Corridor and located 100 metres west of Weston Road, a Regional Transit Priority Network. The subject property is located within a Primary Centre, a key development area for intensification per the Vaughan Official Plan ('VOP').

As per the City of Vaughan ("VOP") Schedule 13 – Land Use, the subject property is currently designated High-Rise Mixed-Use, which permits a variety of uses, including residential units, retail, office, community facilities, etc., within mid- and high-rise buildings. The subject property is zoned General Mixed Use (GMU), subject to site specific exceptions No. 50 and 287 per Vaughan Comprehensive Zoning By-law 001-2021.

Proposed Development

CT REIT has recently undertaken a Pre-Application Consultation ("PAC") meeting on September 15th, 2023, to discuss the proposed redevelopment of the subject property with a high-rise mixed-use built form comprising of eight (8) towers. Proposed buildings would contain podium heights ranging from 5 to 10 storeys in height with tower heights ranging from 30 storeys to 55 storeys. Approximately 4,242 residential units are contemplated comprising a gross floor area ('GFA') of 309,338 square metres and a density of 9.61 FSI. Parking would be provided in a combination of underground and at grade parking facilities.

A fundamental element of the redevelopment of the subject property is maintaining meaningful retail/commercial GFA at this prominent location. It is our Client's intention to reintroduce an urban formatted Canadian Tire Store within the first two storeys of the podium along the Highway 7 frontage. We believe the reintroduction of an urban formatted Canadian Tire Store at this location will assist the City in meeting their goals and objectives in creating a complete and walkable community, while animating the street in a positive manner in a location accessible to transit.

In response to City Parks request to assist towards achieving continuous parkland areas throughout the secondary plan area as a means of sharing park space between abutting parcels, an 8.0-metre wide privately owned public space ('POPS') is also contemplated on the subject property along the entirety of the easterly property line, spanning from Windflower Gate to the north to Highway 7 to the south, as well as a central park along Nova Star Drive.

Weston 7 Secondary Plan Process

The City is currently in the process of preparing the Weston 7 Secondary, as a means of establishing the vision for a thriving and vibrant mixed-use community for people of all ages and abilities. The preliminary preferred Street Network was presented on June 1, 2023 and in response to the Weston 7 Secondary Plan Transportation Master Plan ('TMP'), we submitted a comment letter on behalf of our client on June 20, 2023, outlining our comments on the preliminary preferred Street Network. We have reviewed the draft Weston 7 Secondary Plan, and it appears that the draft Schedule 4 (Transportation System) was revised and reflects some of our comments regarding our client's site. The draft Schedule 4 (Transportation System) no longer contemplates a new east-west local street generally through the centre of the subject property, it now shows a Pedestrian Connection. However, the east-west portion of Windflower Gate is still proposed to be extended east as a collector street with a right-of-way ('ROW') width of 26 metres through a portion of the subject property and the proposed L-shaped local road is to be extended south from Windflower Gate with a ROW width of 20 metres through the eastern portion of the subject property. Nova Star Drive is contemplated as a major collector street with a ROW width of 26 metres to the west of the subject property. It appears that the TMP and draft schedules in the Weston 7 SP do not align, however, as noted by City Staff and during the Landowner Group meeting, we understand that the Transportation System is expected to be refined and informed by the ongoing TMP study and that changes are to be reflected in the second draft of the Weston 7 SP.

At this time, the following comments within this letter are provided on the draft Weston 7 SP policies and schedules noting that additional comments will be provided on the second draft.

Weston 7 Secondary Plan Draft 1 Comments

City Staff have prepared a first draft of the Weston 7 Secondary Plan and a landowner group meeting was held on August 30, 2023. Weston Consulting attended this meeting on behalf of our Client and we are pleased to provide the following general and site-specific comments on the Draft 1 Weston 7 Secondary Plan.

General Comments

Growth Management

Section 2.3 of the Weston 7 SP provides policy direction regarding the phasing of development and allocation of servicing. The policy implies that a landowner's group will be required, which ultimately places the responsibility of servicing allocation and cost sharing agreements on the landowners. We understand that servicing allocation is based on the capacity allocation criteria provided within the secondary plan, however, we are concerned that the first landowners developing within the Weston 7 SP area will spearhead the servicing allocation for the area. We request further clarification on the need for a landowner group and the City's plan to improve existing services to accommodate growth. It is our understanding that the City may establish a Land Securement Fund to contribute to the cost of land acquisitions and provide an annual budget allocation for a Land Securement Fund. However, details pertaining to the budget to be allocated have not been provided. We request clarification on the Land Securement Fund to be established to contribute to the cost of land acquisitions and the budget to be allocated.

Land Use and Built Form Policies

According to Section 4.2.3, where Mid-Rise Buildings are permitted within any designation, they shall be a maximum height of 8 storeys or 27 metres. We believe this should be modified to be a maximum height of 10 storeys or 35 metres as the City of Vaughan Official Plan ("VOP") defines Mid-Rise Buildings as buildings generally over five storeys in height to a maximum of 12 storeys in height.

Transportation, Service, Infrastructure and Utilities

Given the number of roads illustrated and required to support development in the Weston 7 SP, safe and convenient pedestrian crossings should be included in the planning framework. The Road Network and Active Transportation Network should be integrated as part of the overall multi-modal network, as suggested in the Weston 7 TMP. We request clarification on which network is being carried forward as the preferred concept, (i.e., Schedule 4 of the Weston 7 SP or the Preferred Multi-Modal Network of the Weston 7 SP) since the two proposed networks do not align. Additionally, Policy 7.1.2 c) iii) should be modified to read as follows:

"where viable, provide pedestrian overpasses/underpasses where the Active Transportation Network intersects with collector and arterial roads."

As per proposed policy 7.1.2 d), Active Transportation Links shall have a minimum right-of-way width ("ROW") of 7.5 metres. We believe that the minimum ROW of 7.5 metres should be reduced to allow for multi-use trails and paths of a ROW of 3-4 metres and should be integrated with the preferred multi-modal network where appropriate.

As per proposed policy 7.1.3 b) iii), Collector Roads shall have a minimum ROW of 26 metres, whereas the Preferred Multi-Modal Network in the Weston 7 TMP illustrated Collector Roads with a ROW of 24-30 metres. We request clarification on which network is being carried forward as the preferred concept, the Schedule 4 (Weston 7 Transportation System) or the Preferred Multi-Modal Network of the Weston 7 TMP. The ROW widths should be wide enough to accommodate cycling facilities but should be less

than 30 metres in width. We believe a ROW of 30 metres for an urban network is excessive and implies that multi-lane roads are proposed. Additionally, the ROW for Local Roads should not prescribe cycling facilities for all Local Roads, particularly in proximity to planned parallel active transportation links.

As per proposed policy 7.1.6 f), where above-ground parking structures front onto a public road, the above-grade structure should incorporate minimum 4.25 m floor to floor height requirements for future conservation of at-grade parking to active, non-residential land uses. It is our opinion that the Weston 7 SP should explicitly allow for modifications and expansions to existing land uses without the requirement for above-grade parking structures and without the requirement for a minimum floor to floor height, active uses, and display windows. We request that the Weston 7 SP include policies to provide for such modifications and/or expansions.

Previous comments were provided regarding the proposed road network in the TMP and we would like to reiterate the previous comment that the secondary plan should include policy language that ensures flexibility in the ultimate location and alignment of new streets and a policy framework that provides for the flexibility to accommodate private roads rather than public roads, where appropriate.

Site-Specific Comments

In addition to the above-noted general comments on the Weston 7 SP, we have reviewed the policies on a site-specific basis as it relates to the subject property.

Land Use and Built Form

We are concerned that the proposed draft policies restrict the opportunity for the Canadian Tire store to be fully integrated in a new built form. According to Section 4.1.2, “drive-through” commercial and/or restaurant facilities, commercial uses requiring extensive outdoor storage areas, and auto-oriented land uses including motor vehicle sales, gas stations and car washes are included as uses prohibited in all land use designations. We request that the policy prohibiting “drive-through” commercial and/or restaurant facilities allow flexibility for the consideration of the Canadian Tire automotive centre or parcel pick-up “drive-through” to ensure that the auto warehouse component of the Canadian Tire can continue to operate in the redevelopment of the subject property. We also request confirmation that the prohibition of auto-oriented land uses is not applicable to the auto repair and maintenance operation of the Canadian Tire and that the prohibition of commercial uses requiring extensive outdoor storage areas is not applicable to the garden centre component of the Canadian Tire. We request that the policy provide flexibility to allow for these types of operations to be evaluated on a site-specific basis together with detailed technical studies and consideration of general urban design principles. We would like to ensure that the existing business operations of the Canadian Tire can still fully function in a new built form.

As per proposed draft policy 5.2.1 and 5.3.1, regarding the intent for the Mixed-Use I and II Designations, the expectation is that there is to be a focus for a range of commercial uses as well as residential intensification. While we are supportive of promoting mixed-use development, we request that flexibility be provided in the policy to allow consideration for businesses like Canadian Tire that offer a range of retail and commercial services i.e., auto repair, garden centre etc., and implementation of uses be evaluated in a comprehensive manner for the redevelopment as a whole.

As per proposed draft Schedule 1 (Weston 7 Land Use Designations), the subject property is split designated as “Mixed-Use I” and “Mixed-Use II”. According to proposed policy 5.2.3 b), “all development applications within the Mixed-Use I designation shall include a minimum of 20% of its Gross Floor Area as non-residential land uses”; whereas proposed policy 5.3.3 b) states that “all development applications within the Mixed-Use II designation shall include a minimum of 15% of its Gross Floor Area as non-residential land uses”. Where a property is split designated Mixed-Use I and II, it is unclear whether the development application is required to meet the minimum non-residential GFA for each designation on the portion of the property designated as such or the greater of both spread across the full development. We request further clarification on the minimum non-residential GFA that would be applicable to the subject property given the split designation.

As per proposed draft Schedule 2 (Building Heights), the subject property is split between mid-rise and high-rise. The intention of the mid-rise building height is to provide transition between high-rise buildings and low-rise buildings. In context of the subject property, development would be adequately separated from the low-rise residential to the north by Windflower Gate and mid-rise buildings along Windflower Gate. As such, we are of the opinion that the entirety of the subject property should be planned for high-rise uses as originally contemplated in the VOP 2010. We request that the Weston 7 SP schedules be modified accordingly.

Additionally, proposed draft Schedule 2 (Building Height) identifies High-Rise I Buildings as being up to a maximum of 18 storeys and High-Rise II Buildings as being 19+ storeys, whereas proposed policy 4.2.4 a) states that the maximum height for High-Rise I Buildings shall be 20 storeys, and the maximum height for High-Rise II Buildings shall be 32 storeys. It appears that this is an error, and we request clarification on the maximum building heights for high-rise buildings, particularly High-Rise I Buildings. Furthermore, we are of the opinion that the proposed building heights and densities underachieve the development potential of the subject property located in close proximity to the Weston Road and Highway 7 intersection, a gateway to the Weston 7 SP. We request that City Staff review the maximum height and density permissions in the Weston 7 SP area and provide further clarification on the rationale for the proposed maximum heights and densities within the area.

We are of the opinion that the proposed criteria for High-Rise Buildings outlined in Section 4.2.4 are restrictive and do not provide for adequate flexibility and creativity in design. We believe the maximum podium height for High-Rise Buildings should be 5-6 storeys in height instead of 3 storeys to provide for a range and flexibility in podium heights while still providing for a pedestrian-oriented environment. Additionally, it is our opinion that the average tower floor plate size should be approximately 750-850 square metres, subject to the height of the tower, whereas the draft policy provides that the average floor plate size shall be no greater than 750 square metres. This flexibility is common in other jurisdictions and is demonstrated to still provide for a well-designed and pedestrian-friendly community. Finally, we request that all policies that place unnecessary restrictions on the placement, stepbacks, and orientation of high-rise buildings be deleted to ensure unique expressive identity, consistent with the high-quality development principles outlined Section 4.2.1.

Transportation, Service Infrastructure and Utilities

According to the proposed draft schedules, the east-west portion of Windflower Gate is proposed to be extended east through a portion of the subject property and the portion of Windflower Gate is proposed to be extended south along the eastern boundary of the subject property. The proposed east-west Windflower Gate extension appears to impact the north-east corner of the subject property, ultimately impacting the net developable area of the site (Figure 2).

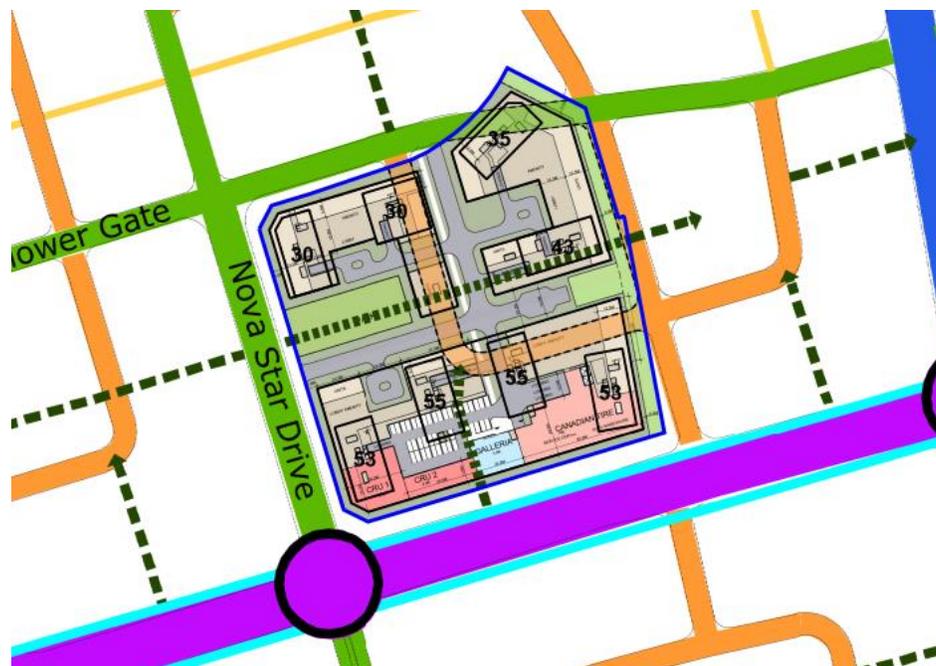


Figure 2 – Site Plan Overlay on Weston 7 Secondary Plan Schedule 4 – Transportation System

Based on proposed draft Schedule 4 (Transportation System), we are of the opinion that Windflower Gate, identified as a Collector Road, could still extend east to Weston Road, but should be realigned in a way that avoids or minimizes impact to the existing north-east corner of the subject property. While we are supportive that the Weston 7 SP includes proposed policy that permits minor adjustments to the approximate location of roads, provided that the general intent of the Plan is preserved, we request that the proposed Collector Road on Schedule 4 (Transportation System) be modified to address our above-noted concern regarding the current lot configuration.

Summary

In summary, we request that the above general and site-specific comments related to the street network, active transportation network, land use designations, and built form policies be considered in the refinement of the draft Secondary Plan. We have been actively engaged in developing a concept for the redevelopment of the subject property, participated in previous public and landowner meetings, and filed previous submissions as part of the ongoing Weston 7 Secondary Plan and TMP process. As previously noted, we had a PAC meeting on September 15th, 2023 and are in process of commencing technical

studies in support of a forthcoming development application. In addition to our staff consultation meetings and previous comment letters, we request that this submission be considered in the ongoing secondary plan process.

We also request that the Area Specific Development Charge Study be initiated together with City Staff's recommendations on the Weston 7 SP in order for landowners to anticipate costs for redevelopment.

Weston Consulting will continue to monitor the Secondary Plan process on behalf of our client and reserve the right to provide further comments on this matter. We request to be notified of any future reports and/or meetings regarding the Weston 7 Secondary Plan and/or the Weston 7 TMP.

Thank you for the opportunity to provide these comments. Should you have any questions, please contact the undersigned (ext. 245) or Jessica Damaren (ext. 280).

Yours truly,

Weston Consulting

Per:



Sandra K. Patano, BES, MES, MCIP, RPP
Vice President

- c. A. Slattery, City of Vaughan
- F. Filipetto, City of Vaughan
- C. Bruce, City of Vaughan
- J. Grove, City of Vaughan
- K. Freeman, CT REIT
- R. Fleischer, Turner Fleischer Architects Inc.
- M. Briegmaan, BA Consulting Group Ltd.
- J. Damaren, Weston Consulting

C15.

Communication

CW(PM) – November 1, 2023

Item No. 2

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: [External] The Teston Road Landowners Group Inc.
Date: Tuesday, October 31, 2023 11:06:31 AM

From: Carmen Battista [REDACTED]
Sent: Tuesday, October 31, 2023 11:16 AM
To: Clerks@vaughan.ca
Subject: [External] The Teston Road Landowners Group Inc.

Official Plan Amendment File OP.23.008
October 31, 2023
Zoning By-Law Amendment File Z.23.016

To whom it may concern,

I have been residing at [REDACTED] Ashton Drive since March of 2014 and I found it to be a quiet, family neighbourhood. This area of Maple with all the trees, including the ones at the end of Ashton Drive in the large property is rare and beautiful. It is always brought to my attention by visitors to my home how wonderful this area is. Nonetheless, with Ashton Drive that continues on the West side of this lot it was understood, someday this road will connect. It was also understood the layout and design of the existing homes would also mimic the existing surrounding area.

I found it very disturbing to hear this plan by the Teston Road Landowners Group to come in, destroy all of this and cram shoebox housing in a small area. Who allowed them to even propose such a ridiculous plan so they can come in, create this nightmare and then walk away with huge funds. When they complete this work, they laugh at what was built and the existing residents have to live with this. Not only to look at it but the problems it will create.

1. Has the City of Vaughan considered the over populated area that will include a minimum of 2 person plus per household?
2. Will the underground parking accommodate a rough estimate of at least 2 cars per household? 600 vehicles. If this allocated parking area does not accommodate this many vehicles, where will they park? On the road along Ashton Drive? Vehicles that will spill onto a quiet neighbourhood?
3. Will York Region allow a new intersection on Teston Rd.? Has anyone observed the existing traffic issue on Teston Rd?
4. How will snow removal work? (already an issue to stockpile snow when they actually do come to plow the snow at this end of Ashton Dr. and Queensbury Cres.)
5. It was brought to my attention that the greenspace along the ravine is untouched territory. With

a better housing plan, even the trees on the existing lot in question can be saved.

6. Doesn't the existing plan violate any current building codes?

7. With this increased populated area, does there not have to be adequate parks?

I agree with no parking on the road overnight but I once asked a council member, what is the reasoning for no overnight parking on the road? The answer was to get away from the downtown city look. Well this housing plan gives off a downtown crowded look. Again, it will only affect the residents who live in the area. Also if you want to park your car on the road overnight, you can but you have to pay, just get a permit. It always comes down to money. How was this proposal even considered to be drawn up?

Property taxes are high in this area, what are we paying for? It's time Vaughan City Council should think about its residents.

Sincerely,

Carmen Battista

████████ Ashton Drive

Maple, On

██████████

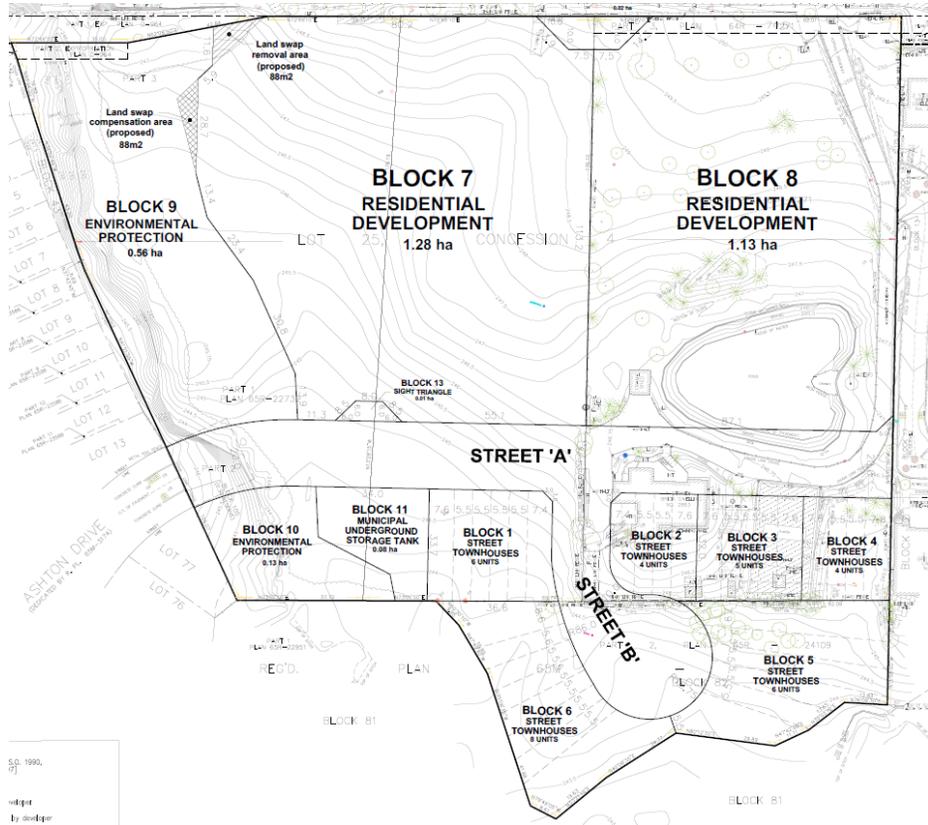
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████████████████

2863, 2889 & 2901 Teston Road

The Teston Road Landowners Group Inc.

C16.
Communication
CW(PM) – November 1, 2023
Item No. 2



**PUBLIC MEETING
November 1, 2023**

HUMPHRIES PLANNING GROUP INC.

OP.23.008 & Z.23.016

SITE LOCATION & AREA CONTEXT



- Subject Site
- Proposed Mixed Use Mid-Rise Development
- Approved Mid-Rise Development
- Bus Stop
- Block 27 Secondary Plan Area
- Bartley Smith Greenway Trail

Figure 2: Context Map (York Maps, 2023)

EXISTING CONTEXT

Legal Description:

Part of Lot 25, Concession 4

Municipal Address:

2863 Teston Road
2889 Teston Road
2901 Teston Road

Site Area (Lands subject to Application):

Total Area: 4.64 ha
Developable Area: 3.21 ha

Lot Frontage:

268 m – Teston Road

Existing Uses:

2901 Teston Road is currently vacant of any structures, a watercourse is located on the west side of the property.

2889 Teston Road is vacant land.

2863 Teston Road is currently occupied by a one-storey dwelling with associated accessory uses such as a gazebo in addition to a man-made pond.

Part of Block 82, Registered Plan 65M is currently vacant of any structures.



Figure 1: Aerial Map (York Maps, 2023)

PROPOSED LAND USE

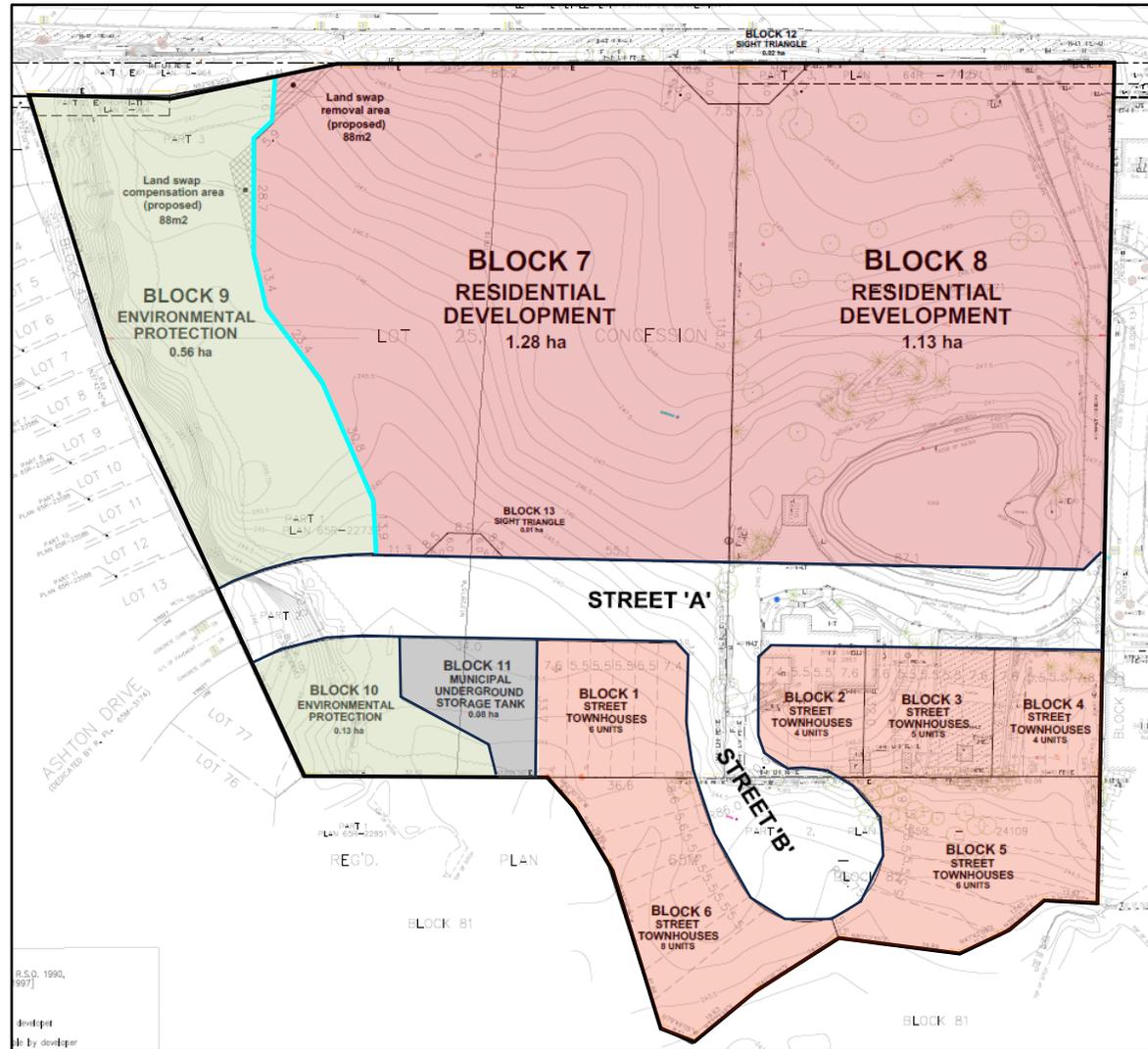


Figure 4: Related Draft Plan of Subdivision Application (19T-23V003)

Summary of Proposed Land Use	
Residential Development: Stacked Back-to-Back Townhouses	2.41 ha
Street Townhouses	0.81 ha
Environmental Protection: Natural Areas	0.69 ha
Municipal Underground Storage Tank	0.08 ha
Roads	0.62 ha
Sight Triangles	0.03 ha
TOTAL	4.64 ha

POLICY FRAMEWORK

■ City of Vaughan Official Plan, 2010

- Subject Site is designated “Low-Rise Residential” and “Natural Areas”, per Schedule 13 – Land Use, which permits buildings with a maximum building height of 3-storeys.
- Application proposes to:
 - include the stacked back-to-back townhouse building typology 4 storeys within the “Low-Rise Residential” designation.
 - remove the Subject Site from the Large-Lot Neighbourhood designation per Schedule 1B as it does not meet the criteria of a Large-Lot Neighbourhood.

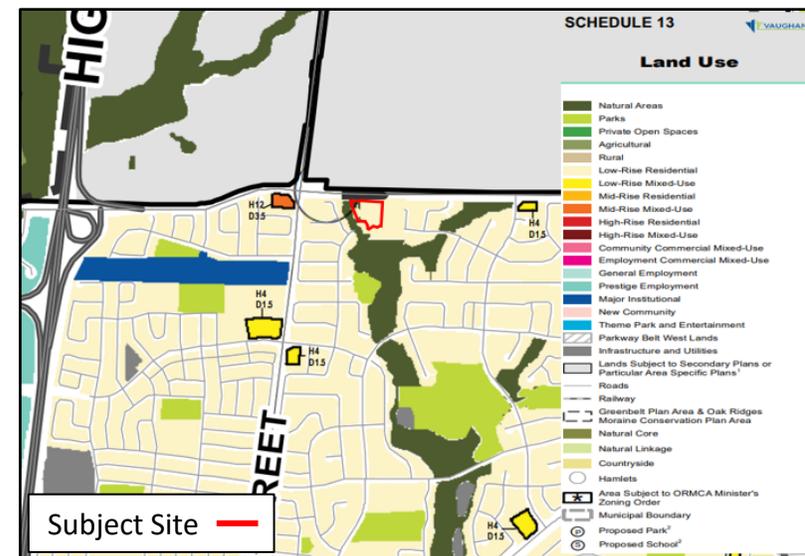


Figure 5: Schedule 13 – Land use (City of Vaughan Official Plan, 2010)

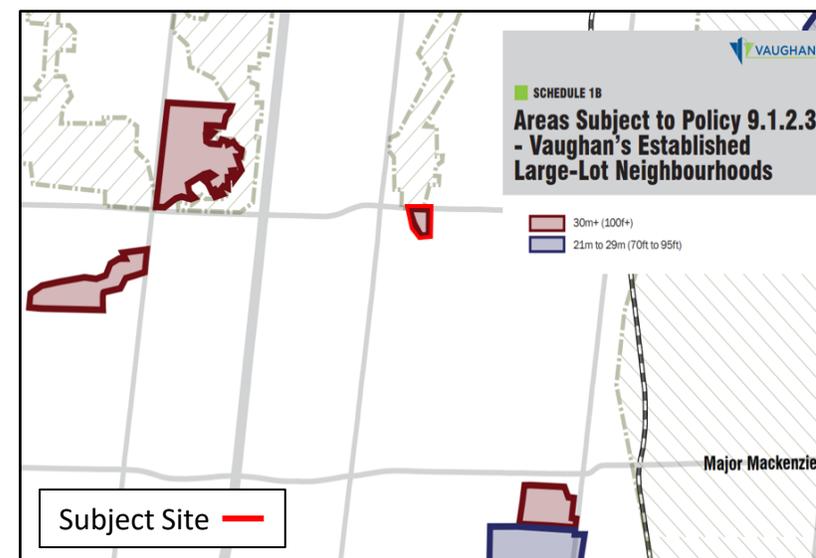
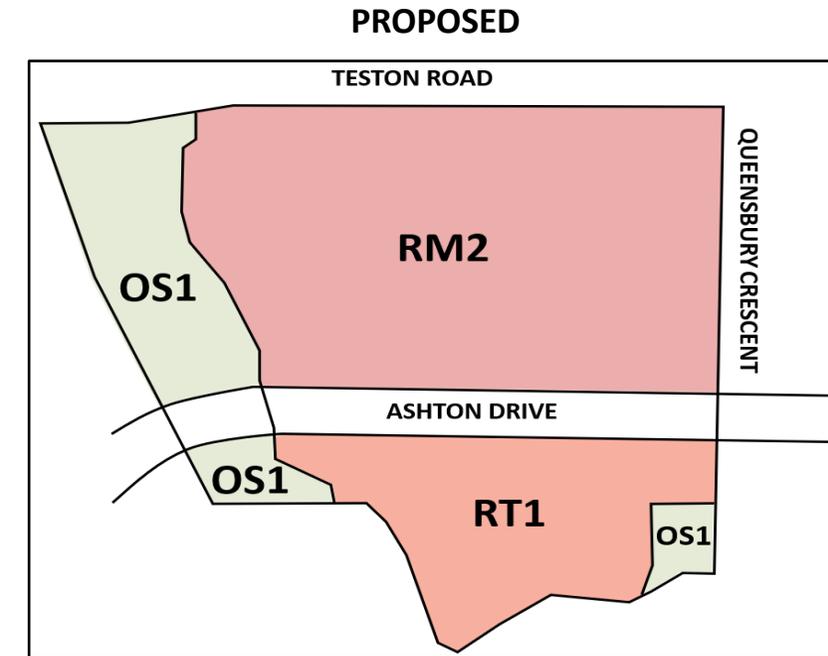
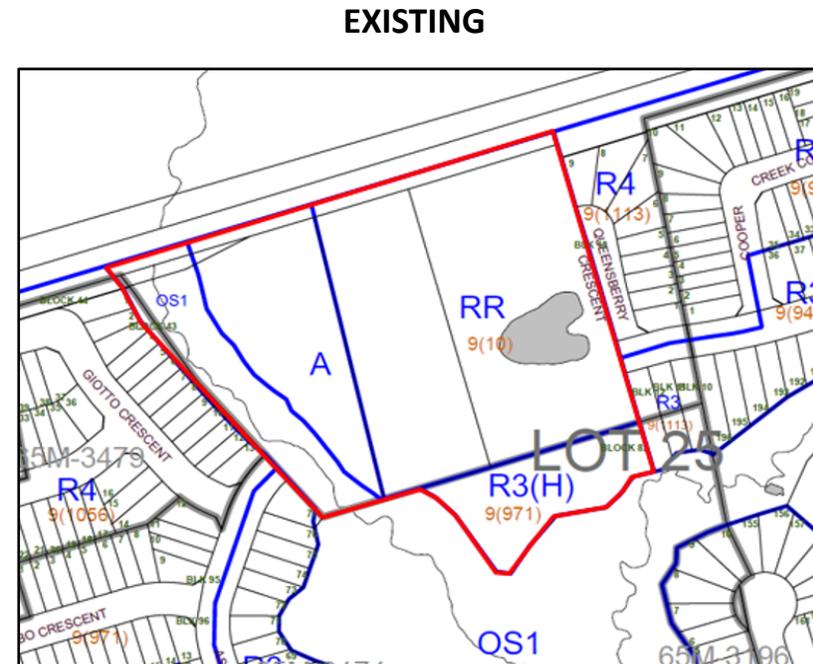


Figure 6: Schedule 1B – Areas Subject to Policy 9.1.2.3(City of Vaughan Official Plan, 2010)

POLICY FRAMEWORK

City of Vaughan Zoning By-law 1-88

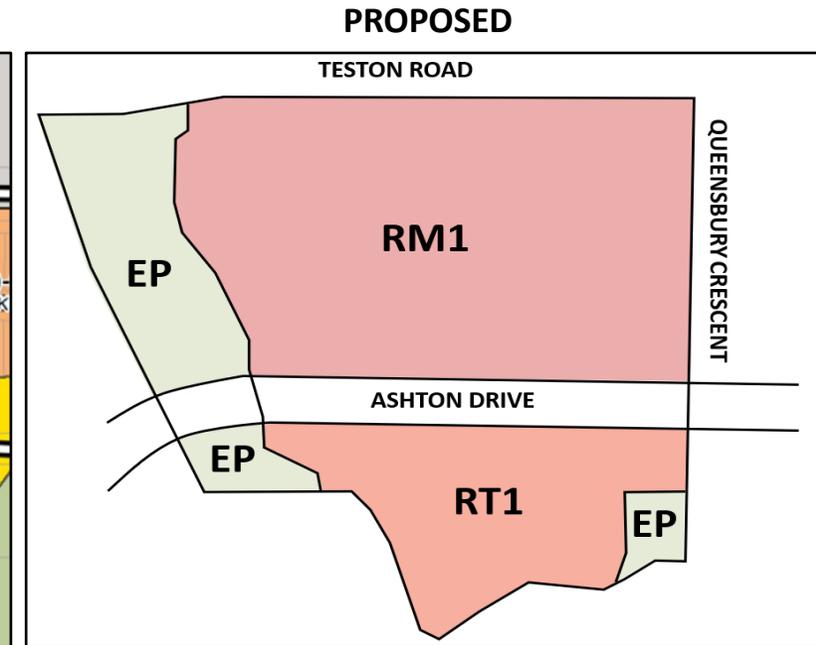
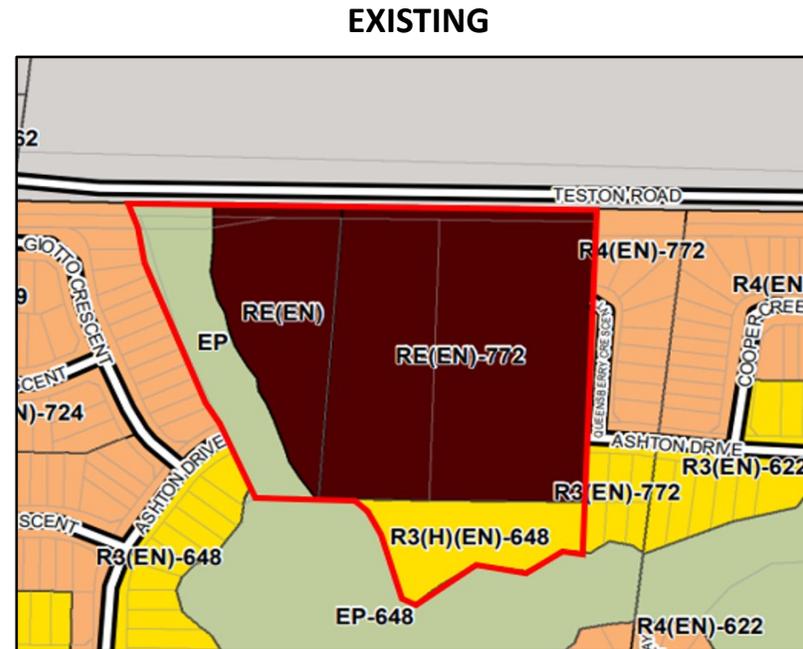
- Zoned “OS1 – Open Space Conservation” Zone, “A – Agricultural” Zone, “RR 9(10) – Rural Residential” Zone and “R3(H) 9(971) – Residential” Zone.
- Application proposes to rezone to “RT1 – Residential Townhouse” Zone, “RM2 – Multiple Residential” Zone and “OS1 – Open Space Conservation” Zone, with site-specific exceptions, to permit the proposed development.



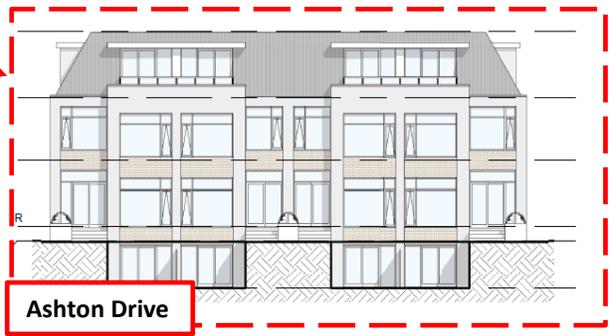
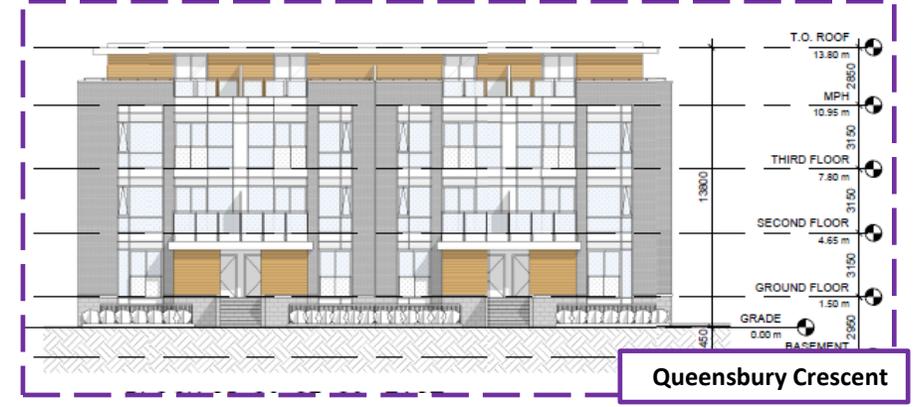
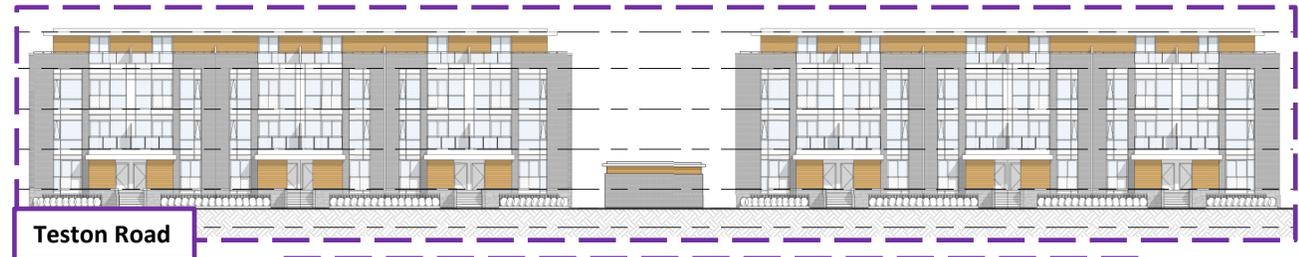
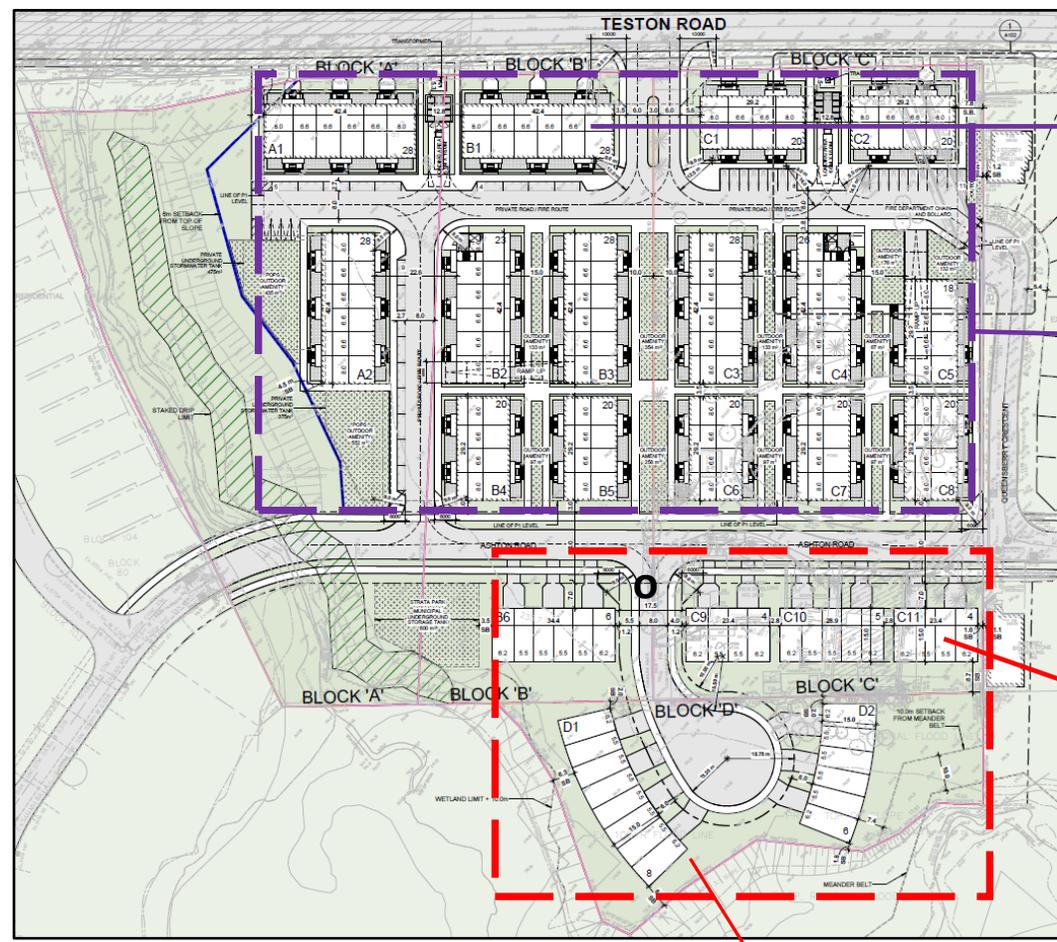
POLICY FRAMEWORK

▪ City of Vaughan Zoning By-law 01-2021

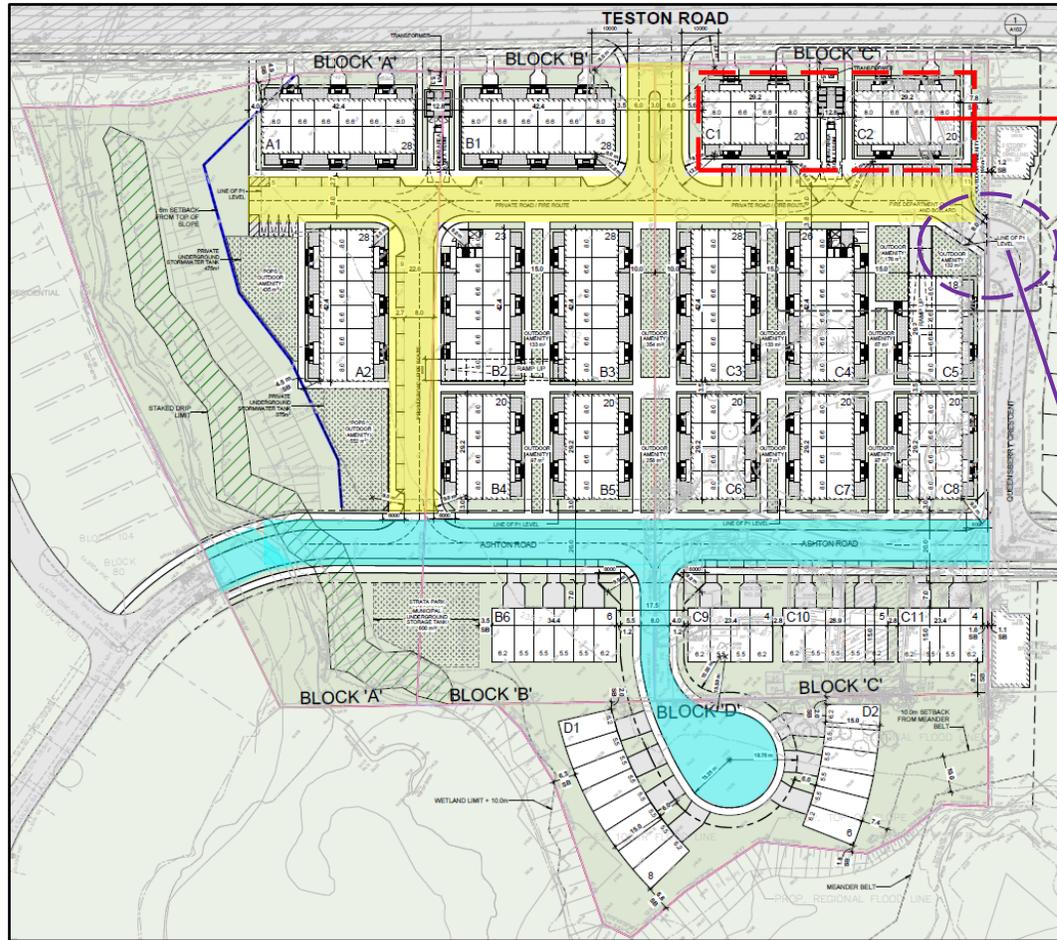
- Zoned “RE(EN) – Estate Residential” Zone, “RE(EN)-772 – Estate Residential” Zone, “R3(H)(E)-648 – Third Residential” Zone and “EP – Environmental Protection”.
- Application proposes to rezone to “RT1 – Townhouse Residential” Zone, “RM1 – Multiple Unit Residential” Zone and “EP – Environmental Protection” Zone, with site-specific exceptions, to permit the proposed development.



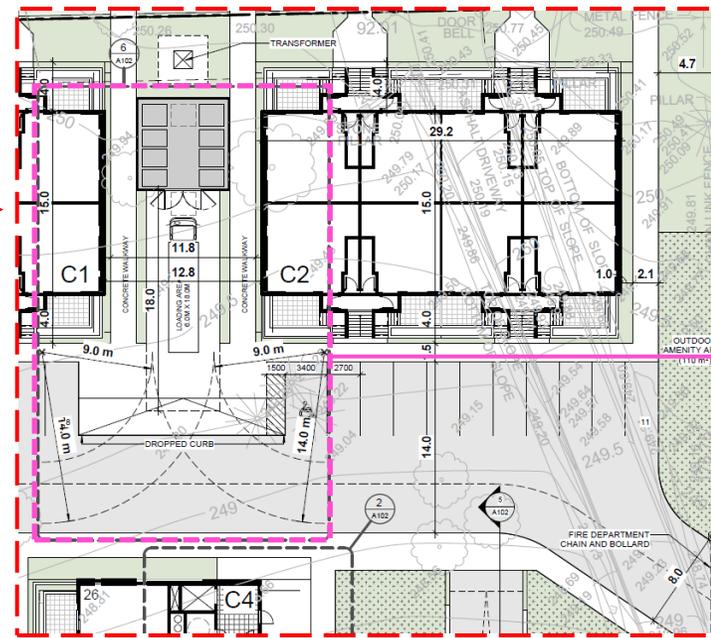
BUILDING ELEVATIONS



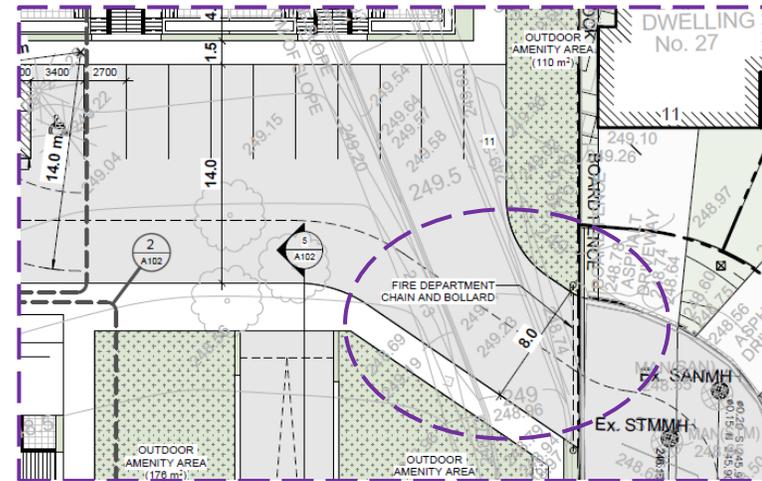
ACCESS & GARBAGE



Private Road Public Road



Typical Waste Collection Loading Area (Blocks A, B & C)



East-Side Emergency Access

OPEN SPACE/AMENITIES/PARKS/TRAILS



LEGEND

- PROPERTY LINE
- DEVELOPMENT LIMIT
- EX. REGIONAL FLOODPLAIN
- PROPOSED REGIONAL FLOODPLAIN
- EX. 100 YEAR FLOOD LINE
- EXISTING RIVER
- PROPOSED STREET TREES
- PROPOSED DECIDUOUS TREES
- PROPOSED CONIFEROUS TREES
- PROPOSED PLANTING
- PROPOSED NATURALIZED BUFFER SHRUB PLANTING
- SOD
- ASPHALT PAVING
- CONCRETE PAVING
- 10m SETBACK FROM STAKED DRIPLINE
- ENTRY FEATURE SIGNAGE
- EXISTING TREE TO REMAIN; REFER TO ARBORIST REPORT BY CANOPY CONSULTING DATED JUNE 22ND 2023

KEYS

- OUTDOOR AMENITY AREA
- NATURALIZED BUFFER PLANTING
- 3m WIDE ASPHALT MULTI-USE PATHWAY (REFER TO TRAIL ENLARGEMENT PLAN)
- PRIVATELY OWNED PUBLIC SPACE (POPS) DEDICATION

STUDIES COMPLETED

- **Planning Justification Report (incl. Housing Options Statement)**, prepared by HPGI
- **Community Services and Facilities Impact Study**, prepared by HPGI
- **Environmental Impact Study (incl. Greenbelt Conformity)**, prepared by Beacon Environmental
- **Geomorphic Assessment (incl. Meander Belt Width Analysis)**, prepared by Beacon Environmental
- **Phase I ESA for 2889 & 2901 Teston Road**, prepared by Soil Engineers Ltd.
- **Phase I ESA for 2863 Teston Road**, prepared by Soil Engineers Ltd.
- **Phase I ESA for Block 82, Registered Plan 65M-3174**, prepared by Soil Engineers Ltd.
- **Geotechnical Investigation**, prepared by Soil Engineers Ltd.
- **Hydrogeological Report**, prepared by Soil Engineers Ltd.
- **Flood Plain Analysis Report**, prepared by Schaeffers
- **Functional Servicing Report (incl. Stormwater Management Report & Water Balance Assessment)**, prepared by Schaeffers
- **Arborist Report**, prepared by Landscape Planning
- **Teston Road Trail Design Brief**, prepared by Landscape Planning
- **Architectural Control Design Guidelines**, prepared by John G. Williams Ltd.
- **Transportation Impact Study (incl. TDM)**, prepared by GHD
- **Noise Feasibility Study**, prepared by HGC Engineering
- **Stage 1-2 Archaeological Assessment for 2901 & 2889 Teston Road**, prepared by Amick Consultants Ltd.
- **Stage 1 & 2 Archaeological Assessment for 2863 Teston Road**, prepared by The Archaeologists Inc.
- **Archaeological Assessment for Block 82, Registered Plan 65M-3174**, prepared by D.R. Poulton & Associates Inc – currently being updated.

THANK YOU

Reply to the Attention of: Annik Forristal
Direct Line: 416.865.7292
Email Address: annik.forristal@mcmillan.ca
Our File No.: 272653
Date: October 31, 2023

EMAIL

Mayor of Vaughan and Members of Council
Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON, L6A 1T1

Attention: Mayor Steven Del Duca and Members of Council

Dear Mayor Del Duca and Members of Council,

Re: Weston 7 Secondary Plan Written Submissions of PSI Solar Finance 1 Limited Partnership

We are counsel to PSI Solar Finance 1 Limited Partnership, the holder of a Solar Generation Lease Agreement with Home Depot Holdings Inc. which permits the operation of solar generation equipment on the roof of the building located at 140 Northview Boulevard in the City of Vaughan (the "**Property**") and the corresponding supply of such solar electricity to the Independent Electricity System Operator pursuant to a Feed-in-Tariff Contract with a remaining term of approximately 11 years (the "**Solar Energy System**"). The Property is located on the north side of Northview Boulevard, south of Chrislea Road and immediately east of Weston Road and so is within the "Northeast Quadrant" of the proposed Weston 7 Secondary Plan area, as illustrated on Map 3 of the draft Weston 7 Secondary Plan (excerpts attached hereto as Schedule A).

The draft Weston 7 Secondary Plan proposes to introduce a number of policies that would compromise operation of the Solar Energy System to the detriment of the environment and contrary to Provincial, Regional and City policies. In particular, the lands immediately to the west of the Property are proposed to be designated as "High-Rise I" with permitted building heights of up to 18 storeys and "High-Rise II" with permitted height of 19+ storeys. The lands immediately to the east of the Property are proposed to be designated as "Mid-Rise" with permitted heights of up to 8 storeys. The lands immediately to the south of the Property are proposed to be designated as "High-Rise II" with permitted heights of 19+ storeys. Construction of buildings at these heights in proximity to the Solar Energy System would cast the Solar Energy System in shadow and prevent its ability to generate power.

The environmental impacts that would directly result from effectively taking the Solar Energy System “off the grid” cannot be underestimated – the Solar Energy System annually produces approximately 592,600 kilowatt-hours of energy which equates to the electricity usage of nearly 63 Ontario average households for a full year. The Solar Energy System’s production of this energy through a renewable energy source, as opposed to a greenhouse gas emitting energy source, annually replaces the equivalent of:

- the carbon dioxide emissions from 462,451 pounds of coal burned,
- the carbon dioxide emissions of 41,228 gallons of diesel consumed,
- the carbon dioxide emissions from 57,226 gallons of gasoline consumed, or
- the carbon dioxide emissions from 972 barrels of oil consumed.

The greenhouse gas emissions avoided by use of the Solar Energy System are equivalent to the greenhouse gas emissions saved by recycling 143 tons of waste rather than sending it to a landfill. They also equate to the amount of carbon sequestration that would result from 548 acres of forests in one year or growing 6,940 seedlings for 10 years.

The Province, Region of York and City of Vaughan have each recognized the significant importance of renewable energy through their establishment of policies that encourage the use and support of renewable energy systems such as the Solar Energy System. For example, Policy 1.6.11.1 of the Provincial Policy Statement, 2020 states that planning authorities should provide opportunities for renewable energy systems to accommodate current and projected needs, Policy 5.2.26 of the York Region Official Plan 2010 requires that development include a solar design strategy which identifies approaches that maximize solar gains, and Policy 8.5.1.7 of the Vaughan Official Plan expressly provides that it is Council’s policy to support and encourage alternative and renewable energy generation, including by encouraging and supporting the development of renewable energy sources throughout Vaughan.

For these reasons, it is respectfully submitted that policies that would reduce solar gains and effectively prevent the generation of renewable electricity by the Solar Energy System are not consistent with and do not conform to the Provincial Policy Statement, 2020, the York Region Official Plan 2010 and the Vaughan Official Plan. These policies of the draft Weston 7 Secondary Plan should accordingly be revised as required to prevent these negative impacts to the Solar Energy System. We would be pleased to discuss with the City how this may be achieved upon request.

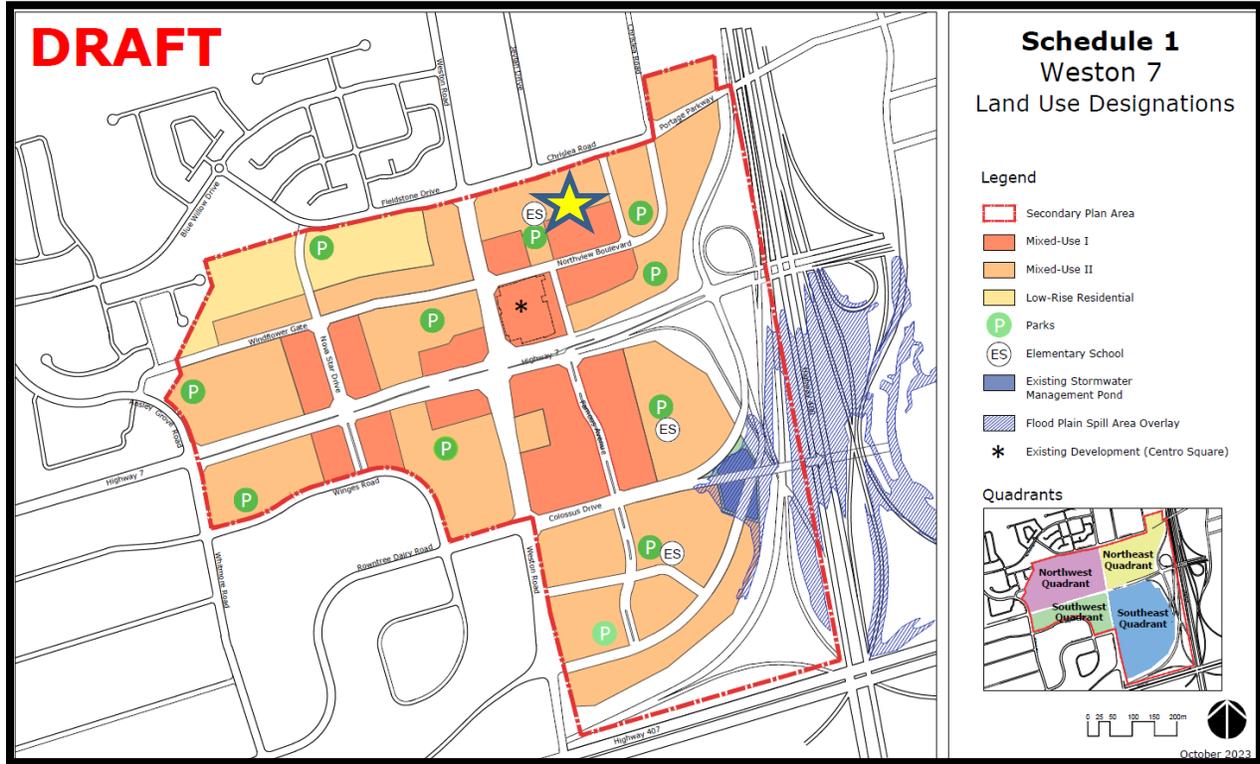
Yours truly,

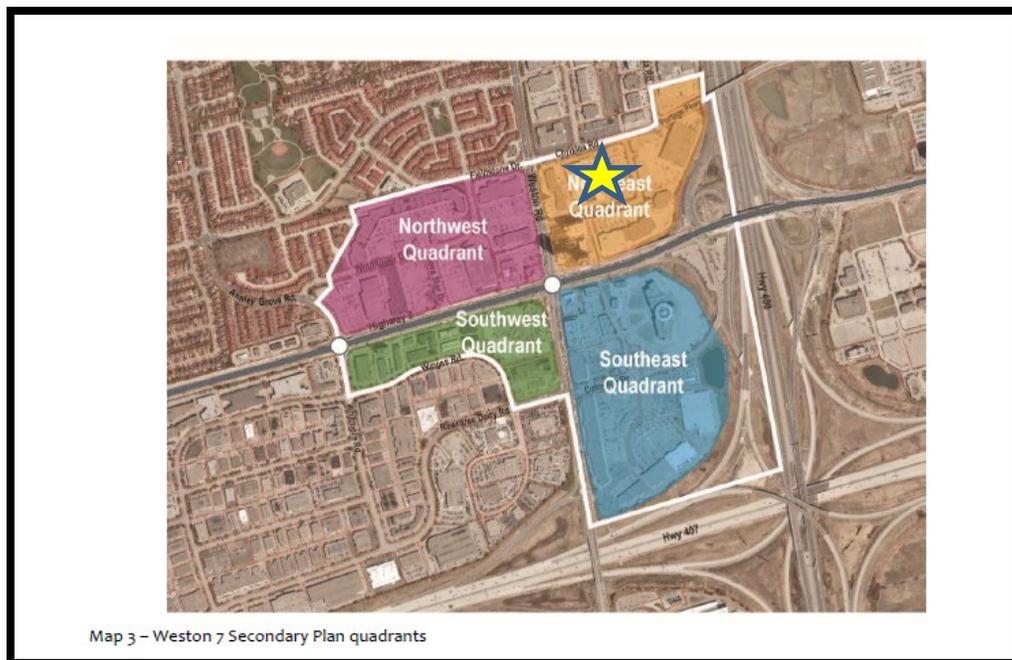
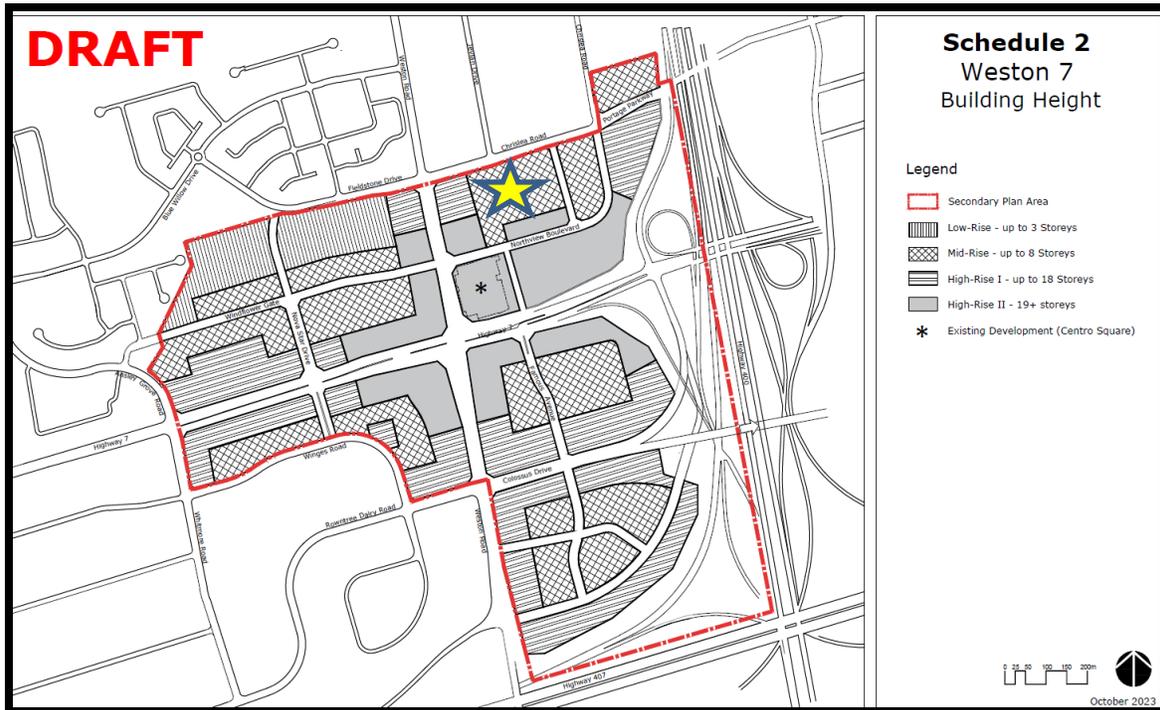


Annik Forristal

Schedule A

Maps from draft Weston 7 Secondary Plan with the Solar Energy System's Location Identified





Committee of the Whole and City Council
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

October 31, 2023
File 6988

Attn: Todd Coles, City Clerk

Dear Committee Members / Councillors:

RE: Weston 7 Secondary Plan – Draft #2
7600 Weston Road

Weston Consulting is the planning consultant for Dev-West Properties Inc., the owner of the lands municipally addressed as 7600 Weston Road in the City of Vaughan (herein referred to as the “subject lands”) and legally described as LT 3 PL 65M2339 EXCEPT PT 1, YR2278100; S/T LT247794 CITY OF VAUGHAN. We are monitoring the Weston 7 Secondary Plan (the “Secondary Plan”) process on behalf of our client and are submitting the comments herein in response to draft Secondary Plan dated October 12, 2023. These comments are intended to supplement previous submissions made in the context of this process.

We understand that the Public Meeting taking place on November 1, 2023 is intended to facilitate an opportunity for public comments on the Secondary Plan in advance of Council’s decision and request that the below comments be received for consideration by this Committee and by Council and incorporated into a future draft of the Secondary Plan.

Comments / Submissions

The subject lands are located within the Southwest Quadrant of the Weston 7 Study Area on the southwest corner of the Highway 7 and Weston Road intersection (Figure 1). The surrounding lands consist of an existing high rise mixed-use development at 7777 Weston Road, being the northeast quadrant of the intersection. The northwest and southeast quadrants of the intersection both contain existing gas stations on smaller parcels of lands, with additional parcels located adjacent to these uses within the Secondary Plan area. Given the existing context of the Highway 7 and Weston Road intersection, including the BRT access, the subject lands are a prominent site at this critical corner within the Secondary Plan area and the subject lands, along with this intersection present the greatest opportunity for intensification within the Secondary Plan area.



Figure 1: Aerial Photo of Subject Property

Weston 7 Secondary Plan Draft #2

We have reviewed the draft Secondary Plan and associated schedules as it relates to the subject lands. The draft Land Use schedule proposes to designate the subject lands as both “Mixed Use I” and “Mixed Use II” (Figure 2), which we understand will accommodate transit supportive commercial uses and residential intensification, through mid-to-high rise built forms, with opportunities for an array of uses and facilities. The draft schedule also appears to contemplate a realignment of the intersection between Weston Road and Highway 7, and a park in the central portion of the subject lands where the *Mixed-Use II* designation would apply.



Figure 2: Weston 7 Secondary Plan Draft Land Use Designations

The draft Building Height schedule designates the subject lands “High-Rise II”, “High Rise I”, and “Mid-Rise” (Figure 3). We understand that these designations accommodate heights of 19+ storeys for the “High Rise II” designation, up to 18 storeys for the “High Rise I”, and up to 8 storeys for the “Mid-Rise” designation. Section 4.2.4 identifies height and density requirements for *High Rise I* as the lesser of 18 storeys or 62 metres and a maximum FSI of 6.0 and for *High Rise II* as the lesser of 32 storeys or 110 metres with a maximum FSI of 7.5.

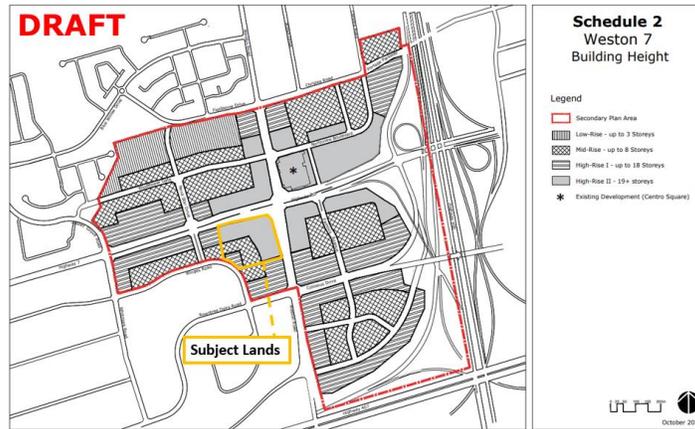


Figure 3: Weston 7 Secondary Plan Draft Building Heights

The draft Transportation System schedule includes an “Active Transportation (AT) Link” running east-west through the subject lands and connecting to an “AT Grade Separated Pedestrian Connection” which crosses Weston Road (Figure 4). There is another “Active Transportation (AT) Link” running north-south along what appears to be the western property line. There is also a “Local Road” proposed to run north-south through the subject lands, and another proposed to run east-west along the south property line. We understand that Local Roads will have a minimum Right-of-Way width of 20 metres.

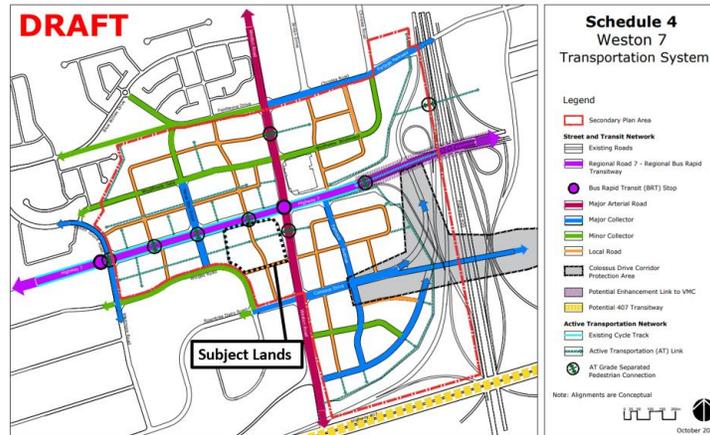


Figure 4: VMC Secondary Plan Draft Recommended Density Schedule

Comments on the Weston 7 Secondary Plan Draft #2 Schedules

Based on our review of the Weston 7 Secondary Plan Draft #2 and associated schedules, we provide the following comments on behalf of our client:

Height and Density

The proposed height and density allocations within the Secondary Plan do not provide for an appropriate level of intensification along the major transit corridor of Highway 7. Given the location of the subject lands at the corner of the intersection of Highway 7 and Weston Road, access to higher order transit would allow for an increase to the proposed heights and densities within the *High-Rise II*, *High Rise I*, and *Mid-Rise* designations. It is our opinion that the proposed maximums represent an underutilization of the land and of potential for the Secondary Plan area and does not appropriately implement Provincial and Regional intensification policies.

It is our understanding that our client has historically met with City Staff in Planning and Development and Planning Policy to discuss development opportunities for the subject lands and has presented draft development concepts which show heights in the range of 51 to 33 stories and densities in the range of 8.5 FSI. It is our opinion that this is a more appropriate level of intensification for the subject lands, notwithstanding the limitations of the proposed High Rise I policies of 18 stories at 6.0 FSI and High Rise II policies identifying heights up to 32 storeys and a max FSI of 7.5. These proposed policies are limiting and hinder the realization of appropriate intensification at a prominent corner of this significant intersection. With the existing development at 7777 Weston Road already built and the limitations of the north west and south east corners as identified above, the subject lands are the largest remaining unencumbered parcel presenting an opportunity for additional heights and densities that may not be realized on the adjacent lands. As such, the subject lands should be provided greater heights and densities based on good planning and urban design principles, rather than arbitrary numerical limitations of height and density that do not appropriately recognize the development potential of the subject lands.

Given the historic approval of 7777 Weston Road, which is located immediately across the intersection from the subject lands and has heights of up to 33 storeys, it is our opinion that the proposed heights in this area, as indicated on draft Schedule 2, do not appropriately reflect the currently emerging context. It is our opinion that greater height and density beyond 32 storeys is appropriate for the entirety of the subject lands given its prominent location at the intersection. There are Planning Act applications currently under review with the City, and under appeal at the Ontario Land Tribunal that propose additional heights and densities within the Secondary Plan area that exceed the proposed limits within the Secondary Plan. The proposed increases are contemplated on lands removed from the main intersection without direct access to both major arterials and major transit stations. It would be most appropriate for the highest heights and densities to be located at the intersection and on the subject lands given its location, parcel size and frontage along both Highway 7 and Weston Road.

Transportation System

Draft Schedule 4 shows a proposed local road which runs directly through the subject lands north-south, and an active transportation line which does the same except east-west. Neither the road nor active network are contemplated in the final draft of the 2023 Vaughan Transportation Master Plan (the "TMP"). While we understand the principle of an integrated and connected road network comprising both public and private roads, the road network as proposed bisects the lands creating small development parcels and hindering the development on a comprehensive and cohesive development of the subject lands. This road network, along with the proposed park block significantly limits the viability of the subject lands. The subject lands have existing frontage along Highway 7, Weston Road and Wings Road, providing ample opportunity for multi-modal connectivity and access to the site, the proposed east-west and north-south connections are unnecessarily proposed, with no rationale based on the findings of the TMP. It is our opinion that the proposed road network is not needed to support the development of the subject lands and should not be proposed within the Secondary Plan.

Additionally, the proposed road alignment indicated on draft Schedule 1 appears to consider a road widening of the subject lands which is significantly bias of the subject lands and is not present along any of the other properties fronting the intersection of Weston Road and Highway 7. Further, not only does the proposed road alignment significantly reduce the lot size and developable area of the subject lands, but it also results in a misalignment of the intersection based on the draft schedules within the Secondary Plan. This also differs significantly from the intersection as shown in Draft 1, from August 10, 2023 (Figure 5). In both versions of the draft schedules, Weston Road is considered a *Major Arterial Road* and Highway 7 a *Regional Road* as per Schedule 4 – Transportation System. Land should only be taken in a fair and equal manner from all landowners within the intersection.



Figure 5: Road Alignment Comparison

Summary and Recommendations

In summary, the road network and transportation system as drafted is neither fair nor justified, and we are not supportive of the proposed north-south and east-west connections through the subject lands. In accordance with Provincial and Regional intensification policies which recognize the prominent location of the subject lands as a fundamental component of the development of the Weston Road and Highway 7 intersection, the greatest heights and densities should occur at these corners, and we ask that this be reflected through the Secondary Plan policies. We support increased flexibility in the policy framework to allow for the development of a complete, compact, and pedestrian-oriented community, consistent with the recommendations above.

We thank you for the opportunity to provide these comments and reserve the right to provide additional comments through this process. We will continue to monitor and participate in the Secondary Plan process on behalf of our client and request to be notified of the release of any updated draft policies or mapping and any upcoming meetings or decisions as it relates to this matter. Additionally, we request an opportunity to meet with City Staff to discuss the above noted comments and that the Secondary Plan not be scheduled to a Council meeting for decision to allow for additional consultation to occur.

Please contact the undersigned at extension 243 should you have any questions.

Yours truly,
Weston Consulting

Per: 

Sabrina Sgotto, HBA, RPP, MCIP
Vice President

- c. West-Dev Properties Inc.
- J. Shapira, Wood Bull LLP
- R. Guetter, Weston Consulting



October 31, 2023

Lina Alhabash, MCIP, RPP
Senior Planner
Policy Planning & Special Programs
Vaughan City Hall
2141 Major Mackenzie Dr. Vaughan, ON L6A 1T1

SENT VIA EMAIL

***Re: Costco Wholesale Canada Ltd. Comments – Weston 7 Secondary Plan
2nd Draft of October 12, 2023***

Dear Ms Alhabash,

We are the planning consultants for Costco Wholesale Canada Ltd. (“Costco”) with respect to the property municipally known as 71 Colossus Drive in the City of Vaughan (the “Subject Site”). Costco is a longstanding owner and operator of a large format retail store with associated surface parking and a gas bar at the southeast corner of Colossus Drive and Famous Avenue, adjacent to the Colossus Centre owned by Riocan REIT (“Riocan”).

On behalf of Costco we have been actively involved in the Weston 7 Secondary Plan (“Secondary Plan”) process, and have attended sessions with members of City staff, including a landowners group meeting on October 17, 2023. Costco, RioCan, and SunCor met with City Staff to provide comments with respect to the first draft of the Weston 7 Secondary Plan. Costco expressed its concern with respect to the ongoing continuation of their operations in the long term.

We have since reviewed the 2nd draft of the Weston 7 Secondary Plan dated October 12, 2023. Although we are pleased to see that this version of the Secondary Plan provides for a road and block pattern that is generally more closely aligned with the original Southeast Quadrant Master Plan prepared by Urban Strategies on behalf of RioCan, we continue to have concerns with respect to the density and height restrictions, including road pattern and built form policies.

It is critical to Costco that the proposed public road network, open space and built form considerations allow the existing uses to function appropriately until such time as Costco elects to redevelop its property. While there are new policies in the 2nd Draft of the Secondary Plan in Section 8 that speak to existing land uses, we want

to ensure that Costco has ability to modify and expand their operations related to both, retail and the gas bar as needed.

From a transportation perspective our consulting team is prepared to continue to work collaboratively with City staff and other stakeholders to ensure that the design of the Colossus Bridge and access arrangements for the lands in the southeast quadrant of the secondary plan area will meet the operational needs of the existing Costco store and gas bar as well as the balance of the southeast quadrant. The bridge should provide a multi-modal connection from west of Highway 400 to the Vaughan Metropolitan Centre area to the east between the two communities.

We share the concerns expressed by Urban Strategies on behalf of RioCan, in their memo dated October 31, 2023. If you have any questions or would like to discuss these comments we would be happy to meet with you and your team.

Yours very truly,

Bousfields Inc.



Tom Kasprzak, MCIP, RPP

PUBLIC MEETING

239-251 Woodbridge Avenue
City of Vaughan

October, 2023



C20.
Communication
CW(PM) – November 1, 2023
Item No. 3

Applicant: 2103604 ONTARIO LIMITED C/O HARDROCK GROUP OF COMPANIES
City Files: OP.23.012 and Z.22.011

SUBJECT PROPERTY



Aerial Photo of the Subject Property

- Southeast of the intersection of Kipling Avenue and Woodbridge Avenue
- West of the CN rail line
- Currently vacant
- **Frontage along Woodbridge Ave:** approx. 40 m
- **Total Area:** approx. 0.23 hectares (0.57 acres)

ADJACENT USES / CONTEXT



LEGEND

- SUBJECT BOUNDARY
- 800m RADIUS
- PARKS
- SCHOOLS
- PLACE OF WORSHIP
- CHILD CARE CENTRE
- COMMERCIAL / RETAIL

PARK

- 1 RAINBOW CREEK PARK
- 2 NORTH JOHNSON PARK
- 3 VETERANS PARK
- 4 DOCTOR MCLEAN DISTRICT PARK
- 5 FRED ARMSTRONG PARKETTE

SCHOOL

- 1 WOODBRIDGE PUBLIC SCHOOL
- 2 TORONTO DISTRICT CHRISTIAN HIGH SCHOOL
- 3 VILLAGE ACADEMY PRIVATE SCHOOL

PLACE OF WORSHIP

- 1 OH HINDS' FEET CHRISTIAN FELLOWSHIP
- 2 FAITH DELIVERANCE INTERNATIONAL MINISTRIES
- 3 MAPLE COMMUNITY CHURCH
- 4 WOODBRIDGE UNITED CHURCH

CHILD CARE

- 1 PROMISED FUTURE INC.
- 2 MARKET LANE EARLY LEARNING CENTRE

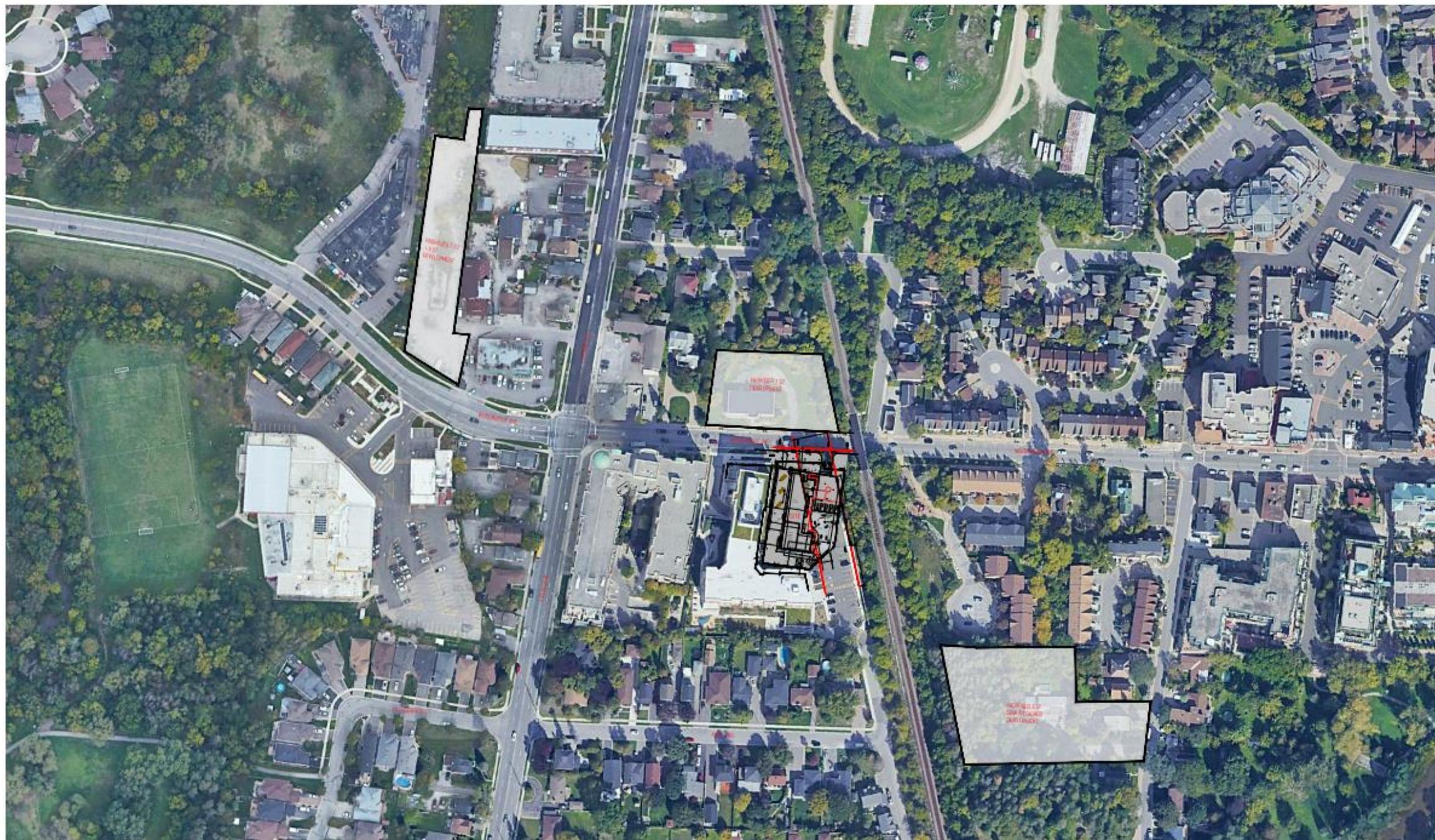
COMMERCIAL / RESTAURANT

- 1 PLANET SILVER JEWELLERY
- 2 PHO ASIA
- 3 BMO BANK OF MONTREAL
- 4 RBC ROYAL BANK
- 5 CC'S CREATIONS
- 6 ANGEL CUPBOARD BOUTIQUE
- 7 NINO D'AVERSA BAKERY
- 8 SINALOA FACTORY
- 9 PRIMAVERA FLOWERS AND MORE

HEALTH CARE

- 1 WOODBRIDGE DENTAL ARTS
- 2 MEDBRANDS IDA PHARMACY

PRECEDENTS IN THE VICINITY



WOODBIDGE CENTRE SECONDARY PLAN – LAND USE



Legend

1	Mid-Rise Mixed-Use
2	Mid-Rise Residential
3	Low-Rise Mixed-Use
4	Low-Rise Residential (3)
5	Low-Rise Residential (2)
6	Low-Rise Residential (1)
7	Low-Rise Residential

Land Use Designation- *Low-rise Mixed-use*

- primarily residential areas with an integrated mix of community and small-scale retail uses intended to serve the local population
- Permitted Density: 1.7 FSI
- Permitted Height: 4-6 storeys (13 m to 19 m)

ZONING BY-LAW 001 – 2021 – ZONING MAP



Zoning 1-21: WMS

ZONE	WMS
DESCRIPTION	Main Street Mixed-Use - Woodbridge Zone
EXCEPTION	512
SCHEDULE	E-902
Suffix	

Permitted uses:

- A mix of uses in the core area of Woodbridge, including an apartment dwelling, block townhouse dwelling and multiple-unit townhouse dwelling, in addition to retail and office uses.

ZONING BY-LAW AMENDMENT

Main Street Mixed-Use – Woodbridge Zone Exception 512

PROVISION 1.46	PROPOSED	REQUIRED (WMS)
Minimum lot area (sq m)	2,314	650
Minimum front yard (m)	3.7	2
Maximum front yard (m)	3.7	6
Minimum rear yard (m)	9.7	7.5
Minimum interior side yard (m)	20	1.8
★ Maximum exterior side yard (m)	20	4.5
Maximum lot coverage (%)	22.5	50
Minimum height (m)	25.72	8
★ Maximum height (m)	25.72	11
★ Parking	32 Residential Spaces	32 Residential Spaces
- Residents		
- Visitors	6 Visitor/Retail Spaces	6 Visitor Spaces
- Retail		7 Retail Spaces
	Total: 38 Spaces	Total: 45 Spaces

REGULATION EXCEPTIONS

1. Maximum Exterior Side Yard shall be 20 metres;
 - The Side Yard setback of 20 metres is required by CN Rail due to the setback from the railway.
2. Maximum height shall be 25.72 metres;
 - The proposed height is compatible with the surrounding buildings.
3. Surface parking shall be permitted on the side yard;
 - Given the constraints of the site, which include an irregular property shape and mandated setback requirements, we are proposing limited surface parking along the east property side yard, adjacent to the rail line.
 - These spaces are not visible to pedestrians along Woodbridge Ave
4. Apartment Dwelling Resident Parking: 1.18 space/unit including the visitor parking spaces; The reduction of parking spaces has been justified through the following reasons:
 - Location of the Bus Stop along Woodbridge
 - Access to community facilities within an 800 metre radius of the subject property, including the below:
 - Schools
 - Churches
 - Daycares, and
 - Pharmacy and Dental clinic.
 - The tenure system is rental

TECHNICAL STUDIES

- Stormwater Management and Functional Servicing Report
- Heritage Conservation District Conformity Report
- Traffic Impact Study
- Noise Impact Study
- Cultural Heritage Assessment
- Hydrogeologic Assessment Report
- Arborist Report
- Tree Protection Plan

CULTURAL HERITAGE AND HERITAGE CONSERVATION DISTRICT CONFORMITY

Heritage Character Areas (Woodbridge HCD Plan and Guidelines – Section 6.1)

- Generally, new buildings along Woodbridge Avenue should be no taller than 4 floors (13 m) and must be sympathetic to, and transition from, the height of adjacent contributing buildings with a minimum 45-degree angular plane, starting from the existing height of the contributing building, measured at the building's edge.

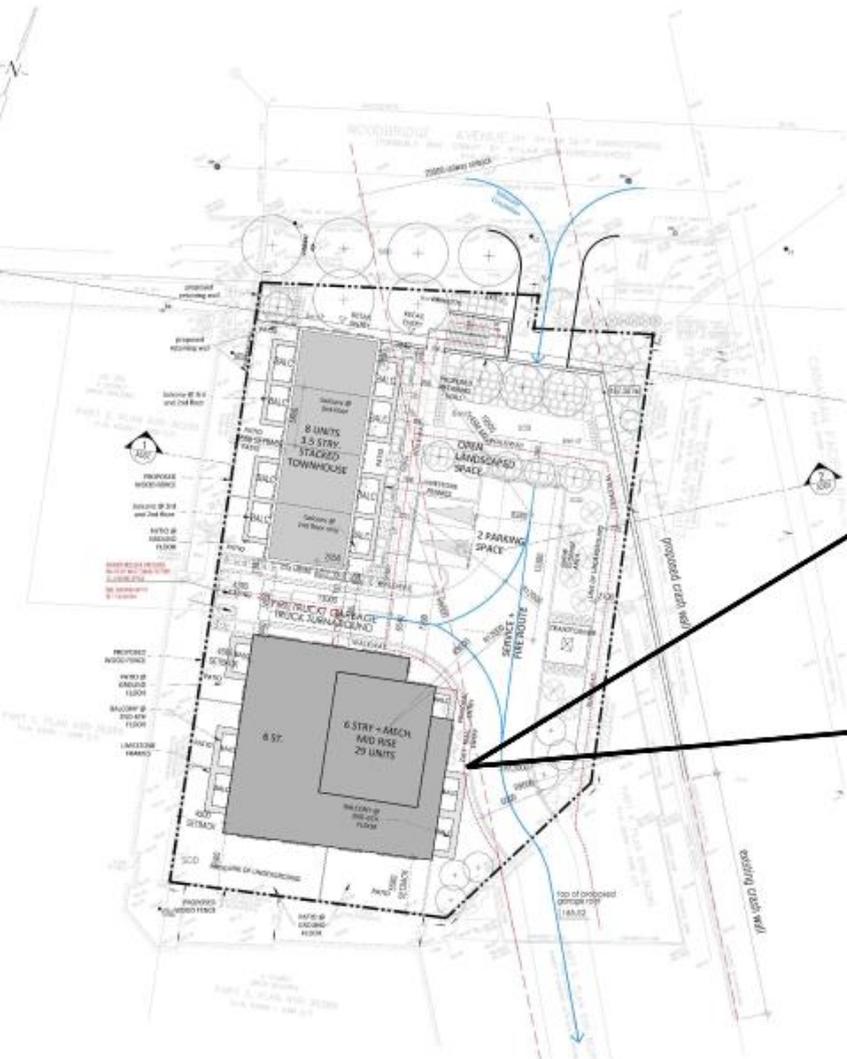
Response: the site has two grade levels and the proposed building height along Woodbridge Avenue is 25.72m from the established grade at the front of the property with a 1.5 m step back at the fifth level at 18.06m from the grade.

TRAFFIC IMPACT STUDY

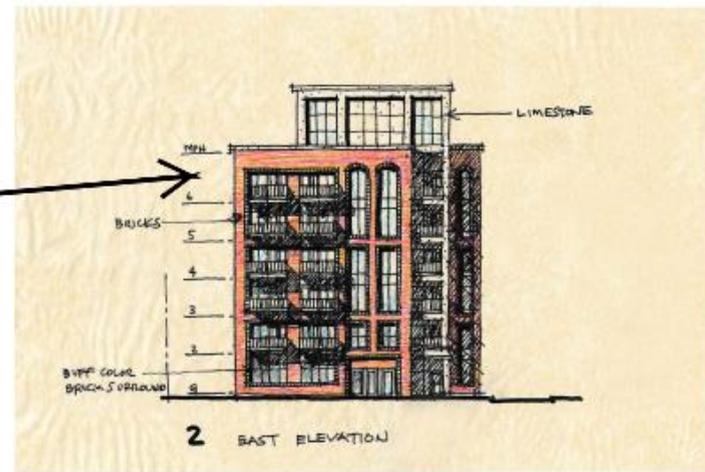
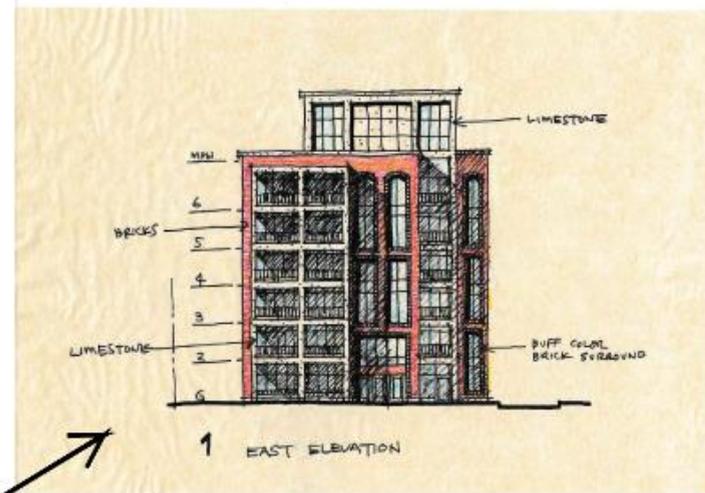
Conclusion:

- The overall impact of the development-generated traffic is negligible to the operation of the study area intersections and traffic flow along Woodbridge Avenue, Kipling Avenue and Clarence Street with no geometric improvements required to accommodate the proposed development.
- The minimum sight distance requirements as required by TAC are satisfactorily met for the proposed driveway on Woodbridge Avenue.

SITE PLAN



Initial Site Plan



Proposed Site Plan (prepared by G+C Architects)

SITE PLAN

2. GFA		MID-RISE RESIDENTIAL: 3,145 m ² / 33,855 ft ² RETAIL: 247 m ² / 2,660 ft ² TOTAL GFA: 3,392 m ² / 36,515 ft ²
3. FSI		1.46 x
4. BUILDING HEIGHT		4/6 STOREYS + MECH. (25.72 m + MECH) HEIGHT MEASURED FROM ESTABLISHED GRADE DATUM OF 159.88 WHICH IS MEASURED ALONG WOODBRIDGE AVE.
5. UNIT COUNT		1B: 9 UNITS 1B+D: 8 UNITS 2B: 9 UNITS 2B+D: 6 UNITS Total: 32 u**
6. AMENITY	(8.0M ² PER UNIT FOR FIRST 8 UNITS 5.0M ² PER UNIT FOR ADDITIONAL UNITS) =8.0M ² X 8 UNITS = 64.0M ² =5.0M ² X 24 UNITS = 120.0M ²	GROUND LEVEL: INDOOR 67 M ² OUTDOOR 290 M ² TOTAL REQUIRED 184 m ² TOTAL PROVIDED 357 m ²
7. PARKING	RESIDENTS: 1.0 X 32 u. = 32 SPACES*** VISITORS: 0.20 X 32 u. = 6.4 (6) SPACES*** RETAIL: 2.7SP/100M ² X 247M ² = 6.6(7) SPACES	RESIDENTIAL: 32 SPACES (OF WHICH 1 SPACE IS BARRIER FREE) VISITOR/RETAIL: 6 SPACES * *(VISITOR AND RETAIL TO BE SHARED) (OF WHICH 1 SPACE IS BARRIER FREE)
	TOTAL REQUIRED 45 SPACES***	TOTAL PROVIDED 38 SPACES***
8. BUILDING SETBACKS		NORTH: 3.7 m WEST: 12.0 m SOUTH: 9.7 m EAST: 20 m
9. BICYCLE STORAGE	AS PER VAUGHAN GREEN STANDARD: RESIDENTIAL ZONE = 0.5 SP/UNIT OCCUPANT 0.5 x 32** = 16 16 BICYCLE SPACES VISITOR ZONE = 0.1 SP/UNIT VISITOR 0.1 x 32** = 3.2 3 BICYCLE SPACES RETAIL SHORT TERM = 3 SPACES RETAIL LONG TERM = 1 SPACES	BICYCLE SPACES PROVIDED: RESIDENTIAL ZONE UNDERGROUND = 16 SPACES VISITOR ZONE SURFACE = 03 SPACES SURFACE (RETAIL FRONTAGE ON WOODBRIDGE AVE.) = 3 SPACES SURFACE (RETAIL FRONTAGE ON WOODBRIDGE AVE.) = 1 SPACE
	TOTAL REQUIRED 23 SPACES	TOTAL PROVIDED 23 SPACES



LANDSCAPE PLAN



GROUND FLOOR PLAN



UNDERGROUND FLOOR PLAN

MASSING VIEWS



VIEW LOOKING WEST



VIEW LOOKING SOUTH



VIEW LOOKING NORTH WEST



VIEW LOOKING SOUTH WEST



Thank You

Comments & Questions?

Katie Pandey, MAES, MCIP, RPP

Weston Consulting

905-738-8080 ext. 335

kpandey@westonconsulting.com



October 31, 2023

Sent via E-mail

clerks@vaughan.ca
lina.alhabash@vaughan.ca
alannah.slattery@vaughan.ca

Mayor Del Duca and City Council
City of Vaughan
Office of the City Clerk
Policy Planning and Special Programs
Planning and Growth Management
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

David Tang

Direct Line: +1 416.597.6047
dtang@millerthomson.com

File No. 0070704.0864

C21.
Communication
CW(PM) – November 1, 2023
Item No. 4

Dear Members of Council:

**Re: Submissions and Comments re: Draft #2 Weston 7 Secondary Plan,
Home Depot of Canada Inc.'s Lands – 140 Northview Blvd.**

We are the solicitors for Home Depot of Canada Inc., the owner of the land known municipally as 140 Northview Blvd. (the “**Home Depot Lands**”).

The Home Depot Lands are situated in the northeast quadrant of the Secondary Plan area on the north side of Northview Blvd., west of Weston Road and east to the north/south extension of Northview Blvd. MacNaughton, Hermsen, Britton, Clarkson Planning Limited (“**MHBC**”), filed comments on behalf of our client on September 12, 2023 with respect to Draft #1 of the Weston 7 Secondary Plan. We have now reviewed Draft #2 of the Secondary Plan.

Home Depot Will Continue Operations

The primary basis for most of Home Depot’s concerns is Home Depot’s intention of remaining at this site until its goods are no longer needed in the area. Home Depot’s products and services are particularly supportive of new residents, moving into their new homes. Home Depot may remain in this location as an integral part of the neighbourhood for decades.

As the Secondary Plan area is built out over this period, Home Depot expects that it will adapt to changes in what new residents want and how those products or services are delivered. Its products and the manner in which those goods and services are provided is likely to change. Separate buildings, pad or out-parcel facilities may be needed and, other retailing models may develop in the decades to come.

This leads to three primary concerns with the Secondary Plan. Firstly, there must be appropriate policies to ensure compatibility with the existing Home Depot store prior to the introduction of sensitive uses like residential development. Secondly, the policies should allow Home Depot’s existing use to respond to the needs of the developing neighbourhoods in the

Secondary Plan area. Thirdly, the Secondary Plan cannot rely upon the Home Depot lands providing community infrastructure.

Remaining Concerns

Home Depot wishes to thank the City for the modifications in Draft #2 which recognize the need for phasing and the explicit recognition of existing uses and outdoor storage. Your responses to those issues raised by MHBC address the third concern to a significant extent, but Home Depot's remaining concerns lead to the following comments and suggestions for the Secondary Plan:

1. Compatibility

Policy 4.1.3 of the Secondary Plan is designed to address sensitive land uses and the impacts of large scale commercial operations like Home Depot's, which will have a negative impact on any new sensitive land uses, including residential uses. Perhaps because it was unknown to the City that Home Depot has no intention of redeveloping its lands for residential purposes, those policies are not appropriately protective of either the new residents or Home Depot's operations.

Applications are only required to "have regard for potential noise, vibration, air pollution impacts from existing uses" (emphasis added). Similarly, the requirement for applications to include a Land Use Compatibility Study only requires them to "identify appropriate measures to mitigate adverse impacts" (emphasis added). Those two terms/words are inadequate in Home Depot's view.

Policy 4.1.3 should clearly allow development of residential and other sensitive land uses to proceed only if the applicant can demonstrate and ensure compatibility. Furthermore, applicants must be required to do more than identify the appropriate measures to mitigate adverse impacts. The required measures to mitigate adverse impacts must be secured and implemented to ensure no adverse impacts on those sensitive lands uses before that development can be approved. We suggest the following:

4.1.3

a) Applications for residential development and other sensitive land uses within WESTON7 must demonstrate that there will be no negative impacts from potential noise, vibration and air pollution impacts from existing uses, major streets and transportation infrastructure – such as from Highways 400 and 407. Where appropriate, applications for residential and other sensitive land uses shall include a Land Use Compatibility Study to ensure measures to mitigate adverse impacts are secured and implemented prior to any Planning Act approvals for any such development. Such a study shall be completed for residential development and sensitive land uses to the satisfaction of the City and in consultation with other agencies as required.

2. Existing Uses



Home Depot wishes to thank the City for the amendments to Policy 8.1.5. The recognition of the fact that legally existing land uses may continue and be extended is a very good start. We would make the following additional suggestions to improve this policy.

8.1.5

- a) Land uses which legally existed as of the date of adoption of this Plan **shall** be recognized by an appropriate zoning category in the Zoning By-law and extensions to existing uses/buildings and/or construction of new accessory buildings **or new buildings for the existing use** may be permitted...

Home Depot would also be open to a more site-specific approach.

3. **Parks**

Schedule 1 of the Secondary Plan places a park symbol on the Home Depot Lands, which Schedule 3 identifies as consisting of both an Urban Square and a Promenade. The Plan currently provides that the Urban Square would be located where the existing Home Depot building already exists.

The Home Depot Lands should not be relied upon to service the Secondary Plan area's needs. Home Depot has no intention of redeveloping its lands now. Unlike the other lands in the Secondary Plan, which will likely proceed quickly to redevelopment, it may be decades before there is even a chance of the Home Depot Lands becoming available for this community purpose. From a timing perspective alone, these needed park and recreational facilities will not be available when needed by new residents. The Urban Park System, characterized in Policy 6.2.1(a) as a "key component of the Pedestrian Realm Network, the Urban Park System", will not be, therefore, available or implemented for residents when they move in.

The Promenade, shown in Schedule 3 on the southern portion of the Home Depot Lands, should be relocated to the south side of Northview Boulevard. That would allow the Promenade to be available once the redevelopment of the lands on the south side of Northview Boulevard occurs. We note that development applications have already been submitted for those lands to the south.

A Promenade on the south side of Northview Boulevard will secure the desired additional width for the public sidewalk system immediately and enable plazas or forecourts to be established for any development on those lands. The desirable park, connectivity, streetscape and urban design elements should be implemented with and by the first (and more certain to proceed) redevelopment fronting on Northview Boulevard.

The Urban Square identified for the western portion of the Home Depot Lands will similarly be unavailable if Home Depot does not tear down its building.

Furthermore, an Urban Square on the Home Depot Lands will not satisfy Policy 6.2.2(b)(iii)'s criteria of active frontages on adjacent built-forms. Residential



development abutting the Home Depot Lands is already proposed by Wedgewood Columbus Limited for 7887 Weston Road (and subject to appeals to the Ontario Land Tribunal) to the west of the Plan's proposed Urban Square. The proposed Urban Square location is precisely where Home Depot's loading docks and other noise generating activities are now located. It is almost certain that the Wedgewood Columbus Limited (7887 Weston Road) will be required to orient its active outdoor amenity areas away from those existing Home Depot loading docks to avoid adverse impacts. An Urban Square on the Home Depot Lands would not integrate with or otherwise augment any adjacent built-forms or outdoor amenity areas.

Home Depot's suggestion is that the Urban Square be relocated onto the south side of Northview Boulevard. That would allow the Urban Square to be established at the same time as the residents of those lands move in. The park would be available quickly, for all of the new residents of the Secondary Plan area.

The development on the south side of Northview Boulevard could also be designed to appropriately interface with that Urban Square and provide the active frontages the Secondary Plan demands. An Urban Square in that location would also provide connection to a Promenade on the south side of Northview Blvd. and potentially allow for pedestrian connections to Highway 7.

4. **Internal Roads**

Schedules 1 and 3 suggest a number of streets should be located within the Home Depot Lands. Indeed, they are proposed to run right through the existing Home Depot building. Given the other policies in the Secondary Plan, there is almost zero likelihood that Home Depot would (or could) ever demolish and rebuild that building elsewhere on its site. It is Home Depot's view that those internal streets are not required, and that private driveways will provide greater flexibility and are sufficient for the Home Depot Lands.

More importantly, given the expected delay of decades between the coming into force of the Secondary Plan and any chance of Home Depot redeveloping its lands in a way that would allow those roads to come into existence, those planned roads would not be available to provide the transportation infrastructure for this northeast quadrant of the Secondary Plan as it builds-out in the medium or even longer term. If those roads are needed for the rest of the quadrant to function, the balance of the quadrant would be unable to redevelop until Home Depot chooses to demolish its building and cease operations.

Our client therefore requests the deletion of those roads on the Home Depot Lands in Schedules 1 and 3.

Instead, we suggest the Secondary Plan should consider Active Transportation Links on the Home Depot lands in place of public roads.

5. **Elementary School**



Draft #2 of the Secondary Plan introduces, for the first time, an elementary school (ES) symbol in Schedule 1 on the northern portion of the Home Depot Lands.

Given Home Depot's intentions for its lands, this will result in no elementary school site being secured in time to service the new residents of the area. A new and alternative location for an elementary school site should be sought elsewhere within the Secondary Plan area. We note that an elementary school is currently contemplated for the southeast quadrant. It would make sense for the schools to be distributed as evenly throughout the Secondary Plan as possible. So perhaps the school site symbol should be relocated to the northwest quadrant.

6. Height Limits

As discussed in the MHBC letter, the Secondary Plan's approach of establishing maximum height limits in Schedule 2 is not justified. This is particularly so on the Home Depot Lands.

Height should be determined through consideration of firstly, the minimum densities that the Secondary Plan establishes and then secondarily, analysis of compatibility with adjacent land uses, buildings and operations. There is no basis for decreasing maximum heights based upon proximity to the commercial or industrial operations to the north. Reduced height does not mitigate any potential incompatibility with those uses. Rather, additional height increases opportunities for addressing compatibility issues. For example, with increased height, there are better opportunities for rooftop outdoor amenity spaces, which are not only further away from any noise or other air emissions from the commercial and/or industrial activities but allow for different mitigation strategies like screening. The additional density and height likely also allows for the economic use of noise buffer balconies if necessary.

Our client's view is that the entirety of the Home Depot Lands should be shown in Schedule 2 as being within the "High-Rise 2 - 19+ storeys" area. Alternatively, as MHBC's early correspondence also suggested, Schedule 2 could be deleted in its entirety.

Summary

Home Depot would ask that the Secondary Plan be modified as discussed in this letter. It would be pleased to meet with planning staff to discuss these or other modifications, including the use of site-specific approaches if that is desired by the City.

We would ask that you consider this letter and the MHBC to be written submissions referenced in Section 17(24) of the *Planning Act*.

Furthermore, would you please provide us and Home Depot with notice of any further publications, communications or reports related to the Secondary Plan, any *Planning Act* applications made within the Secondary Plan area, any meetings in which consideration of the Secondary Plan and/or development applications for the lands are considered and any committee or Council decisions related thereto. Would you please provide the notice to the following so that Home Depot can provide additional comments as appropriate?



Miller Thomson LLP
Scotia Plaza
40 King Street West, Suite 5800
P.O. Box 1011
Toronto, Ontario, M5H 3S1
Attention: David Tang

Home Depot of Canada Inc.
Re: Store # 7002
2455 Paces Ferry Road, C-20
Atlanta, Georgia, 30339
United States of America
Attention: Suzanne Russo – Senior Corporate Counsel

We look forward to hearing further from you.

Yours very truly,

MILLER THOMSON LLP

Per:



David Tang
Partner
DT/ac



Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive, Level 200
Vaughan, Ontario, L6A 1T1

October 31, 2023

File 11009

Attn: Committee of the Whole

**RE: Comments on Weston 7 Secondary Plan (Item 4.4)
3899, 3901 Highway 7 and 40, 60 Wings Road
City of Vaughan**

Weston Consulting ('Weston') is the authorized planning agent for Gallu Construction Inc. ('Gallu'), the registered owner of the property municipally known as 3899, 3901 Highway 7 and 40, 60 Wings Road (the 'Subject Lands'), City of Vaughan. The Subject Lands are located in the southwest quadrant of the Weston Road and Highway 7 intersection, and within the proposed Weston 7 Secondary Plan ('W7SP') area. We respectfully provide these comments with respect to the second draft of the W7SP in advance of the Statutory Public Meeting on November 1, 2023.

The W7SP has been anticipated from 2018 to provide a land use planning vision and prescribed policy framework to guide the redevelopment and intensification of the Weston Road and Highway 7 area as a *Primary Centre* with the Vaughan Official Plan's Urban Structure and as a *Protected Major Transit Station Area* per the York Official Plan and the Growth Plan for the Greater Golden Horseshoe. On behalf of Gallu, Weston has been actively participating in the W7SP planning process by monitoring and attending all landowner and stakeholder meetings, providing detailed comments to the City and its outside consultants, as well as providing detailed supporting documents as part of its own development application review process. In particular, we have submitted correspondence in this regard on October 10, 2022 and most recently on September 29, 2023 with respect to the first draft of the W7SP.

In addition to our active participation in the W7SP planning process, Official Plan Amendment and Zoning By-law Amendment applications (OP.23.009 and Z.23.017) were submitted on June 30, 2023 to guide development of the Subject Lands within the future land use planning context of the W7SP. The applications propose the development of a mixed-use/master planned community comprising (1) mid-rise office building and (5) high-rise mixed-use buildings, various pedestrian mews, as well as a public park and new east-west private road that has been coordinated with the neighbouring development. The proposed development seeks to add 1,981 new residential units, and construct 6,114.21 square metres of office space.

Our feedback on the first draft of the W7SP was submitted on September 29, 2023 (attached), which focuses on the proposed heights, densities, land use composition, parks plan, pedestrian/vehicle circulation and general policy aspects with respect to the land use planning vision for the area. Our comments provided both a broad opinion of the W7SP policies and our site specific comments on how greater alignment of the policies with our site-specific development proposal could ultimately improve the W7SP and allow for a streamlined approvals process. The second draft of the W7SP was released on October 12, 2023. The revised draft included many policy updates but did not include the majority of our site specific comments or offer comments provided by the impacted landowner while no significant revisions had been made in response to our input on the initial draft. Further, our requests to meet with staff to discuss our comments were repeatedly denied with staff's timing obligations used as a rationale

Although the W7SP process has been ongoing since 2018, the first draft policies and schedules were not released until August 10, 2023. We appreciate that the City is looking to advance and finalize the W7SP in an expeditious manner; however, given staff's inability to engage with us and other landowners as a result of the accelerated approval timeline, we are of the opinion that there is opportunity to further revise the W7SP to better align with existing active development applications. By staff taking a proactive approach, it will reduce inconsistencies and better reflect the existing technical studies and proposals already put forth by area landowners. Although our comments have been provided, we have yet to receive any meaningful feedback on our concerns, many of which are minor in nature, supported by technical study, and can be addressed in advance of the W7SP approval.

We appreciate the opportunity to provide these comments and request further engagement with staff so that our outstanding concerns may be addressed prior to the approval of the W7SP. We reserve the right to provide additional comment with respect to the W7SP and request to be notified of any future meetings, reports and decisions related to this matter. If you have any questions or require further information, please do not hesitate to contact the undersigned at extension 252 or Mina Rahimi at extension 339.

Yours truly,

Weston Consulting

Per:



Michael A. Vani, BURPI, MCIP, RPP
Associate

- cc. Gallu Construction Inc.
- L. Alhabash, City of Vaughan
- C. Cosentino, City of Vaughan
- A. Slattery, City of Vaughan
- F. Filipetto, City of Vaughan
- C. Bruce, City of Vaughan
- J. Grove, City of Vaughan

Attachment 1 – Comments on First Draft of the W7SP, September 29, 2023

Attachment 2 – Commenting Letter, October 10, 2022

Development Planning
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario, L6A 1T1

September 29, 2023
File 11009

Attn: Lina Alhabash, MCIP, RPP, Senior Planner

**RE: Comments on the Weston 7 Secondary Plan (First Draft)
3899, 3901 Highway 7 and 40, 60 Wings Road
City of Vaughan**

Weston Consulting ('Weston') is the authorized planning agent for Gallu Construction Inc., the registered owner of the property municipally known as 3899, 3901 Highway 7 and 40, 60 Wings Road (the 'Subject Lands'), in the City of Vaughan. The Subject Lands are located in the southwest quadrant of the Weston Road and Highway 7 intersection in the City of Vaughan, and within the proposed Weston/7 Secondary Plan area. An Official Plan Amendment and Zoning By-law Amendment applications (OP.23.009 and Z.23.017) were submitted on June 30, 2023 and deemed complete as of July 28, 2023.

On behalf of the property owner, Weston has been participating in the Weston/7 Secondary Plan ('W7SP') review process and has submitted previous correspondence with respect to the secondary plan on October 10, 2022, and attended the most recent Landowner Group Meeting held on August 30, 2023. It is noted that although the W7SP incorporates some elements of the site specific development applications, our comments on some of the policies are provided below.

Proposed Development

The proposed development contemplates the construction of a mixed-use community comprising (1) mid-rise office building and (5) high-rise mixed-use buildings, a public park, various amenity spaces, driveways and pedestrian mews, as well as a new east-west private road. The subject lands are envisioned to transform into a high-density mixed-use community that has considered earlier conceptual iterations of the W7SP and has been designed to complement and integrate with existing development proposals and abutting parcels within the southwest quadrant.

The proposed development includes a total of 1,981 residential units, 949 square metres of live/work space along the Highway 7 frontage, and a total of 5,165 square metres of office/commercial space located within a separate mid-rise building with a total GFA of 138,082.14 square metres. The residential units are spread between (5) high-rise buildings and include a range and mix of unit sizes and a greater than typical ratio of larger bedroom and family oriented units. The current configuration of units proposes 1,273 (64%) 1-Bedroom units, 337 (17%) 2-Bedroom units, and 371 (19%) 3-Bedroom units.

The site design promotes pedestrian circulation and access over that of private vehicles, providing greater emphasis on the public realm, active transportation, and transit access in an urbanized context. Underground parking facilities are provided for all buildings. A public park spanning an area of 1,603 square metres (representing 10% of site area) is situated in the southwest corner of the subject lands and offers multiple access points via sidewalks, walkways, and driveways. In addition to the public park space, five privately owned public spaces (POPS) are included throughout the site area with one dedicated to each residential and mixed-use building.

Proposed Designations

The First Draft of the W7SP proposes various policies that will apply to the development of the subject lands. In accordance with Schedule 1, Land Use Designations, the subject lands are proposed to be designated as "*Mixed-Use II*", which are expected to include a diverse mixture of retail and service commercial uses, restaurants, cultural, entertainment and recreational land uses at-grade, as well as office uses and a range of apartment dwellings above

the first floor. Schedule 2, Building Height identifies the subject lands as “*Mid-Rise – Up to 8 Storeys*” on the south portion of the lands and “*High-Rise – Up to 18 Storeys*”. The remaining schedules speak to the pedestrian realm network and transportation system.

The following site-specific comments are provided regarding the policies and schedules outlined on the W7SP and how they relate to the current development proposal and existing applications:

Overall Comments

- We appreciate that the City has reviewed our site specific OPA and ZBA application and has made some modifications to the W7SP schedules that align with our proposal; however, we are of the opinion that further modification to better align with the proposed development scheme is appropriate and desirable.
- The site specific development applications have been coordinated with adjacent landowners on a coordinate approach for the quadrant. It should be recognized that this developer led coordination has yielded positive contributions to the preparation of the W7SP.
- The W7SP is primarily focused around the Weston Road and Highway 7 intersection. Although it is recognized that this is the focus area for the W7SP, it should also be recognized that the secondary plan area encompasses two Major Transit Station Areas (MTSA) and that the proposed density, heights and land uses can be better dispersed throughout the W7SP area to better utilize and share existing and planned infrastructure, transit services and facilities.
- The W7SP generally speaks to an overall gross density for the secondary plan area; however, we request clarity on how density is to be calculated for individual development sites. The Vaughan Official Plan considers density on a Net Basis (excluding any public conveyances and non-developable lands); however, the VMC Secondary Plan allows for density transfers and FSI calculations on a Gross Basis. In our opinion, it is preferred that a gross calculation be applied in order to ensure landowners that are conveying public roadways, pedestrian connections and parkland will be able to realize the full development potential of their properties while contributing to the overall community needs.
- Overall flexibility in the application of the proposed policies is preferred, noting that the subject property encompasses 16,026.56 square meters of area and ranking it among the more sizeable properties within W7SP. Further, each development parcel presents its own unique opportunities and constraints that should be considered in more detail, as is the benefit with individual development applications that have been formally been submitted to the City.

Density and Land Use Composition

The proposed development is entirely proposed to be designated as Mixed-Use II as shown below. The following comments are provided as it relates to density and land use, as well as the policies contained in Section 5 of the W7SP.

- Policy 5.3.3 b) of the General Development Policies requires that stand-alone residential buildings are prohibitive. As noted in the development plan, the proposed development envisions (2) stand-alone residential building along with (3) mixed-use buildings and a stand-alone commercial/office building. Although we acknowledge the intent of this policy in ensuring the W7SP area develops a mixed-use/complete community, it is noted that the achievement of a mixed-use community does not require or necessitate that all buildings within the community are mixed-use. The subject property is 16,026 square metres in size and has a depth of 139 metres, fronting two public roadways, with space in between. Given the size of the subject property, it is recommended that flexibility in the application of this policy be provided so that (2) residential building in the centre of the site (with no frontage on a public roadway) be permitted to develop solely as residential buildings. This provides an opportunity for a localized residential node within the broader mixed-use community, providing optimal access to the mixed-use amenities and uses in the area.

- Policy 5.3.3. b) further requires that a minimum of 15% of a development GFA be non-residential uses. The proposed development includes 6,114 square metres of commercial/office/live-work units which provides a substantial non-residential component to the area. Although this is only 4.5%, it is recognized that the demand for office and commercial uses has been in decline and that the proposed development is not only providing ground related live-work/active uses along the Highway 7 frontage, but also 5,165 square metres of office uses in a dedicated mid-rise building to transition to the office corridor. Given the changing demands for office and commercial uses, it is recommended that staff explore a reduction in the minimum non-res component for individual sites and consider an overall target for non-residential uses within the entire W7SP area.
- Policy 4.1.5 speaks to Live-Work Units and that this unit type is only permitted within a street townhouse building. This development form is rare as live-work units are more commonly contained within the base of mixed-use towers/in podiums where they can address the street, animate frontages, and be better serviced by building amenities and maintenance services (ie. Parking, garbage collection, loading). It is recommended that the live-work permissions be expanded to other land use categories.
- Policy 5.3.3 e) within the Mixed-Use II designation, Mid-Rise Buildings should have a maximum FSI of 3.75, while High-Rise Buildings I should have a maximum FSI of 6.0, and High-Rise Building II should have a maximum FSI of 7.5. As rationalized in the following section as it relates to building height, it is our opinion that the proposed development is better identified as a High-Rise Building II site given its extensive frontage (150 m) along Highway 7, proximity to (2) MTSAs, and its frontage on multiple public roadways. Although phased, the development is being reviewed as a singular development and will be structured as such. As a combined development, the total proposed density is 8.62 FSI on a gross basis, which is only 1.12 FSI greater than the maximum permitted in the High-Rise Buildings II designation. It is our opinion that this modest increase is appropriate given other benefits the realization of this development will meet provincial mandates surrounding intensification while providing for a public park and 1,981 new residential units.

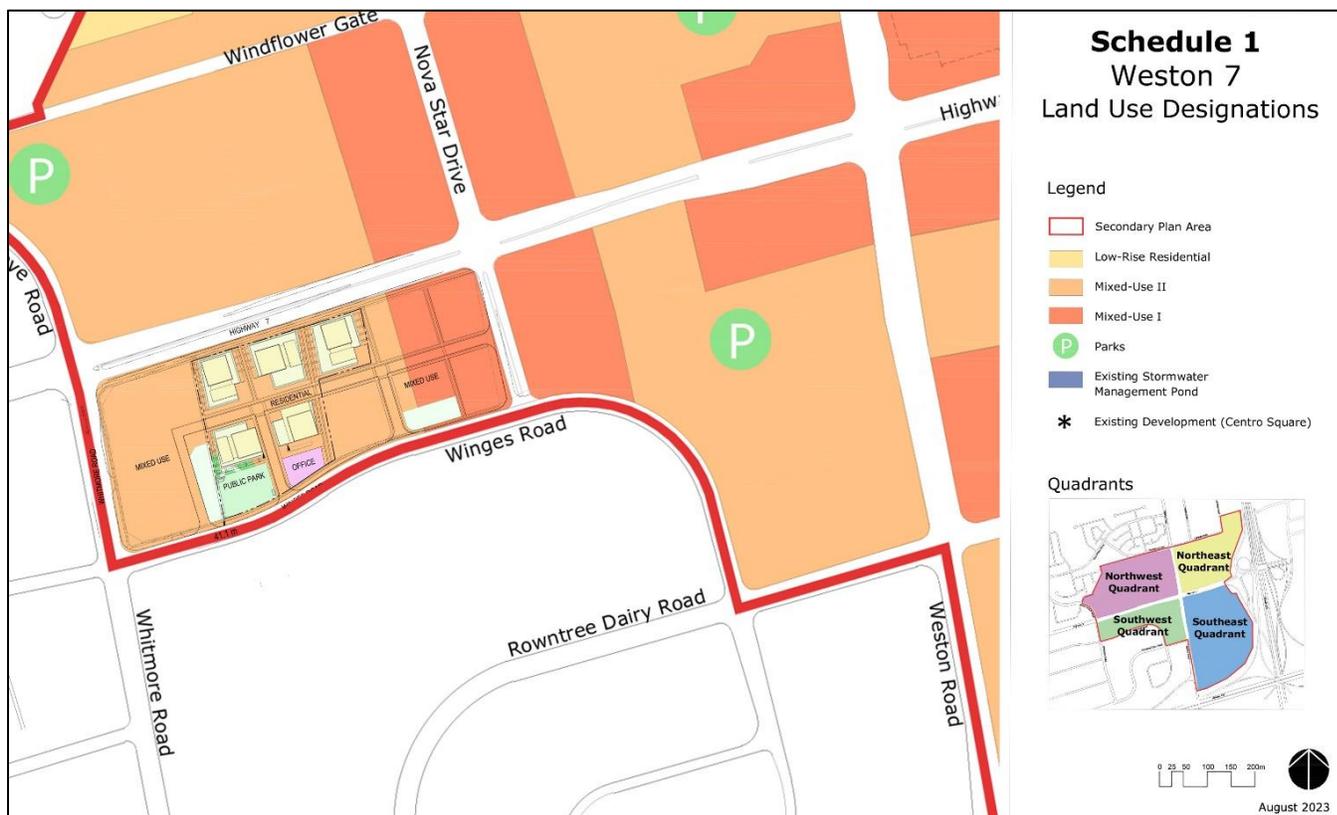


Figure 1: S7SP - Proposed Schedule 1, Land Use Designations

Building Height

The proposed development is proposed to be have differentiated designations: *Mid-Rise, up to 8 storeys* (on the south side), and *High-Rise I up to 18 storeys* (on the north side) per Schedule 2, Building Heights, illustrated on Figure 2. As such, the (3) buildings along Highway 7 are proposed to be *High-Rise I*, while the (3) buildings to the rear are proposed to be *Mid-Rise*. The following comments are provided as it relates to building heights, as well as the policies contained in Section 4.2 of the W7SP.

- 4.2.4 a) has a discrepancy in the maximum height permissions from the policy text vs. the proposed schedules. In the policy, the maximum height permissible for the High-Rise I designation is 20 storeys (vs. 18 storeys on Schedule 2) and for the High-Rise II designation is 32 storeys (vs. 19+ on Schedule 2). It is advisable that this be clarified and corrected.
- 4.2.3 a) provides for a maximum Mid-Rise Building height of 8 storeys or 27 metres. It is noted that Section 9.2.3.5 of the Vaughan Official Plan, and the generally accepted urban design principle is that a mid-rise building is defined as building over 5-storeys and up to 12-storeys. We question why the W7SP proposes to seek a lower maximum height permission for mid-rise buildings given the need for more housing and development potential for the area. Despite this, the proposed 8-storey office building at the rear of the development conforms to the permissible height regime.
- Schedule 2 focuses the High-Rise II designation towards the Highway 7 and Weston Road intersection only; however, the W7SP encompasses a broader development area and subject lands is serviced by two separate MTSAs. As such, it is our opinion that from a city building perspective, the High-Rise II designation should be spread along the Highway 7 corridor more broadly than presently proposed, allowing for lower building heights on areas that do not have frontage along Highway 7. Highway 7 is a Regional Intensification Corridor and a “*major focus for intensification on the lands adjacent to major transit routes, at densities and in a form supportive of the adjacent higher-order transit*”. Further, this portion of Highway 7 includes a BRT service with access to two stations and the widest right-of-way in the Region. Given the size of the roadway and extensive public realm and boulevard treatments, taller heights along the full extent of Highway 7 should be permitted.
- The proposed development generally conforms to the intent of the W7SP policies by providing for the greatest building heights along the Highway 7 frontage, while stepping the heights down towards the rear of the site. The overall cumulative building height averages to 29 storeys, which is within the maximum permissible height allowance for the High-Rise II designation. As noted previously, the application of the policy should be undertaken with greater flexibility recognizing the larger site context and its ability to disperse the proposed heights and densities more evenly throughout the development proposal.
- The site’s location on the southern portion of the W7SP area provides an optimal development scenario for greater heights and densities to be focused towards the south quadrants. The southern orientation of the site will limit shadow impacts onto the public realm and sensitive residential uses as the subject property is approximately 270 metres from any existing low-rise community areas, which satisfies Policy 5.5.3 f) of the W7SP.

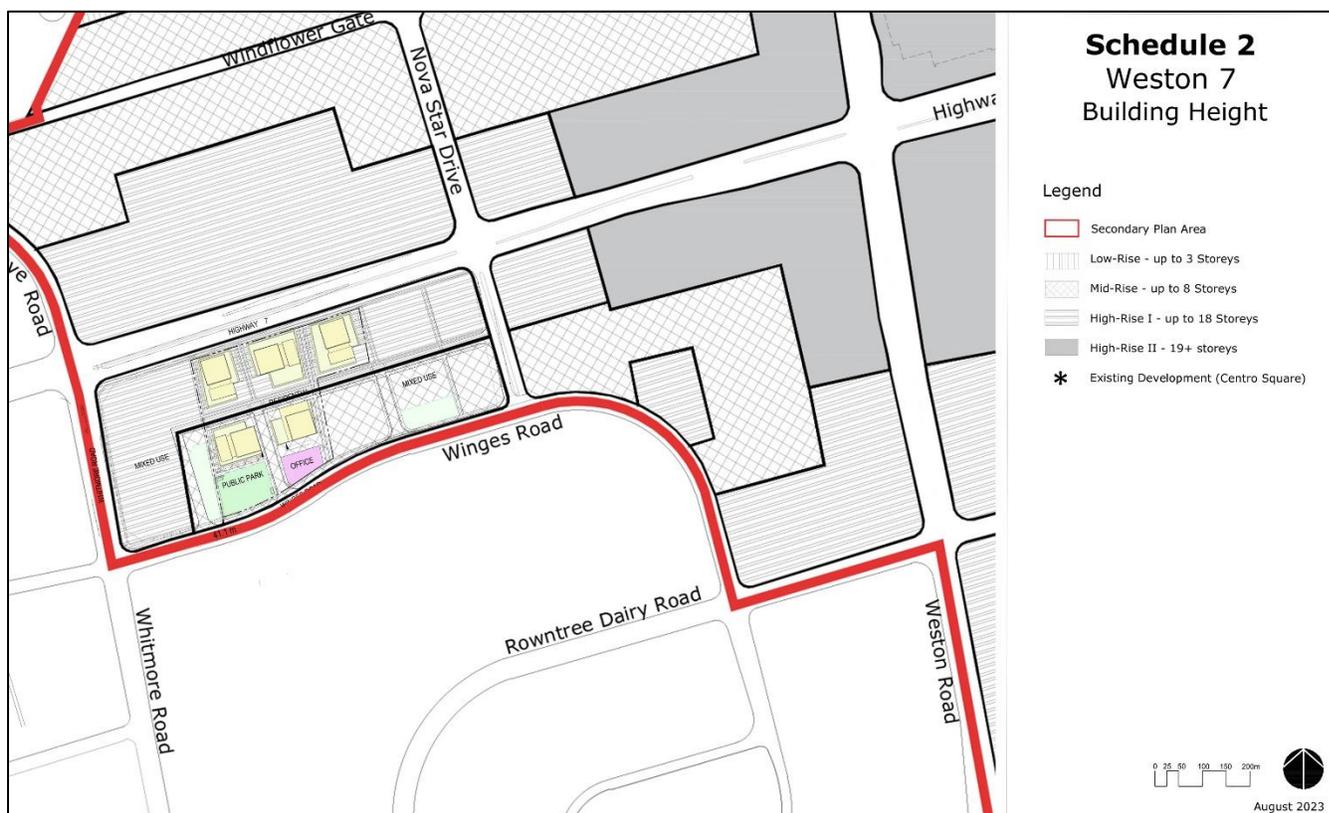


Figure 2: Schedule 2, Building Height

Parks

Schedule 3, Pedestrian Realm Network includes a number of proposed public parks, opens spaces and linkages to be coordinated throughout the W7SP area. In particular it proposes an *Urban Square* along the southern portion of the subject property, as well a *Pedestrian Connection and Connecting Links/Courtyard* along the western property boundary linking the proposed public park to Highway 7. Also envisioned is an *Enhanced Urban Streetscape* along Highway 7.

- While it is recognized that the W7SP has accounted for the proposed development and has generally proposed the public park and linkages in coordination with the submitted proposal, we note that some discrepancies still exist between Schedule 3 and the submitted plans. It is recognized that the W7SP has also considered the neighbouring development application to the west; however, it is noted that the proposed public parkland required for the quadrant has disproportionately been applied to the subject lands, while other lands within the block are not providing an equitable amount of potential park lands. The portion of the proposed Urban Squares presently located where the 8-storey office building is proposed should be shifted to the abutting parcels to the east for a more equitable distribution of parkland, providing more convenient access to public park space to all future residents within the block.

The proposed development is currently proposing to convey 1,603 square metres of public parkland, representing 10% of the development site, which is consistent with Policy 8.1.10 g). This park has been strategically positioned to seamlessly connect with the proposed public park of the adjacent western development, resulting in a larger community park covering approximately 3,093m² once fully realized. This integration delivers a substantial community benefit and significant overall parkland contribution to the southwest quadrant to serve the neighbouring developments. As such, an enlarged park beyond what is currently proposed is not required to service the immediate vicinity of the parks space. If the city is intent of exploring additional park lands, it would be more equitable and appropriate for the additional park lands being proposed in the W7SP to be shifted to the east, allowing for more convenient access to parks space within all

areas of the block, while also allowing the optimal parks strategy presently being proposed in the site specific applications to be realized.

- In addition to the Urban Square, the proposed development includes (4) dedicated POPS spaces that would also contribute to the overall parks network and permissible for Parkland Dedication credits per Policy 8.1.10 j) and the City of Vaughan Parkland Dedication By-law 168-2022.
- Given the substantial over contribution of parkland sought by the city from the proposed development, we seek clarity on what cost sharing mechanisms or additional density/development benefits could be achieved on the subject property given its presently contemplated dedication of parkland as compared with other development sites.
- The proposed development prioritizes pedestrian connectivity and active transportation. It provides for a dedicated pedestrian connection and Connecting Links/Courtyard on the western property line to link to the new park space, while also providing extensive linkages between the (3) buildings fronting onto Highway 7, which will increase pedestrian permeability and access interior to the site.
- The W7SP includes policies that allow for the dedication of Strata Parks.

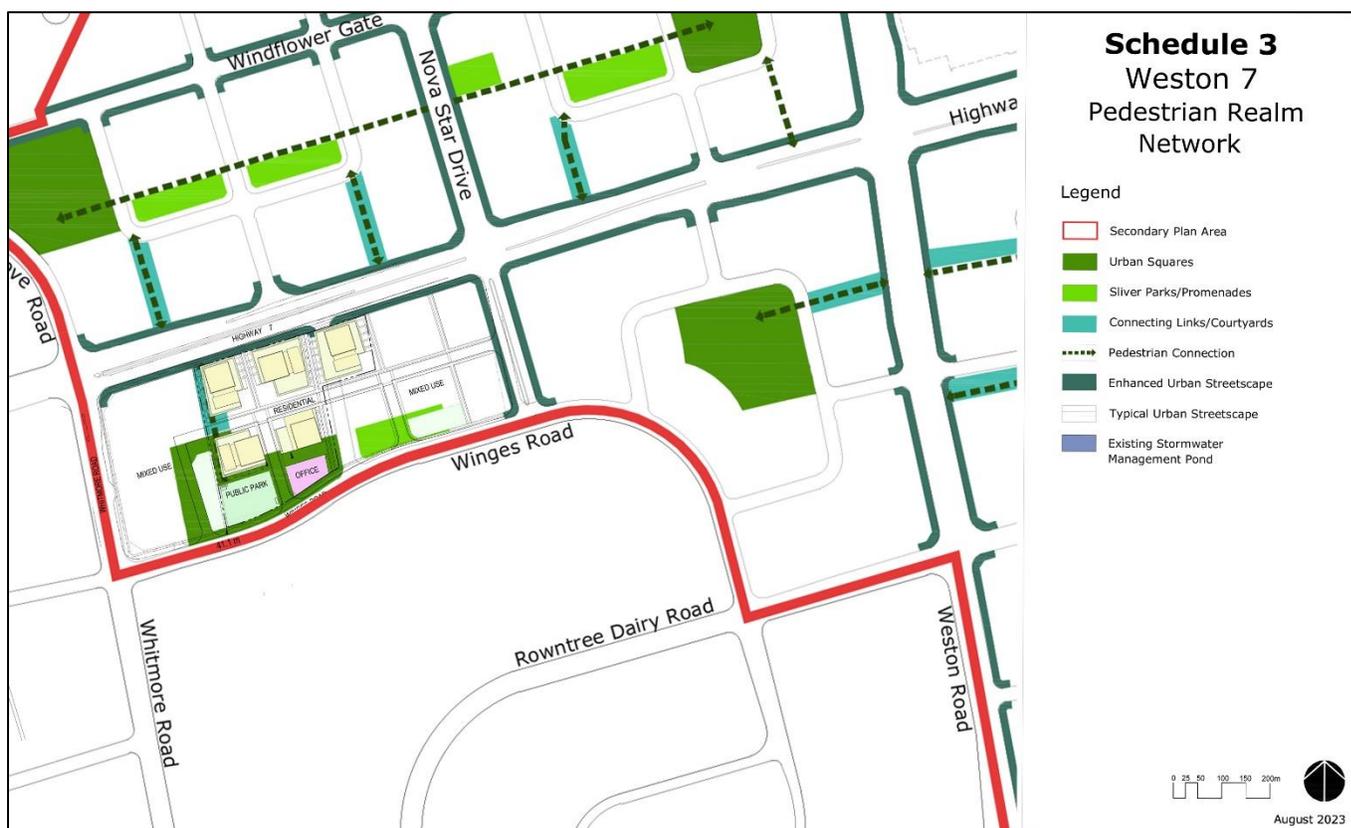


Figure 3: Schedule 3, Pedestrian Realm Network

Pedestrian Circulation and Road Network

The proposed development prioritizes pedestrian connectivity and active transportation over vehicle usage given the site's location between (2) VIVA Stations and within a delineated MTSA. Schedule 4, Transportation System proposes an east-west *Laneway* that bisects the property, which is in line with the current development proposal, while also generally aligning with the intended road pattern subject to minor deviations in alignment. Also proposed is a *Local Road* for the eastern perimeter of the subject property, creating a link between Wings Road and Highway 7. The proposed development includes (4) direct pedestrian linkages and or mews' to Highway 7 from the internal areas of the site in order to promote active transportation and the prioritization of pedestrian movement.

Crozier and Associates submits the attached Transportation Opinion Letter which concludes that although they are generally in support of the of the larger area-wide recommended transportation improvements, the new proposed north-south public road connection between the Nova Star Drive extension and Whitmore Road which bisects the Subject Property is not necessary from a traffic capacity perspective and would not be preferable from a safety perspective. The proposed new road will introduce additional conflict points between vehicles and non-auto transportation users and likely introduce significant cut-through traffic to the quadrant in an attempt for automobile traffic avoid delays and congestion issues at the critical Weston Road and Highway 7 intersection. Please refer to the attached Transportation Opinion Letter for additional discussion.

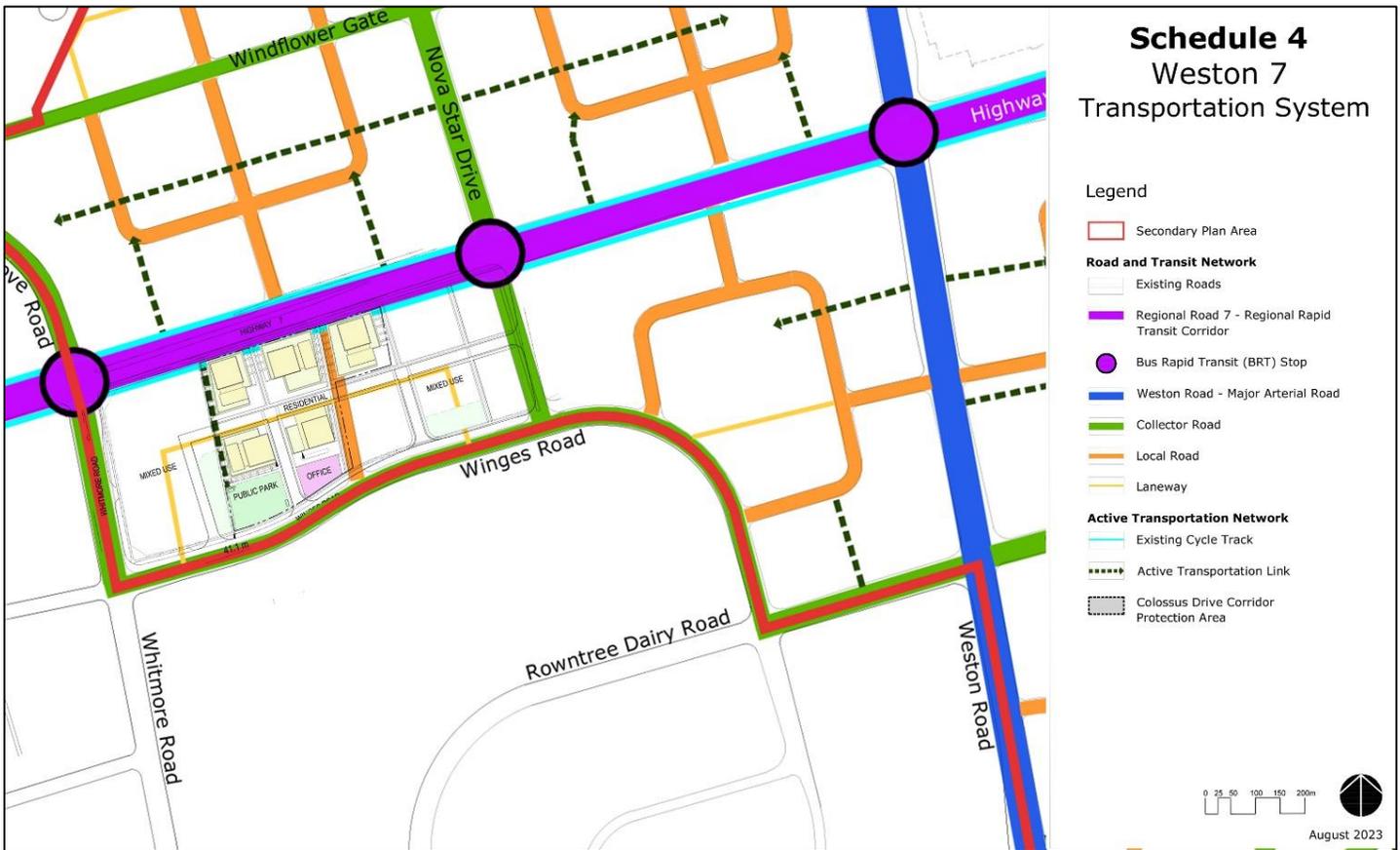


Figure 4: Schedule 4, Transportation System

We appreciate the opportunity to provide these comments as it relates to the W7SP and wish to continue to participate in the secondary plan process. We request that the comments contained in this letter be considered for incorporation into a revised W7SP and that a meeting be scheduled with the appropriate staff to discuss the W7SP policies as it relates to the proposed development.

We reserve the right to provide additional comments on this matter and request to be notified of any future meetings, reports and decisions relates to this matter. Should you have any questions regarding the above comments, please contact the undersigned at extension 252 or Mina Rahimi at extension 339.

Yours truly,
Weston Consulting
Per:



Michael Vani, BURPI, MCIP, RPP
Associate

- c. Gallu Construction Inc.
Brandon Bradt, Crozier and Associates
C. Cosentino, City of Vaughan
A. Slattery, City of Vaughan
F. Filipetto, City of Vaughan
C. Bruce, City of Vaughan
J. Grove, City of Vaughan

Att. Transportation Opinion Letter, Crozier and Associates

SEPTEMBER 26, 2023

PROJECT NO: 2325-6447

**SENT VIA: EMAIL
WESTON7TMP@WSP.COM
MARTA.ROIAS@VAUGHAN.CA**

City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

**Attention: Marta Roias
Project Manager, Transportation**

**RE: TRANSPORTATION OPINION LETTER
WESTON 7 SECONDARY PLAN & TRANSPORTATION MASTER PLAN (1ST DRAFT)
3899 & 3901 HIGHWAY 7 AND 40 & 60 WINGES ROAD, CITY OF VAUGHAN**

Dear Ms. Roias,

C.F. Crozier & Associates (Crozier) has been retained to provide transportation engineering services by Gallu Construction (the Applicant) in support of the development applications for the site located at 3899 & 3901 Highway 7 and 40 & 60 Winges Road (Highway 7 and Winges) in the City of Vaughan, Regional Municipality of York.

The subject lands fall within the Weston Road and Highway 7 (Weston 7) Secondary Plan Area in the southwest quadrant. The Secondary Plan Study and Transportation Master Plan (TMP) regarding the planning and development of these lands commenced in May 2020. It is also noted that a Transportation Mobility Plan for the applicant's property was prepared and submitted in June 2023.

A separate Transportation Opinion Letter was previously prepared by Crozier on behalf of the applicant regarding draft material related to the Weston 7 Transportation Master Plan presented at the June 1, 2023 landowner's group (LOG) meeting.

The purpose of this Transportation Opinion Letter is to provide feedback and comments on the 1st draft of the Weston 7 Secondary Plan and Transportation Master Plan (dated August 2023) related to the proposed multi-modal transportation network within the southwest quadrant where the applicant's lands are located.

Weston 7 Southwest Quadrant Transportation Network Comments

This letter will focus on the transportation network improvements that are proposed within the western portion of the southwest quadrant of the Weston 7 lands where the applicant's property resides including: the proposed new north-south active transportation connection and the new north-south local road connection.

Other improvements such as the Nova Star Drive and Wings Road improvements are not discussed herein but continue to be supported by Crozier to support the development of the southwest quadrant, and the Secondary Plan area.

New North-South Active Transportation Connection

A new north-south active transportation connection in the form of a Multi-Use Pathway has been proposed between Whitmore Road and Nova Star Road on the south side of Highway 7 through the entire southwest quadrant of Weston 7 that was not on previous potential plans, although it was included as a proposed connection in the applicant's development proposal.

This active transportation connection is supportable and fulfils a need for more north-south active transportation connections in the Pedestrian Realm that will connect active users between the existing and proposed dedicated transportation facilities on Highway 7 and Wings Road, as well as directly to the proposed parks within the quadrant.

This connection appears to be well located along the property line between the applicant's lands and the adjacent applicant to the west, which will assist active users with convenient connections directly into both the development blocks and the co-located parklands.

Therefore, this new active transportation connection can be supported.

New North-South Local Street Connection between Wings Road and Highway 7

The Weston 7 TMP (1st draft) continues to propose a new north-south local road connection to Wings Road from Highway 7, which cannot be supported. As part of the pre-application process and via preparing Terms of Reference for the proposed development application, both Region and City transportation staff identified that a connection to Highway 7 would not be supported (see Appendix for correspondence).

Crozier is of the opinion that this public road connection would not be necessary or desirable for the following reasons:

- **Safety Concerns:** This connection would introduce a new conflict point for vulnerable road users (pedestrians and cyclists) who are travelling east/west along Highway 7. While during congested peak hour conditions this risk may be mitigated by lower operating speeds on Highway 7, this risk is increased during off-peak conditions where vehicles can travel at higher operating speeds on Highway 7 and then make high-speed right-turns in through the local road connection across the sidewalk and separated cycle track.

Additionally, the applicant's property is proposed to feature a shared laneway which connects to the east and west adjacent properties providing multiple ways in and out of the site, the accesses from the adjacent accesses can operate as functional emergency accesses should they be needed. Therefore, the proposed new north-south local street is expected to be unnecessary from an emergency access perspective.

Furthermore, this connection would very likely be used during congested peak hour operations on Highway 7 as a cut-through connection for non-local trips, increasing traffic and decreasing safety for the lands located adjacent to the new north-south road.

- Access and Road Network Hierarchy: Generally, access should be provided to specific destinations via the lowest order roadway. It is not preferred to have local roadways making connections to much higher order roadways/arterials such as Highway 7, these connections should be made via higher order collector roads such as Nova Star Drive and Whitmore Road.

Vehicle access can be adequately served in this block via driveway connections to/from the lower order roadways (Winges Road) without the need for direct Highway 7 access.

- Traffic Capacity: The connection would need to be right-in right-out and therefore would provide minimal additional capacity to vehicles seeking access to and from Highway 7. Additionally, the planned road extension of Nova Star Road south of Highway 7 to Wings Road is expected to provide the additional connectivity/capacity needed to serve the development of the subject lands and the surrounding southwest quadrant.

While the access may be convenient for vehicles inbound from the west and outbound to the east, it is not needed to serve the auto access needs of the quadrant as shown within the submitted Transportation Mobility Plan as part of the development application.

In consideration of the above, an additional mid-block, public north-south roadway is not deemed necessary from a traffic capacity perspective, nor would it be preferable from a safety perspective since it would introduce additional conflict points between vehicles and non-auto transportation users.

By removing this connection, a better public realm and active transportation safety can be maintained along the Highway 7 frontage to encourage non-auto forms of transportation within Weston 7, which will be necessary as the Weston 7 area continues to develop.

Summary

Crozier and the applicant are generally in support of the larger area-wide recommended transportation network improvements proposed within the Weston 7 Transportation Master Plan (1st Draft) area such as the Colossus Drive Overpass, Right of Way requirements, new active transportation facilities and connectivity, as well as the Nova Star Drive extension within the southwest quadrant.

However, the new proposed north-south public road connection between the Nova Star Drive extension and Whitmore Road cannot be supported and is not considered necessary from a traffic capacity perspective. Furthermore, it would not be preferable from a safety perspective since it would introduce additional conflict points between vehicles and non-auto transportation users and likely introduce significant cut-through traffic to the quadrant to avoid delays/congestion issues at the critical Weston Road and Highway 7 intersection.

We trust that the concerns identified herein will be heard and addressed with the utmost care recognizing that the safe and efficient movement of all modes of transportation remains paramount for the many future residents and visitors within the Weston 7 area.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.



Brandon Bradt, M.Eng. CEM, P.Eng.
Manager, Transportation Planning

TDS

J:\2300\2325- Gallu Construction Inc\6447- Highway 7 and Wings Road\Letters\September 2023 TOL\2023.09.26 -
Transportation Opinion Letter - Weston 7 TMP.docx

C.F. CROZIER & ASSOCIATES INC



Theshantha De Silva, E.I.T.
Engineering Intern, Transportation

Appendix A

City of Vaughan Terms of Reference and Pre-Application Comments

Theshantha De Silva

From: Brandon Bradt
Sent: Friday, May 5, 2023 11:28 AM
To: Theshantha De Silva
Subject: FW: [External] 3899 & 3901 Highway 7 and 40 & 60 Wings Road Terms of Reference

TOR from City

Brandon Bradt, M.Eng. CEM, P.Eng.
Manager (Planning), Transportation
DID: 416.842.0033

From: Paul Grove <Paul.Grove@vaughan.ca>
Sent: July 12, 2022 12:27 PM
To: Melanie Nguyen <mnguyen@cfcrozier.ca>
Cc: Brandon Bradt <bbradt@cfcrozier.ca>; Marta Roias <Marta.Roias@vaughan.ca>
Subject: RE: [External] 3899 & 3901 Highway 7 and 40 & 60 Wings Road Terms of Reference

Hi Melanie,

Thanks for reaching out. Please see our comments/feedback below on the submitted Terms of Reference. Please note these comments are not exhaustive and additional requirements may be provided with the submission of the Transportation Mobility Plan. Also note that in the absence of a concept plan or site statistics, the requirements listed below are subject to change. Please also refer to comments provided by our IPCAM team as they are managing the completion of the Transportation Master Plan which will support the Weston & 7 Secondary Plan.

Background

Comments to be provided with the submission. Access to Highway 7 if proposed is to be confirmed with York Region. Access should be integrated with the neighbouring application at 177 Whitmore Road and provided to Wings Road.

Study Methodology for the Transportation Mobility Plan

Please include all existing site accesses as part of the study area. The rest of the study area is acceptable. Please note, the LEA study is still under review and caution should be exercised in using these TMCs. Staff note that a number of TMCs from the LEA study are outdated and more recent counts should be collected at this time. Please also note that staff discourage the collection of TMCs during the summer months. Any TMCs used in the study that have been collected during the pandemic must be adjusted based on adjustment factors. Any counts collected in spring 2022 or later may not require adjustment factors. To obtain City TMCs or signal timing plans please contact our Transportation & Fleet Management Services team.

Analysis Periods and Scenarios

Staff generally require an existing, built-out, build-out + 5 years, and a 2041 horizon (2042 is acceptable)

Background Developments

Please add:

- OP.22.002 & OP.22.005

- DA.20.046
- Z.19.039
- For all those lands in the southwest quadrant that do not have active development applications, trip generation assumptions must be made for these properties based on the land use and density information from a Planning Justification Report and these assumptions should be approved by the City's Planning Department.

Roadway and Transit Improvements

The Colossus Drive overpass is subject to considerable study and consideration prior to implementation. It's application in the study should be as a sensitivity scenario if included. Please refer to comments provided by IPCAM as applicable regarding road network assumptions as they relate to the development of the Weston & 7 Secondary Plan

Background Growth Rate

Please note that staff provided comments on the LEA study and therefore caution should be exercised when applying assumptions from this study. The background growth rates and other calculations should be performed using acceptable methodology and source data such as EMME outputs from York Region, historical TMCs, etc.

Please let us know if you have any questions.

Thank you,

Paul Grove, M.P.I., MCIP, RPP
Transportation Engineering Lead
905-832-8585, ext. 8857 | paul.grove@vaughan.ca

City of Vaughan | Planning & Growth Management Portfolio
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca



From: Musa Deo <Musa.Deo@vaughan.ca>
Sent: Thursday, June 23, 2022 2:19 PM
To: Melanie Nguyen <mnguyen@cfcrozier.ca>; Paul Grove <Paul.Grove@vaughan.ca>
Cc: Brandon Bradt <bbradt@cfcrozier.ca>; Vi T.. Bui <vi.bui@york.ca>
Subject: RE: [External] 3899 & 3901 Highway 7 and 40 & 60 Wings Road Terms of Reference

Melanie,

Forwarding to my colleague Paul for his review/comment(s) as I believe he's working in this area.

Thank you.

Musa Deo, P.Eng., PTOE, PMP
Transportation Project Manager, Development Engineering, VMC
(905) 832-8585 ext. 8295 | musa.deo@vaughan.ca | cell: 647-376-6872

City of Vaughan | Planning and Growth Management Portfolio
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
myVMC.ca

From: Melanie Nguyen <mnguyen@cfcrozier.ca>
Sent: June-23-22 1:41 PM
To: Vi T.. Bui <vi.bui@york.ca>; Musa Deo <Musa.Deo@vaughan.ca>
Cc: Brandon Bradt <bbradt@cfcrozier.ca>
Subject: [External] 3899 & 3901 Highway 7 and 40 & 60 Wings Road Terms of Reference

Good afternoon,

C.F Crozier and Associates (Crozier) has been retained to provide Transportation Engineering services in support of the Official Plan Amendment application for a mixed-use development located at the sites of 3899 & 3901 Highway 7, and 40 & 60 Wings Road in the City of Vaughan, Region of York.

To support our Transportation Mobility Plan (TMP), we are kindly requesting that you review the following Terms of Reference (ToR) and provide feedback regarding our scope of work and request for data. Should you not be the appropriate person for correspondence, it would be very appreciated to be directed to the appropriate contact.

Background

It is our understanding that the concept plans for the subject lands are still in development, however, are expected to include three (3) multi-use residential towers with ground floor retail uses along with green space.

Study Methodology for the Transportation Mobility Plan

The study shall be consistent with the Region's Transportation Mobility Plan Guidelines and Access Guidelines. The following intersections are proposed to be analyzed as part of the scope of the study:

- Ansley Grove Road/Whitmore Road at Highway 7 (Signalized)
- Nova Star Drive at Highway 7 (Signalized)
- Weston Road at Highway 7 (Signalized)
- Colossus Drive at Weston Road (Signalized)
- Wings Road/Auto Park Circle at Rowntree Dairy Road (Signalized)
- Wings Road/Trowers Road at Whitmore Road (Signalized)

We kindly request any recent available traffic count and signal timing plans for the above noted intersections. Additionally, please confirm the noted above intersections are sufficient for this study.

It is noted that all the intersections identified above were also examined within the TMP conducted by LEA for the proposed development at 177 Whitmore Road. Therefore, Crozier proposes to use LEA's existing (2021) traffic volumes as the basis of the existing conditions assessment per Figure 2-4 of the TIS. Please confirm this approach would be acceptable.

Alternatively, we may consult specialty traffic counting firms we typically work with, in the event recent counts are not available. Travel patterns have generally returned to normal levels after the Covid-19 pandemic's peak. However, please advise if the City is not accepting of new counts due to its lingering effects on traffic. As such, please advise with regards to any further steps should there be no applicable traffic data at the study intersection.

Analysis Periods and Scenarios

The above intersections will be analyzed in the weekday A.M. and P.M. peak hours for the following horizons: the existing year of 2022, a full build out year of 2027, a 5-year horizon beyond full build-out of 2032, as well as an analysis of a 2042 (20-year) horizon similar to the TIS completed by LEA for adjacent development to the west of the proposed site.

Background Developments

We have reviewed the City of Vaughan website to determine if there are any additional background developments that should be considered within the horizon of the study. The following background developments will be considered for traffic analysis:

- 177 Whitmore Road
- 3940 Highway 7
- 3850 Highway 7
- 7520, 7540, 7560 Weston Road
- 1 Auto Park Circle
- 7501-7621 Weston Road

Please provide any additional background developments in the vicinity of the proposed development and associated traffic impact studies that should be included in our analysis.

Roadway and Transit Improvements

According to York Region's Transportation Master Plan (2016), Weston Road is proposed to be widened from 4 to 6 lanes, with one (1) new lane in each direction designated for HOV/Transit use, for 2041 and would therefore be included in the 2042 horizon analysis.

Additionally, according to the City of Vaughan's Transportation Master Plan (2012), Colossus Drive is proposed to be extended across Highway 400 as a strategic improvement and would therefore be included in the 2042 horizon analysis.

Per WSP's Weston 7 Transportation Master Plan (TMP) Landowners Group Meeting on October 15, 2021, Nova Star Drive is proposed to be extended into a primary connection across Highway 7 to Wings Road to improve connectivity and will also be included in the 2042 horizon analysis.

Lastly, It is noted that per York Region's Transportation Master Plan (2022) there are proposed cycling facilities to be determined along Weston Road for 2051.

Please provide us with any additional roadway improvements within the study area network.

Background Growth Rate

A growth rate of 0.7% per year will be applied along Highway 7 and Weston Road to grow historical counts to 2022 based on LEA Consulting Ltd's Traffic Impact & Parking Study for the proposed mixed-use development located at 177 Whitmore Road dated March 1, 2022.

Please advise whether the assumed growth rate is sufficient, or alternatively please provide an appropriate growth rate(s) to reflect expected growth in the area.

Trip Generation and Distribution

Trip generation for the proposed development will be forecasted using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

Site generated traffic to and from the boundary road network will be assigned using 2016 Transportation Tomorrow Survey (TTS) data.

Multi-Modal Analysis Procedures

Weekday A.M. and P.M. peak hours will be analyzed using Synchro 11.0 analysis software, using Highway Capacity Manual (HCM) methodology per the Region's TMP Guidelines. MMLOS will also be evaluated for non-auto modes based on the Region's TMP Guidelines for the existing and future total horizons.

Parking and Loading Study

The site, located in EM1 (Prestige Employment Zone), is subject to the City of Vaughan Zoning By-Law 1-2021. It is understood that the proposed parking supply may differ to the City's parking requirements. As the site is located within a 2.5km radius of the Ansley Grove BRT station and the Vaughan Metropolitan Centre Station (Line 1 Yonge-University), there is an opportunity for a reduction in required parking and thus a parking study may be conducted. If required, the parking study would be completed following the City's Parking Study Guideline. The parking study would examine the travel behaviour within the area and provide a database of similar sites with approved or pursued parking requirement reductions. Past parking demand studies in areas of similar context would be reviewed.

Likewise, it is understood that the proposed loading supply may deviate from the requirements and a loading justification study may be completed to justify the variance. The study would provide an itemized list of comparable sites with approved or pursues loading restrictions within the area, if available. If required, a loading demand study will be completed. In the case no suitable proxy surveys are available, Crozier will consult the appropriate parties to complete the study.

Transportation Demand Management (TDM) Opportunities

Existing and future Transportation Demand Management (TDM) opportunities will be explored to reduce single-occupant vehicle (SOV) trips and promote applicable alternative modes of transportation, including transit and active transportation, following York Region Transportation Mobility Plan Guidelines and the City of Vaughan Transportation Demand Management Guideline including the TDM Toolkit.

Summary

We request the following information for inclusion in the study, along with any comments that arise with regards to the above Terms of Reference. Please provide:

- Confirmation that the intersections of study outlined are sufficient
- Signal timing plans available for the intersections of study identified in this Terms of Reference
- If the assumed growth rate is applicable or provide relevant growth rate(s) applicable to the roadways of study
- Confirmation that the relevant background developments are sufficient or provide any additional relevant background developments, as well as associated traffic impact studies that are to be included in our study
- Details of any additional planned roadway or transit improvements in the surrounding study area within the proposed horizon year(s)

I hope the contents outlined in this email are acceptable. Should you have any questions or require any further information, please feel free to contact us.

Best,

Melanie Nguyen

Melanie Nguyen | Engineering Intern
2800 High Point Drive, Suite 100 | Milton, ON L9T 6P4
T: 905.875.0026

Office Use Only	Assigned PAC No.	PAC.22.065	
	Date of PAC Meeting	August 11th, 2022	
	PAC Expiration Date (180 days from date of PAC Meeting)	February 7, 2023	
	Planner	Dulaa Osman, Christopher Cosentino	
	Owner/Agent	Gallu Construction Inc. / Michelle Wei	
	Site Location	3899, 3901, Hwy 7 & 40, 60 Wings Road	
	Proposal	<p>A PAC meeting has been requested to facilitate the development of four, high-rise, mixed use buildings. Three buildings front onto Highway 7 and are 40, 33, and 38 storeys tall. One building fronts Wings Road and is proposed to be 25 storeys in height. The proposed development contains a total Gross Floor Area of 137,698m². The applicants is proposing the development of 1,848 dwelling units, 2,832m² of retail space and 1,217.03m² of office space. The development also proposes a total of 1,477 underground parking spaces – 1,110 residential spaces and 278 visitor spaces.</p>	
		<input checked="" type="checkbox"/> Major Official Plan Amendment	<input type="checkbox"/> Draft Plan of Subdivision
	<input type="checkbox"/> Minor Official Plan Amendment	<input checked="" type="checkbox"/> Site Development	
	<input checked="" type="checkbox"/> Zoning By-law Amendment	<input checked="" type="checkbox"/> Draft Plan of Condominium (common element only)	

IMPORTANT – READ AND ACKNOWLEDGE

1.0 Purpose

- 1.1 The purpose of the Understanding is to identify the information required to commence a complete application as set out in the *Planning Act* for only the specific development application(s) subject to this Understanding.
- 1.2 The Understanding will be completed by Planning Staff of the Development Planning Department and will form part of a complete application.
- 1.3 The PAC meeting or PAC Understanding does not imply or suggest any decision whatsoever on the part of City staff or the Corporation of the City of Vaughan to either support or refuse the application(s).

2.0 PAC Execution

- 2.1. The PAC Understanding will only be considered valid once executed by both the City Planner/Planning Technician and the Owner/Agent
- 2.2. If the PAC Understanding is not signed and returned by the Owner/Agent, it is considered null and void. As part of a complete application submission, we require an executed PAC Understanding. Applications will not be accepted without the signed PAC Understanding.

Dulaa Osman

From: Wong, Justin <Justin.Wong@york.ca>
Sent: Friday, September 23, 2022 11:11 AM
To: Mark Antoine; Dulaa Osman
Subject: [External] RE: PSC.22.V.0364 (PAC.22.065) - 3899, 3901, Hwy 7 & 40, 60 Wings Road
Attachments: PSC.22.V.0364 Submission Checklist YR SP.pdf

Hi Mark and Dulaa,

My apologies for the delayed response. Here are our comments:

We understand the purpose of this pre-consultation involves OPA, ZBA, Site Plan and Draft Plan of Condominium applications to facilitate the development of four, high-rise, mixed use buildings with heights of 33, 38, and 40-storeys fronting Highway 7 and a 25-storey building fronting Wings Road, with a total of 1848 proposed dwelling units and 1477 underground parking spaces. York Region provides the following comments:

- A Planning Justification Report is required as part of a complete application clearly outlining how this proposal complies with all the relevant policies of the applicable Provincial, Regional and local planning documents, including the YROP and the Local Official Plan. The Planning Justification Report shall also indicate how the proposed development conforms with the planned urban structure.
- York Region staff do not have any special submission requirements on the potential OPA, ZBA and Draft Plan of Condominium applications – your standard circulated documents are sufficient.
- For the site plan application, a checklist has been attached.
- Transportation comments:
 - It should be noted that City of Vaughan is in the process of Weston 7 Secondary Plan. Therefore, it is strongly recommended that the proposed application be deferred until the VMC Secondary Plan review and update is completed to ensure consistency related to the policy, urban-built form and most importantly, the fine grid transportation network.
 - If the applicant wants to proceed with the development, a Transportation Impact Study will be required that takes into consideration Weston 7 Secondary Plan. The Study shall include the increase height and density anticipated as a result of the Secondary Plan review and update process initiated by the City of Vaughan. The Study will be deemed incomplete until the impacts of the anticipated growth in the area are fully analyzed. Additionally, The Study shall ensure consistency related to the policy, urban-built form and most importantly, the fine grid transportation network. The Study shall develop a phasing plan and all the associated transportation infrastructure improvements required to implement the phases of the development.
 - The Study shall ensure that sufficient and appropriate access arrangement and the required infrastructure improvements associated with each phase of the proposed development are implemented, to the satisfaction of the Region.
 - The comprehensive Transportation Study shall be consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016).
 - Transportation Mobility Plan Study terms of reference shall be approved by the Regional and City of Vaughan staff prior to the commencement of the Study.
 - The proposed development shall implement the internal roadway network as planned in the updated VMC Secondary Plan.

- The Study shall identify all the associated transportation infrastructure improvements required to implement the proposed development.
 - The Study shall provide a comprehensive Transportation Demand Management Plan (TDM) consistent with Region Transportation Mobility Plan Guidelines to the satisfaction of York Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.
- York Region RapidCo comments:
 - No direct site access will be permitted onto Highway 7, all access shall be provided via Wings Road or Whitmore Road
 -



- The site is located within the CTC Source Protection Region corresponding with the Toronto and Region Conservation Authority (TRCA) boundary. Water Resources would like to note the site is partially in an identified area of concern due to known high water table conditions and confined artesian aquifer conditions, which could have geotechnical implications with respect to construction activities including, but not limited to, dewatering (short-term or long-term), foundation construction, and building stability. As such, Water Resources recommends that any geotechnical and hydrogeological investigations undertaken by the owner take into account the fact that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. Also, please note that the Environmental Monitoring and Enforcement group of the Environmental Services department should be contacted at sewerusebylaw@york.ca for a dewatering permit, if required. Should the applicant have any questions please contact the Source Water Protection Admin at York Region at 1-877-464-9675 ext. 75139 or SourceWaterProtection@york.ca to discuss the proposed works and associated requirements from Water Resources. For more information on Source Protection please visit www.York.ca/protectingwater. A Section 59 Notice (Source Protection Permit) WILL NOT be required.
- Please refer to York Region’s Development Application Fees on our webpage: York.ca/developmentservices. All fees need to be made payable by cheque to “The Regional Municipality of York”. Development application fees are subject to annual adjustments and increases. Any unpaid fees, regardless of the year the application is submitted, will be subject to current fee requirements.

Please be advised that the comments above are based upon the information provided as part of this pre-consultation meeting request. Should the scope of the proposal change and/or should it be determined that additional approvals are required under the Planning Act, our comments and requirements may be subject to change.

Please contact me should you or the applicant have any questions regarding this e-mail.



**WESTON
CONSULTING**

planning + urban design

Sent by email to: Michelle.Moretti@vaughan.ca

October 10, 2022

File 11009

Ms. Michelle Moretti
Senior Policy Planner
City of Vaughan
Planning and Environmental Sustainability Department
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

**Re: Weston & Hwy 7 Secondary Plan Review
Written Submission On behalf of Gallu Construction
3899, 3901 Highway 7, and 40 & 60 Wings Road, City of Vaughan**

Weston Consulting Planning and Urban Design has been retained by Gallu Construction Inc. (“Gallu”) to act as planning consultant for their lands municipally known as 3899, 3901 Highway 7, and 40 & 60 Wings Road (the “Properties”) in the City of Vaughan. The Gallu Properties have significant frontage on the Highway 7 intensification corridor and Wings Road, comprising 492 feet and 360 feet, respectively. The subject Properties are occupied by a 6 story office building and a three single-storey commercial building with associated surface parking.

As you may be aware our client recently completed it’s PAC meeting on August 11th, 2022 with City staff. The City recently issued the comment package which is currently under review by my client.

The purpose of this correspondence is to provide our client’s comments in response to the planning process undertaken to date for the Weston & Hwy 7 Secondary Plan and the Demonstration Plan prepared by the Planning Partnership. This written submission expands and refines the February 16, 2021 correspondence issued by Bousfield’s Inc. on behalf of Gallu Construction for the Properties and should be considered the current perspective of the owner in relation to the secondary plan. My client will be submitting correspondence under separate cover for the TMP being prepared for the Secondary Plan in the next few weeks. This will be based upon input from our client’s transportation engineer.

Given the proximity of the Properties to the Ansley Grove and the Weston MTSA’s, we encourage the City to plan beyond the minimum density targets of the York Region Official Plan in order to take full advantage of the significant public sector investment in transit supportive infrastructure.

Gallu does not support the heights, densities, and the general layout of the building footprints illustrated in the demonstration plan for the southwest quadrant of the secondary plan. We recommend that the Whitmore & Hwy 7 intersection be identified as a secondary gateway in the

Secondary Plan and that the proposed densities and heights proposed by the Kingsmoor Applications should be comparable to the balance of the quadrant facilitating a non-uniform building skyline with tall buildings developed throughout the secondary plan rather than a “circus tent” building skyline as illustrated in the Planning Partnership’s Demonstration Plan. The correct approach in our opinion, if maintained, would unnecessarily restrict the assignment of future heights and densities for the Properties and other properties within the southwest quadrant of the secondary plan.

Despite the foregoing comments on the secondary plan, which are of specific issue to Gallu as presented in the Demonstration Plan, it is noted that as certain comments pertain to and are in direct response to elements of the Kingsmoor Inc. Applications. These comments were provided to the City in two separate submissions as Gallu’s formal input to the May 3, 2022 statutory public meeting and a further submission dated August 26, 2022.

In addition to our stated concerns with the insufficient allocation or distribution of heights and densities to the southwest quadrant of the secondary plan area illustrated by the Demonstration Plan, we note the following additional concerns:

1. **The Internal Road Network**

We suggest that the east/west mid-block road shown on the Demonstration Plan within the precinct should be identified clearly as a private road or a laneway with a maximum width of 6-8 metres. The same approach should be applied to the mid-block north/south road shown in the Weston & Hwy 7 Secondary Plan bisecting the Gallu Properties. In our opinion, a public road connection through the Gallu property is not necessary and a connection can be provided by other means.

Presently there is a right in and right-out access to the Properties at this location, and in the Planning Partnership’s Demonstration Plan the extension of this access is not identified as a continuation of this proposed road on the north side of Hwy 7. In the event that this road is anything but a 6-8 metre width, Gallu’s northeast corner will be impacted and the development envelope will be unnecessarily reduced.

Lastly, there are signalized intersections at Nova Star Drive and at Whitmore Road, which, in our view are more than adequate to serve as mid-block connections for the southwest quadrant of the Weston & Hwy 7 Secondary Plan once Nova Star Drive is extended to Wings Road. In our opinion, private access driveways from the public roads to the Properties will be adequate to serve this area of the development precinct.

2. **Parkland**

It is our opinion that the share of the public park block as illustrated on the Demonstration Plan on the Kingsmoor lands is underrepresented and disproportionate. Gallu’s position is that a more equal share of the park block located between the Kingsmoor and the Gallu

Properties should be implemented and that consideration for an overall reduced park size for the shared Gallu and Kingsmoor park should be advanced.

Generally speaking, on site amenities assist in reducing the size of the park block given on-site recreational amenities will alleviate some of the parkland need in the southwest quadrant of the secondary plan area. Additionally, it is our position that greenfield development service standards should not be used to calculate parkland within an intensification area, in favour of a more compact urban form park from a size and programming perspective.

Consideration should be given and accommodation provided for the substitution of the public park block with a smaller urban square function and size that is a private open space amenity open to the public and credited towards CIL of parkland. Furthermore, we support the concept of strata parks, and we recommend this be pursued through the City's Secondary Plan as set out in the City's new Parkland Dedication By-Law.

Furthermore, any the pedestrian walkways that the Applications illustrate in the Demonstration Plan should be shared equally and provide appropriate minimum setbacks in a manner that is equitable and achieves the connectivity objectives.

3. Height/Density/Massing

We generally support the implementation of one mixed use land use designation in the Secondary Plan that provides for a range of heights, densities and uses that aligns with the City's urban structure as prescribed by the Vaughan Official Plan.

With regards to height and density, we do not agree with the approach illustrated in the Planning Partnership's Demonstration Plan which promotes a "circus tent" building skyline with the greatest heights assigned to the Weston & Hwy 7 intersection. Our vision for Hwy 7 is an avenue that promotes a non-uniform building skyline with tall buildings greater than 18 floors throughout the secondary plan.

We believe that the heights and densities (minimum of 35 floors) approved for the Centro development or similar at Weston Road and Hwy 7 should also apply to the balance of the precinct that recognizes the Weston gateway into the Secondary Plan that is located on an Intensification Corridor and serviced by two MTSA's (Ansley Grove and the Weston).

We ask that these comments be considered by staff in further updates to the secondary plan and we look forward to actively participating in the Weston & Hwy 7 Secondary Plan and will continue to monitor process actively.

Accordingly, we request notice of any items, reports, meetings, and decisions regarding the Weston & Hwy 7 Secondary Plan.

If you have any questions regarding the above comments, please contact the undersigned at extension 290.

Yours truly,

Weston Consulting

Per:

A handwritten signature in cursive script that reads "David Waters".

David Waters MCIP, RPP, PLE
Associate

Encl.

c. Client
Clerk's Office, City of Vaughan



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

C23.

Communication

CW(PM) – November 1, 2023

Item No. 4

October 31, 2023

Lina Alhabash / Alannah Slattery
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

lina.alhabash@vaughan.ca
alannah.slattery@vaughan.ca
Weston7@vaughan.ca

Dear Lina Alhabash and Alannah Slattery:

**RE: Submission Letter: Draft #2 Weston 7 Secondary Plan
Subject Lands: 3940 Highway 7
OUR FILE Y329T**

On behalf of CP REIT Ontario Properties Limited (Choice), owners of land at 3940 Highway 7 (the "Subject Lands"), MacNaughton Hermsen Britton Clarkson (MHBC) is submitting this letter in response to the release of Draft #2 Weston 7 Secondary Plan ("W7SP").

The Subject Lands are approximately 3.62 ha in area, contain a grocery store, and are generally located at the northeast corner of Highway 7 and Ansley Grove Road. Within the Draft #2 W7SP, the Subject Lands are designated as Mixed Use II, have mid- and high-rise 1 building heights between 3 and 18 storeys, and conceptually/symbolically show that an Urban Square, a Promenade and a new local road.

On September 12, 2023, we provided our comments and policy recommendations to the City of Vaughan regarding Draft #1 W7SP. We appreciate that several of our comments/recommendations were addressed through the Draft #2 W7SP policies and include the following:

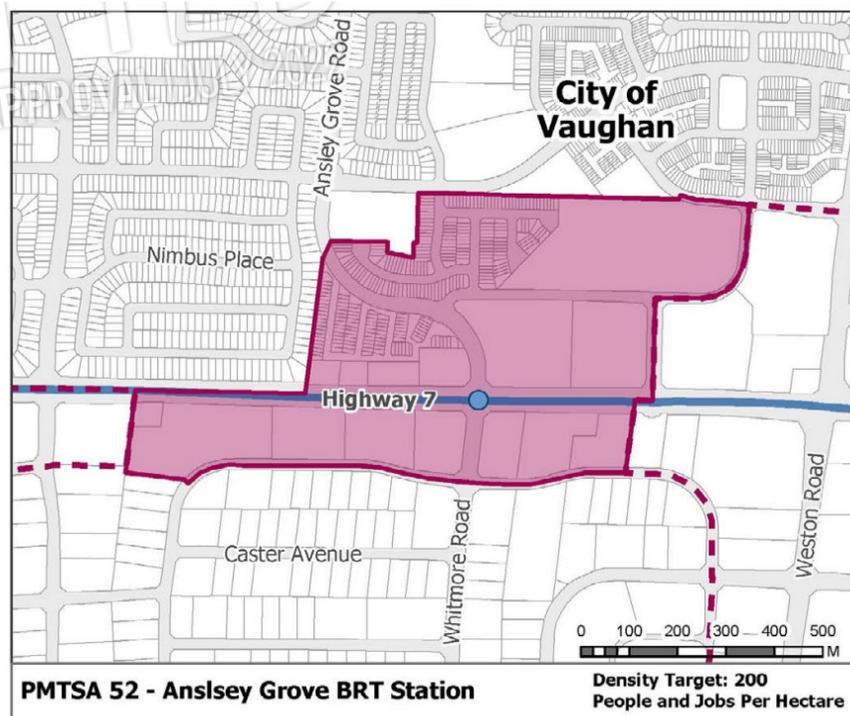
- Permission to add extensions to existing buildings in section 8.1.5.a, that have expanded this permission from accessory building alone;
- Deletion of the qualitative performance criteria of Draft #1 W7SP, s.5.3.3.f;
- Deletion of 40% tree canopy requirement (Draft #1 W7SP, s.6.2.2.c.iii) and replaced with requirement for, trees, shrubs and groundcover;
- Deletion of Connecting Link/Courtyard, and 6 m wide links (s.6.3.2.b.iii);
- Deletion of policies regarding the Committee of Adjustment, Community Benefits Charges By-law and Community Improvement under section 8.1.7 Other Planning Tools, now section 8.1.7 (previously section 8.1.10); and,
- Deletion of a north-south new local road on the Subject Lands.

Draft #2 W7SP: Policy Comments & Recommendations

Based on our comments submitted on September 12, 2023, we provide the following comments and policy recommendations based on matters that remain of concern.

1. Major Transit Station Areas (MTSA) Delineated Boundaries

While Draft #2 now acknowledges that portions of the W7SP area are within York Region's Official Plan's ("YROP") delineated MTSA boundaries, such as the Subject Lands being within PMTSA 52 – Ansley Grove BRT Station Area (YROP, Appendix 2) as shown below, the Planning Act, s.16(16) provides direction for upper-tiers to delineate these areas, while the Planning Act, s.27(1) requires that lower-tier official plans conform to upper-tier official plans.



Section 4.4 Intensification of the YROP indicates that these boundaries are to be identified and designated within Secondary Plans. The Region includes the low-density residential housing located to the northwest of the Subject Lands within this PMTSA. This low-density residential area fronts onto Pinedale Gate to the west, Tumbleweed Court and Lento Court to the north, Opera Place to the east and Windflower Gate and represents approximately 10 ha (25 ac) in area. The exclusion of this area affects built form and the requirement of transitioning building heights to pre-existing low-density forms in context of a requirement for intensification of lands within PMTSAs.

Recommend:

That the Draft #2 W7SP include all the YROP's delineated MTSA lands within the Weston 7 Secondary Plan to bring it into conformity with the upper-tier official plan. In context of the recent decision by the Province to reconsider its approval of upper-tier official plans in the past year, then the City of Vaughan should delay approval of the Draft #2 W7SP until such time as the YROP PMTSA delineated boundaries are confirmed and approved by the Province.

That if the YROP's PMTSA delineated boundaries are not adhered to through Draft #2 W7SP, then at minimum, the complete area of the Subject Lands should be included in the Schedules of the W7SP as previously included in the Draft #1 mapping.

2. Existing Uses / Land Uses Prohibited in All Land Use Designations

While it is appreciated that policy 8.1.5.a was amended to include the permission to extend an existing building, the concern remains two-fold. One, that existing 'may be' recognized through a zoning category within a Zoning By-law, rather than 'shall be'. And second, that policy 4.1.2 'Land Uses Prohibited in All Land Use Designations' would signify that such a zone category would not be in conformity with the Official Plan/Secondary Plan policy.

Recommend:

Adding a new policy as follows:

4.1.2.c *Notwithstanding policies 4.1.2.a and 4.1.2.b, the uses described in policy 4.1.2.a shall be permitted in legally existing buildings and uses as of the date of adoption of this Plan in the Mixed Use I and Mixed Use II designations and shall be recognized in the appropriate zoning category in the Zoning By-law. (Refer to s.8.1.9.a of this Plan).*

3. Public Realm Network

Draft #2, W7SP, s.6.2.2.a.i Urban Park Spaces, maintains that all parks are to be accessible to the public for a minimum of 14 hours per day, unless otherwise established through required legal agreements. Urban Park Spaces will include adequate signage that indicates when they are open and accessible to the public. It is noted that Draft #2 W7SP, s.8.1.7.g states that 'private' parks may be seen as contributions to parkland dedication on a site by site basis:

8.1.7.g *The City shall accept Strata Parks as contributions to the required parkland dedication on a site by site basis, subject to appropriate legal agreements, to the satisfaction of the City. The City shall also accept Privately Owned Public Spaces (POPS) as contributions to the required parkland dedication on a site by site basis*

Urban Park Spaces should then be considered as parkland dedication on a site-by-site basis, or they remain as private lands without public access. The legislation and liability of landowners to have publicly-accessible lands should be a consideration prior to such broad and vague policies being incorporated.

Recommend:

Delete policy 6.2.2.a.i as parkland is dedicated to the City of Vaughan and is not held as private land to be maintained by private landowners, nor are public washrooms. If the intent is for landowners to maintain ownership of lands, then the City should accept cash-in-lieu of parks if the City has no intent to own and maintain public park space.

As the Planning Act regulates parkland dedication and specifically utilizes the phrase 'not exceeding' certain percentage requirements of land conveyances, Schedule 3 Public Realm Network, should be removed given that these are considered symbolic and conceptual. In particular for the Subject Lands, the current Schedule 3 indicates that 25% of the Subject Lands are to be an Urban Park Space with additional lands for a Promenade. This is conceptually an excessive depiction.

4. Parking Requirements

As the current existing use and building of the Subject Lands will continue, the requirement for structured parking for low- to high-rise buildings in the short-term is not achievable where development transitions from lower to higher densities.

Recommend:

Addition of a policy to s.7.1.5 that permits reduction in surface parking requirements for new developments on existing commercial use sites that will incrementally develop over time.

5. Municipal Infrastructure / Flood Plain Spill Area

As noted in the previous submission, s.7.2.2.a indicates that phasing of development will be coordinated with the phasing of municipal water/sanitary services. The Draft #2 W7SP, similar to Draft #1, has not undertaken the coordination of the City's ten-year capital planning for infrastructure with the phasing of development of the lands within the secondary plan.

As noted by WSP, Watson & Associates and SHS Consulting, in the report titled, "City of Vaughan Official Plan Review: Residential Needs, Intensification, and Housing Needs Strategy: Background Paper" (April 2023):

As identified in the YROP, the City should consider developing phasing policies and/or plans that sequence development in these nodes in an orderly way, coordinated with water, wastewater, and transportation capacity, residential/non-residential development thresholds, the provision of human services, community facilities, and other infrastructure. Furthermore, the Region and the City should identify infrastructure projects and investments that can unlock or remove barriers to achieve forecast growth potential in SGAs and other priority growth areas.

The Draft #2 W7SP has added a new section 5.4 Flood Plain Spill Area Overlay but no mapping to indicate this overlay area. The City of Vaughan should clarify the roles and responsibilities regarding Stormwater Management. It appears that the Conservation Authority is now responsible for stormwater management within the urban area, and that individual landowners will be responsible for assessing flood waters on a site-specific basis rather than the City of Vaughan. It is unclear why such an Overlay policy section is included, given that the Black Creek tributary is located on the east side of Provincial Highway 400.

6. Inclusionary Zoning

As noted in point #1 above regarding Major Transit Station Areas, it is unclear as to whether or not an Inclusionary Zoning By-law may be applicable to only a 'portion' of a delineated MTSA area as the Draft #2 W7SP area is not inclusive of York Region's delineated boundary for the Ansley Grove PMTSA.

As noted in our September, 2023 submission, the following summarizes our recommendations to amend the Draft #1 W7SP:

- Provide minimum density growth targets rather than maximums in the PMTSA;
- Bring the Weston 7 Secondary Plan area boundary into conformity with the delineated York Region PMTSA 52 boundary;

- As a permitted, and existing, stand-alone non-residential building, add 'notwithstanding' policy to the Prohibited uses section to permit the continued use as a low-rise building with permissions for additions and expansions;
- The park space policies should align with the requirements of the Planning Act and the City's Parks Master Plan.
- Delete Schedule 3 Pedestrian Realm Network as the policy indicates that the large-scale Urban Squares and Promenades are symbolic and conceptual and allow development applicants the ability to interpret and apply public realm policies on a site- or block-specific basis
- Introduce policies that permit reduced parking standards for all uses;
- Add policies that provide for incremental redevelopment of existing, built lots (e.g. Phasing of development);
- Ascertain the five or ten year capital planning forecast of the City's Public Works Department to further determine phasing of development.

CONCLUSION

We appreciate the opportunity to provide our comments and recommendations. While Choice REIT agrees with the vision for a mixed-use community concept, we maintain that the Draft W7SP should provide greater emphasis to transition and incremental change, rather than a concept best suited to greenlands.

We look forward to working with the City of Vaughan, to address our concerns as noted above, and would be happy to have a meeting to discuss our concerns.

Yours truly,

MHBC



Oz Kemal, BES, MCIP, RPP
Partner

cc. L. Nikolovski

October 31, 2023

Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

SENT VIA EMAIL

Attn: Mayor and Members of Council

Re: November 1 Committee of the Whole Public Meeting Agenda Item 4 – Weston 7 Secondary Plan File No. 26.2

Dear Mayor and Members of Council,

Urban Strategies Inc., are the land use planners for RioCan REIT (“**RioCan**”) with respect to their lands at 7501-7621 Weston Road, also known as the Colossus Centre, a 25-hectare site south and east of Highway 7 and Weston Road (the “**Colossus Centre Site**”). The Colossus Centre Site is currently the subject of active official plan amendment applications (OP.22.002 and OP.22.005) which were submitted March 1, 2022 and deemed complete on July 23, 2022 (the “**Colossus OPA Applications**”).

RioCan’s OPA Applications and Quadrant-Wide Masterplan

RioCan, along with its adjacent landowners have been working together collaboratively for over two years to develop a comprehensive approach to development in the southeast quadrant of Weston 7 as a transit oriented, mixed-use community that prioritizes intensification and higher densities.

The lands identified as the southeast quadrant in the Weston 7 Secondary Plan (“**W7SP**” or “**the Plan**”) are made up of three land holdings, the RioCan site comprising 25.7 ha, the Costco site of 5.28 ha and the PetroCanada site (SunCor) at .63 ha.



Figure 1. Land Ownership Southeast Quadrant

In March of 2022, RioCan submitted the Colossus OPA Applications which included proposed policy direction related to vision and major objectives, land use and density, character areas, mobility, public realm, parks and open space, built form, community facilities and schools, housing, and implementation and phasing. The proposal sought a gross FSI of 4.0 times the lot area to be realized within 25 development blocks across the site.

To provide context for the OPA applications, a complete masterplan (“**Colossus Masterplan**”) for the entire southeast quadrant with the input of Costco and Suncor was prepared. The OPA Applications included supporting transportation and servicing studies that assessed a quadrant-wide level of detail based on the directions of the master plan.

For reference, the proposed Colossus OPA is appended to this letter as Appendix A.

The Staff Report prepared for the November 1 Committee of the Whole Meeting (“**November 1 Staff Report**”) further describes RioCan’s application on page 153. Council has directed that RioCan’s applications do not proceed in advance of the Secondary Plan being considered by Council. The City’s Official Plan policy 10.1.1.6. establishes where it is 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.

Weston 7 Southeast Quadrant and Ongoing Landowner Coordination

In addition to the extensive quadrant-wide study and collaboration related to the Colossus OPA applications, RioCan, Costco and SunCor met collectively with City Staff on October 17, 2023 to discuss their quadrant-wide commentary on the first draft of the Weston 7 Secondary Plan and to affirm their desire to work collaboratively towards the creation of a planning framework that supports the City’s and the landowner’s objectives for the quadrant; taking into consideration the extensive, comprehensive study that has been led by RioCan to date.

We are pleased to see that a number of the policy directions of the W7SP have been refined in the second draft and that the urban structure of the Colossus Masterplan and the W7SP are achieving greater alignment. While progress has been made, it is our opinion that the Plan would benefit from additional modifications to achieve greater clarity within the development framework. The goal of the preliminary comments in this letter is to support RioCan’s ongoing collaboration with the City on a comprehensive planning approach to Weston 7 as a whole, with an emphasis on the southeast quadrant and a focus on implementing a shared vision through the appropriate planning instruments.

Commentary on Draft 2 Weston 7 Secondary Plan

Part A: Preamble

In our opinion, the Preamble to the Plan could benefit from refinement to clarify expectations for how development should respond to non statutory plans or guidelines. For example, we continue to have concerns with the notion that applications are to be consistent with all relevant Manuals, Master Plans, Guidelines and Strategies approved by council. Such documents are not statutory policy and not subject to the same consistency or conformity tests. We encourage the language in this section to be modified to reflect the appropriate role of non statutory instruments in the consideration of development applications.

Part B: The Secondary Plan

Section 1.0 Vision and Principles

Section 1.0 includes the Plan’s updated Vision and Principles. In general, the vision and principles outlined in the Plan reinforce a similar vision and major objectives as proposed by RioCan in their OPA Applications of 2022. However, we note that, among other changes, “Principle 1: Recognize WESTON 7 as a Vibrant Urban Community” has been updated to state “WESTON 7 will be clearly subordinate to the function and scale of the VMC.” We question if this additional language is necessary or desirable.

Describing Weston 7 as “subordinate in function and scale” is to suggest that Weston 7 should be less important in all aspects. We do not agree with the notion that Weston and 7 should be subordinate to the VMC, and further we do not believe it is the City’s intent to encourage that Weston 7 be less vibrant, less attractive, less worthy of investment. As noted in the November 1 Staff Report from the Deputy City Manager at page 2, which states “Weston 7 is intended to complement and not compete with the VMC”, it is more accurate to describe Weston 7 as complementary to the VMC.

Section 2.0 Growth Management

Population and Employment Projections

Population and employment projections are provided in Section 2. An allocation of growth by quadrant continues to be included, which are noted in in 2.2.c) as subject to the available capacity to accommodate growth.

Population and employment projections are a useful tool for high-level, long-range planning, and RioCan understands the need to align growth with capacity, however, tightly tethering growth to absolute population and employment estimates as suggested in 2.2. c) does not provide the needed flexibility required to respond to changes in the market over time. To improve the flexibility within 2.2.c) we suggest the policy language be adjusted to recognize that the population and jobs numbers given in the Plan are projections and therefore subject to a degree of uncertainty. A complementary shift in policy would be to focus on monitoring growth within these ranges rather than allocating it.

In addition, to understand the projected people and jobs per quadrant and how the gross density is expected to result in the projected people and job numbers, we respectfully request the City's methodology describing how the projections were derived and what assumptions were utilized in their development. We also request the associated capacity modelling done through the related transportation study (the Weston 7 Transportation Master Plan Study) and servicing study (the City of Vaughan's Integrated Urban Water Plan Functional Servicing Strategy Reports) which have an influence on the approach to people and employment projections for Weston 7.

Phasing

While RioCan agrees that logical, coordinated, and predictable phasing is critical to the delivery of complete communities in Weston 7, the City's proposed approach to phasing policies introduces unnecessary complexity and ambiguity to how capacity will be allocated and ties the delivery of affordable housing and public servicing facilities to servicing allocation, which is not appropriate.

For example, the policies in 2.3 d) introduce subjective tests which frustrate, not clarify, how and if development density can be realized. Further to the legal requirements of the *Planning Act* and provincial policy, approvals should be granted on the basis of good planning. There are other tools, such as holding by-laws and subsequent zoning and site plan approval processes that can and should be utilized to phase development along with the availability of necessary infrastructure, rather than introducing a subjective ranking of arbitrarily selected criteria. Furthermore, the delivery of affordable housing and public service facilities should not be governed by servicing allocation as suggested in 2.3 d) but through appropriate planning and growth-related legislation (*Planning Act*, *DC Act*) and planning policy including Inclusionary Zoning.

To improve the approach to phasing, we suggest the City better utilize the concept of the suggested Development Concept Report. The parent Official Plan provides considerable direction regarding matters of phasing, the consideration of capacity within the transportation and municipal servicing networks, commitments to infrastructure elements and the utilization of an "H" among other matters in policies such as 10.1.1.7 – 10.1.1.11. It is our opinion that the proposed Weston 7 policy directions related to phasing are superfluous to the existing policy, which is sufficient to guide these matters.

Phasing of logical, coordinated development has taken in place in Vaughan over time through collaborative relationships between landowners and the City. Distinct from all other quadrants in Weston 7, RioCan, through it's OPA Applications, provided a quadrant-wide level of study, conceptual development program and vision for the southeast quadrant as a whole. There are distinct benefits to a coordinated process such as the one that RioCan led through its OPA application. The Weston 7 Secondary Plan should encourage this type of coordination in its policies; to this end, we are encouraged

that the November 1 Staff Report states that City staff are considering the introduction of implementation tools that promote quadrant and/or area wide coordination, including Block Plans and/or Landowner Group Agreements.

Section 3.0 Building A Successful Community

Section 3 includes policy direction related to housing options, supporting a strong economy, supporting a healthy community, encouraging high quality urban design, sustainability and new to this draft of the Plan is a section regarding the provision of Public Service Facilities. We offer the following initial commentary below on various portions of Section 3.

Providing Housing Options

While we support and acknowledge the importance of affordable housing as part of a complete community, we continue to question how policy 3.1. b) could be implemented. This policy establishes a 35% attainable/assisted target and requires all developments to demonstrate their contribution to that target. It is unclear how this direction would be calculated within Weston 7, for instance on a site by site, quadrant or area-wide basis; nor is it clear how this direction can be enforced in the context of a potential future inclusionary zoning regime which has yet to be defined. The City's ability to require affordable housing is limited by the Planning Act to PMTSAs and will be subject to the future Inclusionary Zoning By law, which will establish the required attainable/assisted component.

Providing Public Service Facilities

RioCan is encouraged by the acknowledgement in 3.4 b) that it will be the responsibility of the City and/or other service providers to work with the development industry to secure space for public service facilities. We suggest that the acknowledgement of the inter-relationship of responsibility for the delivery of public services and the limitations on what GFA can be delivered through community benefit charges be referenced as well.

In addition, policy 3.4 d) suggests a new "community hub" be identified in the southeast quadrant. The Colossus OPA proposed priority locations within RioCan's lands for community facilities such as schools, libraries and/ or community centers. Given the scale of the Weston 7 community as a whole, it would benefit the City to be more flexible for the location of such a hub and consider multiple locations for public facilities co-located with parks and open spaces. As high-density communities such as Weston 7 evolve, multiple public service destinations spread across broad geographic areas like Weston 7 may be necessary to maximize access to services for growing populations, and not solely anticipated within the southeast quadrant.

Ensuring High Quality Urban Design

We acknowledge that the second draft of the Plan has removed several of the prescriptive standards for building design that were present in the previous draft. While progress has been made, additional modifications can be made to further improve this section of the Plan. For example, a concept that is largely absent from the Plan but needed is the notion of compatibility with not only the surrounding community but also the planned context. Proposals should not be evaluated in terms of their compatibility with a low-scale existing use that is planned for significant change, for instance.

In addition, a number of proposed policies remain in this section that are more appropriate for a guideline level of detail. We suggest the policies do not duplicate the directions found in specific guidelines including for example the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, but rather that the City points applicants to consideration of these guidelines on an application by application basis.

Section 4.0 Land Use and Built Form Policies

Section 4 includes land use specific policies across all land use designations, as well as built form specific policies. While progress has been made to improve the clarity of policy included in this section, it is our opinion that further refinements can be made in this section of the Plan to streamline the policy direction and reflect what is appropriate at a secondary plan level of detail. We offer the initial commentary below regarding specific changes to the policies.

Land Use Specific Policies

The Plan continues to outline permitted and prohibited uses, which in our opinion are more appropriate for inclusion in a future zoning by law for the Weston 7 area.

With regards to additional needs housing, we suggest that if it is the intention to utilize this concept of additional needs housing across the city, it would be logical to remove this section from the Weston 7 Plan and define this use within the parent Official plan, if required.

This section could be further refined by redirecting the content related to Live Work Units, Home-based businesses, Short Term Accommodations and Day Care Facilities into a zoning by-law. The level of specific direction related to these uses is more appropriate for a finer grained planning instrument and not a secondary plan level of detail.

Section 4.1.10 includes new direction on Elementary Schools that have now been identified in Schedule 1. RioCan's proposed OPA included policy direction as well as priority locations for future community uses that may be required including schools, community centres and/or libraries; sites were identified in RioCan's proposed north precinct and southwest precinct. To improve upon the City's new policies related to schools, we encourage the review of the VMC's approach to school sites which acknowledges consultation with the affected landowners in the school planning process.

In addition, so as to not preclude its ability to respond to development within the Centre as it emerges, the City may also wish to take a more flexible approach to the identification of school sites and not limit potential sites to the northeast and southeast quadrants, especially when the northwest quadrant has a similar population estimate.

Built Form Specific Policies

We acknowledge that refinements have been made in this section to remove some of the prescriptive details related to built form in Weston 7. We offer the additional suggested refinements to further clarify the intent of the policies, relocate directions to a guideline or zoning by-law level of detail where appropriate and create a sufficiently flexible framework within which to realize the vision for Weston 7.

High Quality Development

The concept of the Development concept report/ Plan is first identified in the Plan in 2.3 iii where it is noted that the "The City may require that a Development Concept Plan/Report be prepared to ensure that comprehensive planning and implementation issues are fully considered." Whereas the direction in 2.3. iii suggests this report *may* be required, 4.2.1 a) now indicates that it *will* be a requirement of development. We suggest that the Plan consistently refer to the Development Concept Plan/ Report as a potential requirement of a development application.

As with the commentary provided in Section 3, a considerable number of policies in this section could benefit from refinements that direct development to consider not just surrounding development, but existing and planned context as the concept of transition is considered in the built form. In addition, increased flexibility in the directions provided in 4.2.1 e) would be beneficial, recognizing that each development that comes forward will have its own unique response to its context, or the redirection of these concepts to a design guidelines would be appropriate. For example, in the case of the southeast quadrant, RioCan's quadrant-wide urban design guideline document provides various guidance for built form considerations. A copy of RioCan's quadrant-wide Urban Design Guidelines have been appended to this letter as Appendix B.

Mid-Rise Buildings and High Rise Buildings

The Plan's approach to Mid-Rise and High-Rise buildings is articulated in Section 4.2.3 and 4.2.4 and illustrated on Schedule 2. In our opinion, the rationale for the proposed building height ranges on the RioCan lands remains unclear.

As illustrated in the graphic overlay included as Appendix C-1 to this letter, RioCan's proposed OPA and quadrant wide-master plan proposes a different approach to heights with higher heights and predominantly tower podium form buildings in the northerly precinct with the height range transitioning down in the southerly precinct where there is greater mix of mid and high rise typologies envisioned. We remain of the opinion that the Plan's proposed height regime is not appropriately reflective of the scale of development that should be contemplated in Weston 7.

Further, it is our opinion that greater heights are achievable while still maintaining an appropriate complementary relationship to the scale of development in the VMC. Schedule 3 in the W7SP should be updated to more closely align with the heights proposed in the RioCan OPA and Colossus Masterplan, which, based on our initial high-level calculations, do not result in a greater density output than what is proposed by the W7SP on a gross site basis. RioCan's OPA proposed a gross density of 4.0 FSI.

Further, as noted in the Staff Report, there are currently no maximum heights or densities for the lands within Weston 7. A strict prescription of maximum heights within lands identified as a Strategic Growth Area and a Major Transit Station Area which artificially limit the development potential of these lands runs contrary to the objectives of the Growth Plan and the direction of the Province.

In addition, refinement is required to the proposed calculation of height which, as described by the Plan, would be inclusive of a building's mechanical penthouse. This is contrary to conventional practice and would suppress the realization of the proposed densities of the Plan. Further, as noted in regard to a number of these technical calculations, this is a matter to be determined at the zoning by-law level.

Lastly, as suggested within the High Quality Development section and in Section 3, refinements to policies in this section should direct development to consider not just surrounding development, but existing and planned context as the concept of integration is considered.

Section 5.0 Land Use Designations

Section 5 provides policy direction on the low-rise residential designation, the Mixed-Use I and Mixed-Use II designations, as well as new section the Flood Spill Area Overlay and the Colossus Drive Corridor Protection Area Overlay. While progress has been made to improve the clarity of policy included in this section, it is our opinion that further refinements can be made in this section of the Plan to create more flexible and implementable policy framework. We offer the initial commentary below regarding specific changes to the policies.

The Mixed-Use I and Mixed-Use II Designation

We continue to have concerns with the minimum GFA requirements for non-residential uses in Mixed Use I and Mixed Use II areas as well as prescriptive direction for non-residential uses at grade. While a mix of uses, including non-residential uses, is critical to a successful, vibrant urban centre, the universal expectation for all development to deliver this amount of non-residential GFA does not represent a thoughtful approach to achieving the desired outcome. Rather than a blanket approach to non residential use requirements, we encourage the City to focus an emphasis on non residential uses around key public realm elements such as enhanced streetscapes, to reinforce a mix of uses and vibrancy around key investment areas.

We also encourage the City to reconsider the restriction on stand alone residential buildings in Mixed Use areas I and II. In large sites such as the Colossus Centre Site, a range of building forms and uses can be accommodated to create true, mixed use urban neighborhoods. Stand-alone residential buildings can be an appropriate component of a complete community.

The Colossus Drive Corridor Protection Area Overlay

While RioCan agrees that the Colossus Drive overpass is a key element to the emerging urban structure and transportation network of Weston 7 that should be carefully planned, we are concerned that the language as currently drafted would limit the ability for development outside of this area, but connected to the overlay area, to proceed unimpeded. For example, it is not clear how enabling applications for development, such as severances or road realignments that may tie into a future Colossus Drive overpass, would be impacted by this policy. Further clarification is required to understand the scope of what kinds of development would be precluded from consideration and what kinds of exceptions are necessary to ensure unintended consequences do not arise from this policy direction.

Section 6.0 The Pedestrian Realm Network

Section 6 describes the elements of the pedestrian realm network including defining the overall network, urban park spaces and streetscapes. The proposed Pedestrian Realm Network is illustrated on Schedule 3. Appendix C-2 to this letter shows the W7SP Pedestrian Realm Network overlaid with the RioCan OPA parks system, illustrating the general alignment between the two. We are pleased to see this alignment and optimistic about both parties collaborating on the Plan's ultimate directions regarding parks and open space. While we are encouraged by the general direction of the policies related to the pedestrian realm network, we suggest a number of possible modifications to the policies to enhance the clarity and intent of the approach of the policy, and to remove design guideline-level policies.

Defining The Pedestrian Realm Network

The schedules of the Plan and the intent described in 6.2.1 suggest that it is the objective of the City to secure the full range of sizes of open spaces, including large scale parks appropriate for a range of recreational programming. That objective, however, is at odds with the direction found in 6.1 b) where site by site land contributions are required. We suggest these policy directions be reviewed and harmonized to ensure they are not at cross purposes.

Urban Park Spaces

In general, the policies proposed for Urban Park Spaces including those that apply to all urban park spaces, promenades, and pocket parks could benefit from increased flexibility to acknowledge that each park space that comes through a development process will have its own unique context to respond to and may require flexible implementation of these policy directions. More detailed direction related to the envisioned park spaces is more appropriate for incorporation into design guidelines. For example, in the

case of the southeast quadrant, RioCan's quadrant-wide urban design guideline document, provides specific guidance for each of the elements of RioCan's proposed public realm network. A copy of RioCan's quadrant-wide Urban Design Guidelines have been appended to this letter as Appendix B

Streetscapes

We share the Plan's enthusiasm for vibrant streetscapes that will frame the activity of day-to-day life in Weston 7. In general, the Streetscape section continues to contain policy direction that is better suited for a guideline-level of detail and additional clarity is still needed with regards to the requirement for non-residential land uses at grade.

We encourage a further refinement of the streetscape policies to focus on the necessary direction to define new concepts such as enhanced urban streetscapes and typical urban streetscapes, and remove extensive qualitative description of streetscapes, which may vary to some degree in implementation, into an accompanying urban design guideline. For example, in the case of the southeast quadrant, RioCan's quadrant-wide urban design guideline document provides specific guidance for streetscapes and pedestrian connections including conceptual rights of way and description of character. A copy of RioCan's quadrant-wide Urban Design Guidelines have been appended to this letter as Appendix B.

In addition, the direction in 6.3.2 related to where non-residential land uses are required at grade or encouraged at grade lacks coordination with the approach to non-residential ground floor uses for Mixed Use Areas I found in draft policies 5.3.3 c). It is our opinion that a more focused direction, but not prescription, should be considered for non-residential uses at grade that is coordinated with an emphasis on areas of enhanced public realm.

Section 7.0 Transportation, Service Infrastructure and Utilities

Section 7 describes the components of the transportation system and service infrastructure and utilities, including the active transportation network, public transit, the road network, parking, water and wastewater, storm water management, and utilities and telecommunications facilities. The proposed Transportation system is illustrated on Schedule 4 of the W7SP. The City's proposed transportation network and RioCan's proposed street network that was included in the OPA applications of March 2022 are generally aligned, and we appreciate the Plan's direction that minor adjustments to the transportation system may be considered without an Official Plan Amendment. We offer the following comments to enhance clarity and provide sufficient flexibility to facilitate the redevelopment of the southeast quadrant and the Colossus site.

A Multi-Modal Transportation System

RioCan supports a complete active transportation (AT) network, however, the current policy direction would have the result of providing excessive AT infrastructure. For instance, the proposed requirements for cycle tracks on both sides of local roads in our opinion are not necessary. We support wording that encourages major bike routes to include cycle tracks, but minor streets (or those with parallel active transportation corridors) be constructed with a narrower right-of-way which still achieving the multi-modal transportation goals within Weston 7.

Direction related to parking found in 7.1.5 b) should be reconsidered. As it is currently worded, it may prevent adoption of reduced parking standards in order to achieve the transportation goals of the community and the objectives of Provincial policy and Official Plan policy related to environmental sustainability and climate change. We encourage the City to explore wording that permits adoption of reduced minimum parking supplies where appropriate.

In addition, the design standard applied to potential above-grade parking structures has the potential to make the delivery of above-grade parking challenging and possibly impractical. Not only will less parking be provided in podium of a specific height, inter-floor ramp lengths will increase and may make them impossible to implement.

Further clarification is also required around 7.1.5 g) where the policy as stated today could be read to require parking areas need to be designed to accommodate large trucks, which we believe is not the intention of the City. Clarification is encouraged to refine the intent of this policy.

Service Infrastructure and Utilities

RioCan supports the orderly phasing of development and servicing infrastructure upgrades, including municipal water, wastewater, and stormwater management infrastructure, as well as utilities and telecommunications infrastructure. Nevertheless, this section of the Plan could be adjusted to both provide a framework for orderly development and facilitate responsive, timely processes for the review and approval of development applications.

For example, policy 7.2.1 f) states that the *processing* and approval of development applications shall be contingent upon the availability of servicing capacity. While the approval of applications should certainly consider infrastructure capacity, the process of identifying servicing needs, capacities, and potential gaps is typically addressed *through* application processing. As such, infrastructure constraints are not a sufficient reason to delay application processing and the language of this policy should be updated to reflect this.

Furthermore, the policies of this section suggest that 'overall system capacity' be available or be efficiently and economically provided to support the proposal as a condition of approval. It is unclear what would be necessary to demonstrate overall system capacity; additional clarification is required.

Section 8.0 Implementation and Interpretation

Implementation

We are pleased to see that this iteration of the W7SP has removed significant portions of this section that previously may have led to unnecessary duplication or repetitive direction regarding matters that are more appropriately addressed in the parent Official Plan.

While we agree in principle that implementation direction is critical to the long-term effectiveness of a Plan such as the W7SP, there are a number of matters of detail within this section of the Plan that we encourage the City to revisit such as:

- Eliminate language suggesting that applications must "conform to" or be "consistent with" non-statutory plans or guidelines as an application requirement.
- Policies guiding the development of implementing zoning by-laws should consider both the existing and *planned* context. As it stands, the policies may inadvertently privilege the existing context.
- Ensure that the terms of reference for the requested additional Municipal Financial Impact Assessment are clear and achievable. As it stands, the tests within this policy are impossible to achieve as part of an application requirement before the City considers the application.
- Consider the burden for proponents to meet the extensive application requirements while not having certainty through the proposed "capacity allocation criteria" that their application will be evaluated on its merits and achievement of good planning.
- Consider indicating that Development Charge credits for the build out of the road network within the Secondary Plan area will be considered.

- Reconsider the direction of 8.1.7 f), which requires parkland contribution and appears to be contrary to the direction of 8.1.7 d) which allows for parkland dedication or cash-in-lieu equivalent.

We thank you for the opportunity to provide our commentary on the secondary draft of the Secondary Plan. To enable expedited review of future drafts, we request that the City produce a redline to allow for easier comparison and understanding of where changes have been made.

In addition, we request that we be provided notice when new drafts of the Plan are posted on the City's website. Due to a delay in receiving statutory notice regarding the posting of this draft, our review was limited in time. As a matter of good communication with the landowner and community, we encourage the City to provide prompt notice via email when new content is available for review.

We remain open to collaborating with the City on defining a planning framework for RioCan's lands and the southeast quadrant as a whole, as directed by Council in January 2023 and by staff through comments on the March 2022 OPA applications. At this time, we believe it would be advantageous to work directly with the City to establish a pathway for the concurrent adoption of the W7SP and RioCan's OPA Applications, which is enabled by the City's Official Plan policy 10.1.1.6. RioCan has prepared extensive quadrant-wide study to support its applications and there is considerable alignment on the approach to the southeast quadrant urban structure between the City and the Colossus Masterplan. Working together with the City, we can advance an implementable planning framework that supports the directions of the W7SP as a whole, while providing site specific policies that will frame the transformation of the southeast quadrant into a vibrant, transit-oriented, mixed-use community that will be part of Vaughan's long term growth and evolution.

Should you have questions or wish to discuss these comments in detail we would be more than happy to meet with you at your convenience.

Sincerely,



Leigh McGrath
Partner, Urban Strategies
RPP, MCIP

Appendix A – RioCan OPA (submitted separately)

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.

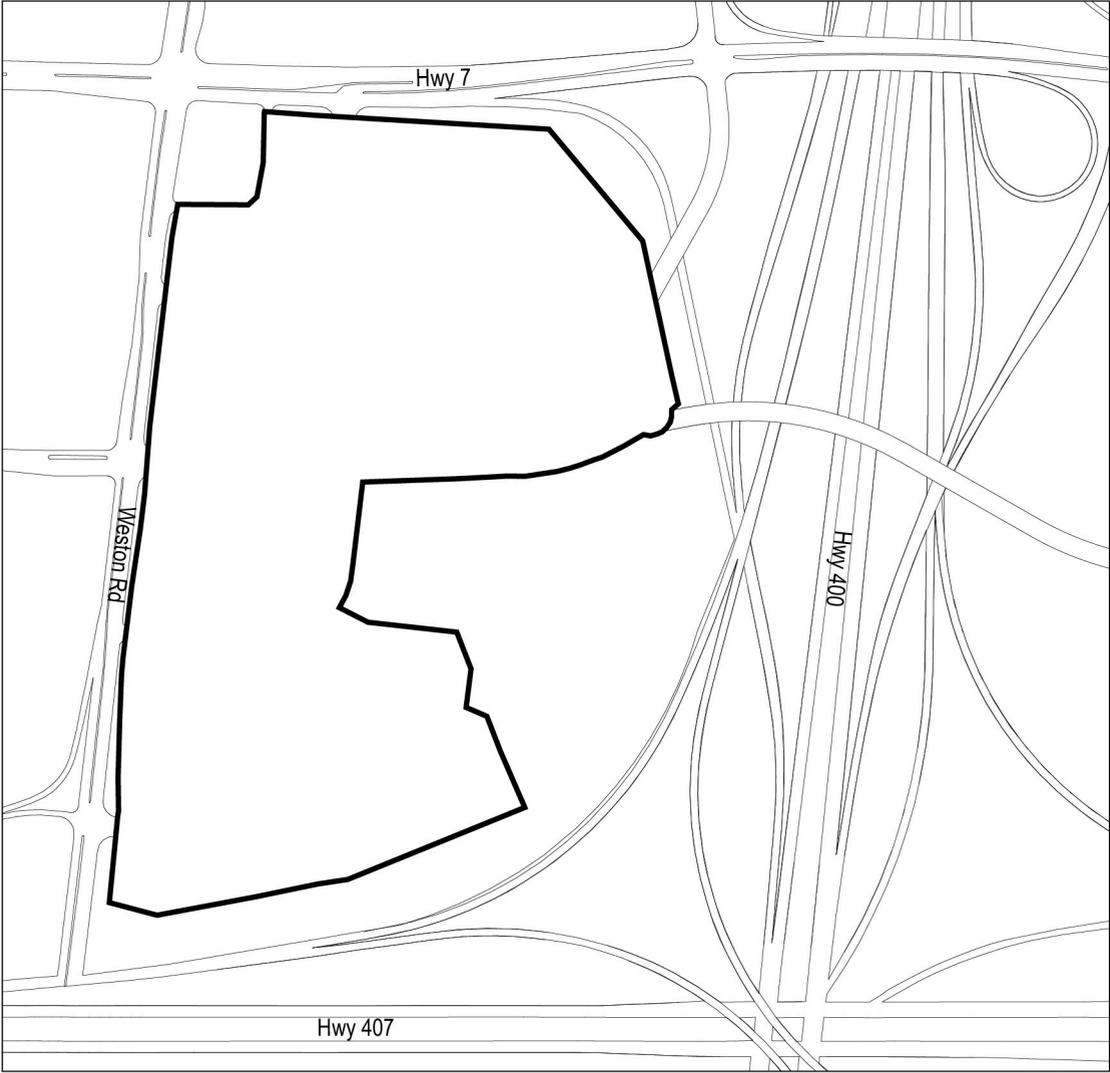
V Implementation

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

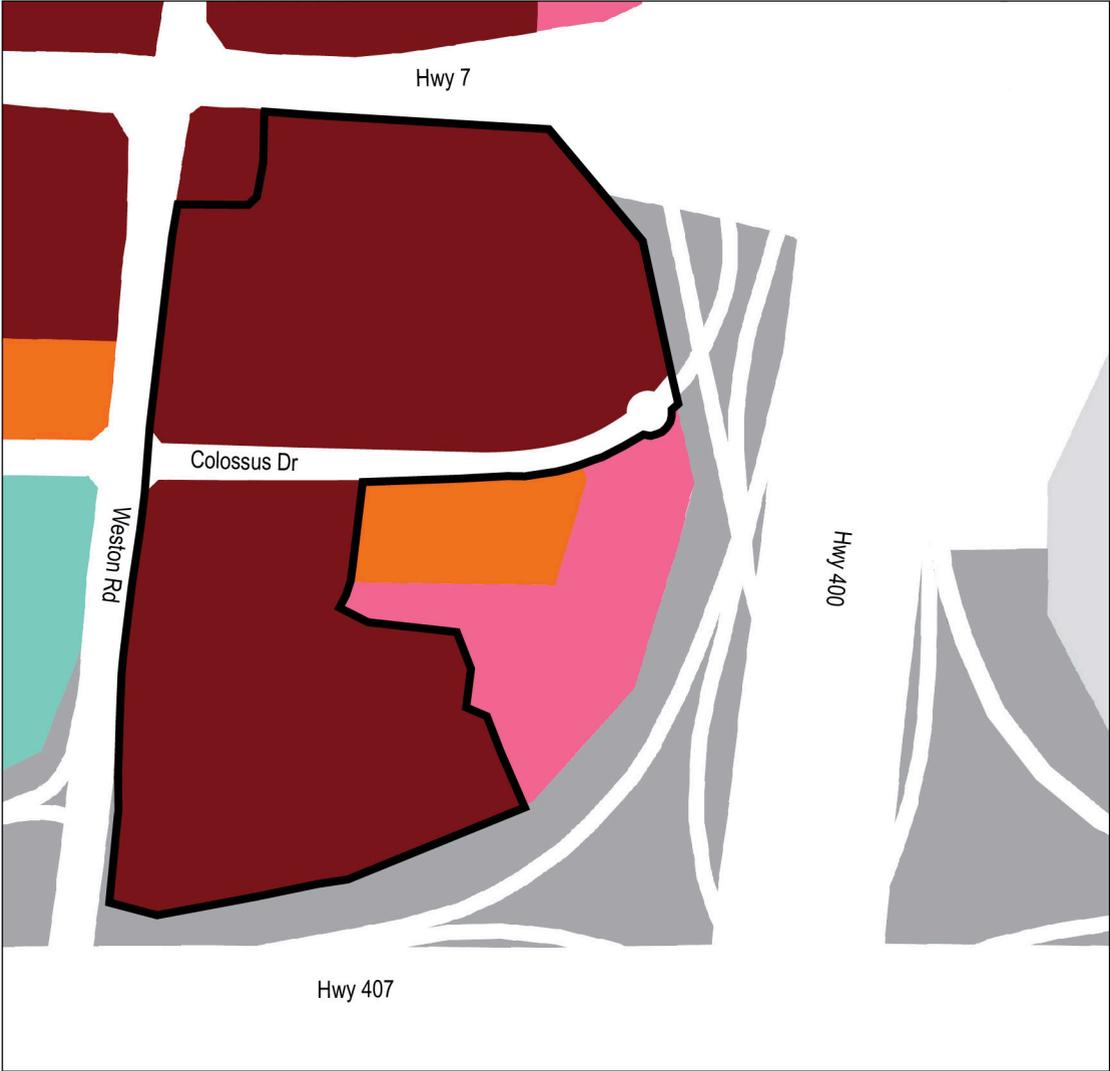


7501 - 7621 Weston Road

 Subject Lands
Area Subject to Amendment No.~


Not to Scale

Schedule 2



7501 - 7621 Weston Road

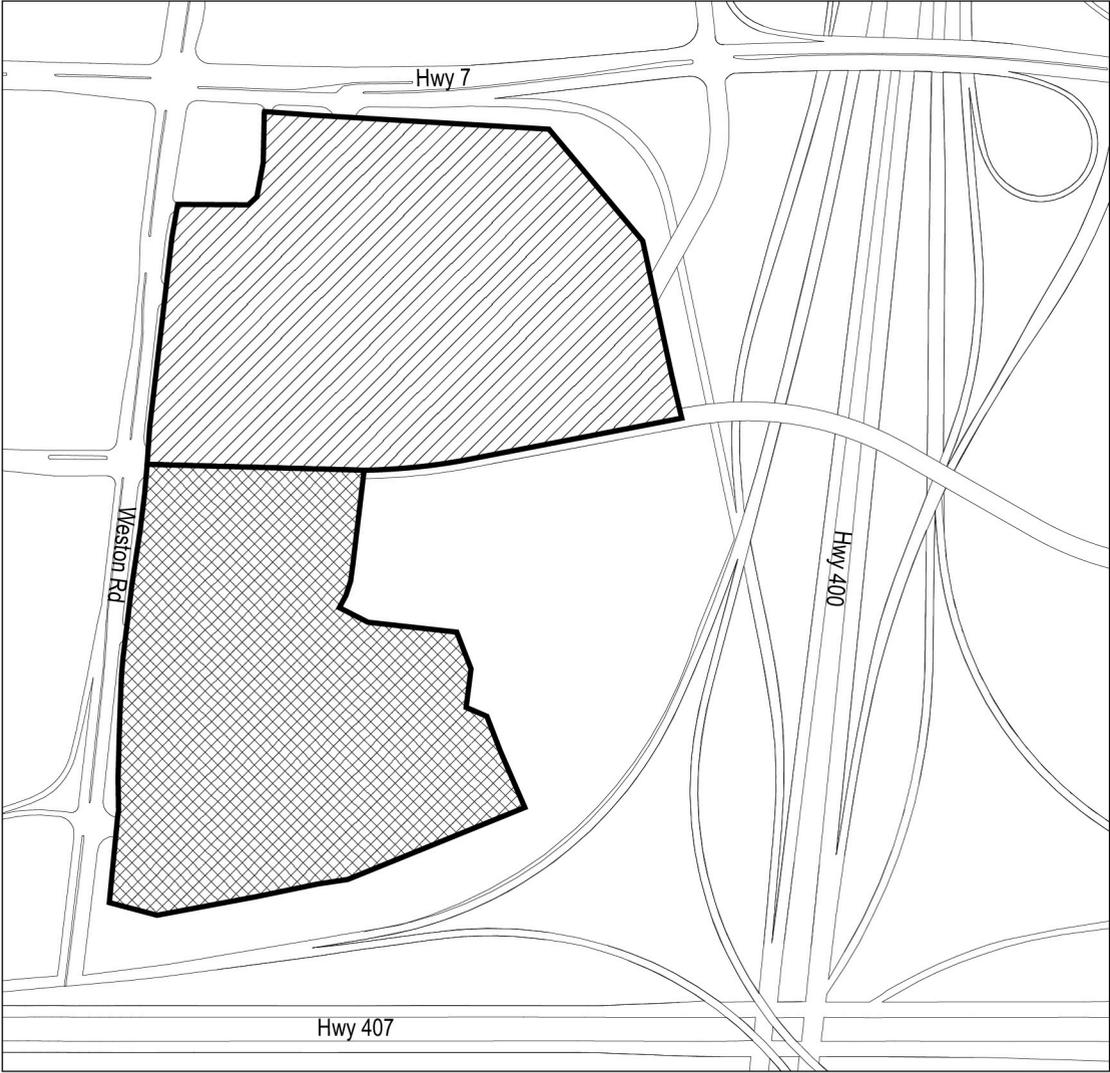
Land Use

-  Subject Lands
-  High-Rise Mixed-Use



Not to Scale

Schedule 3



7501 - 7621 Weston Road

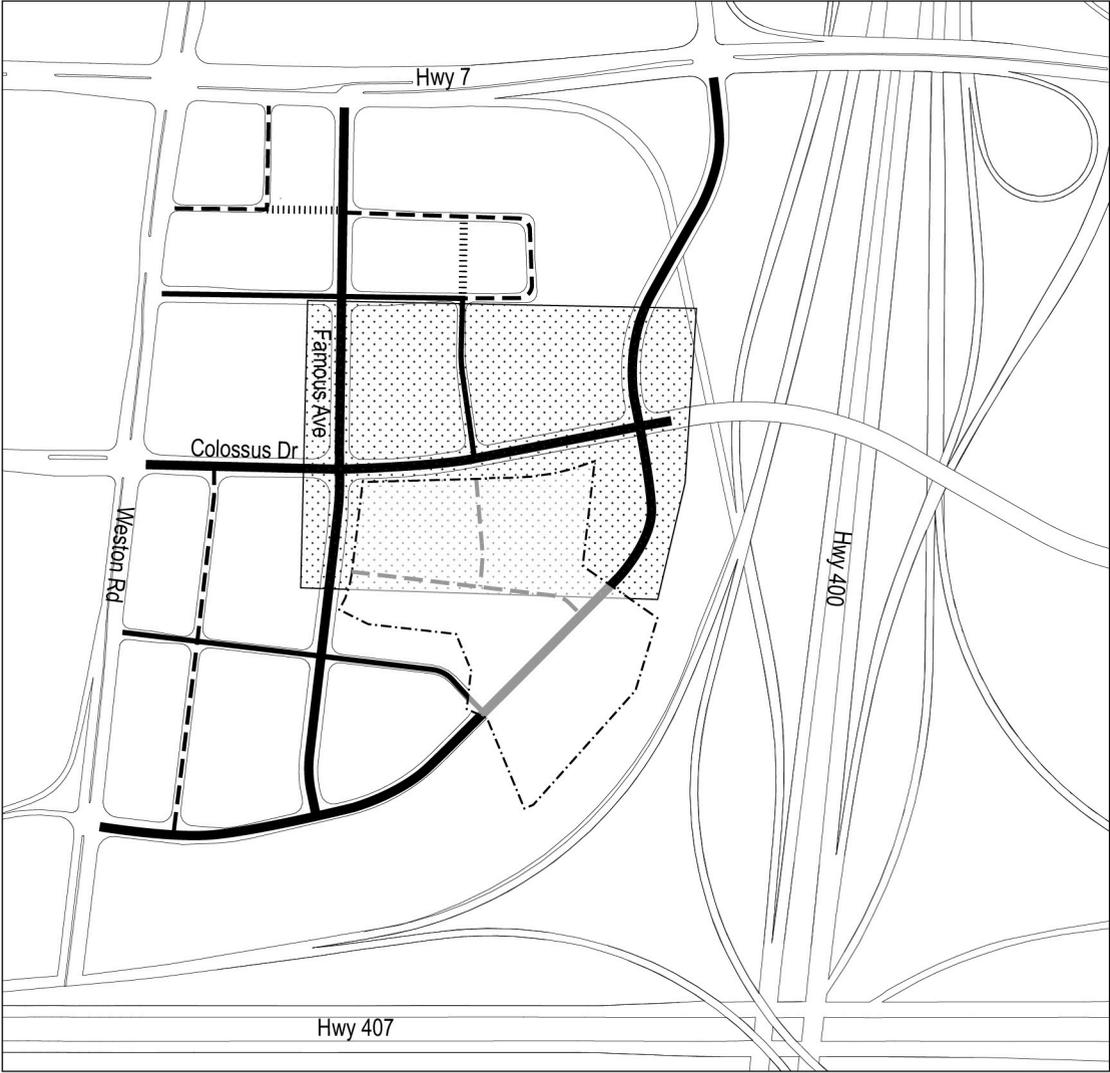
Precincts

-  Northern Precinct
-  Southwestern Precinct



Not to Scale

Schedule 4



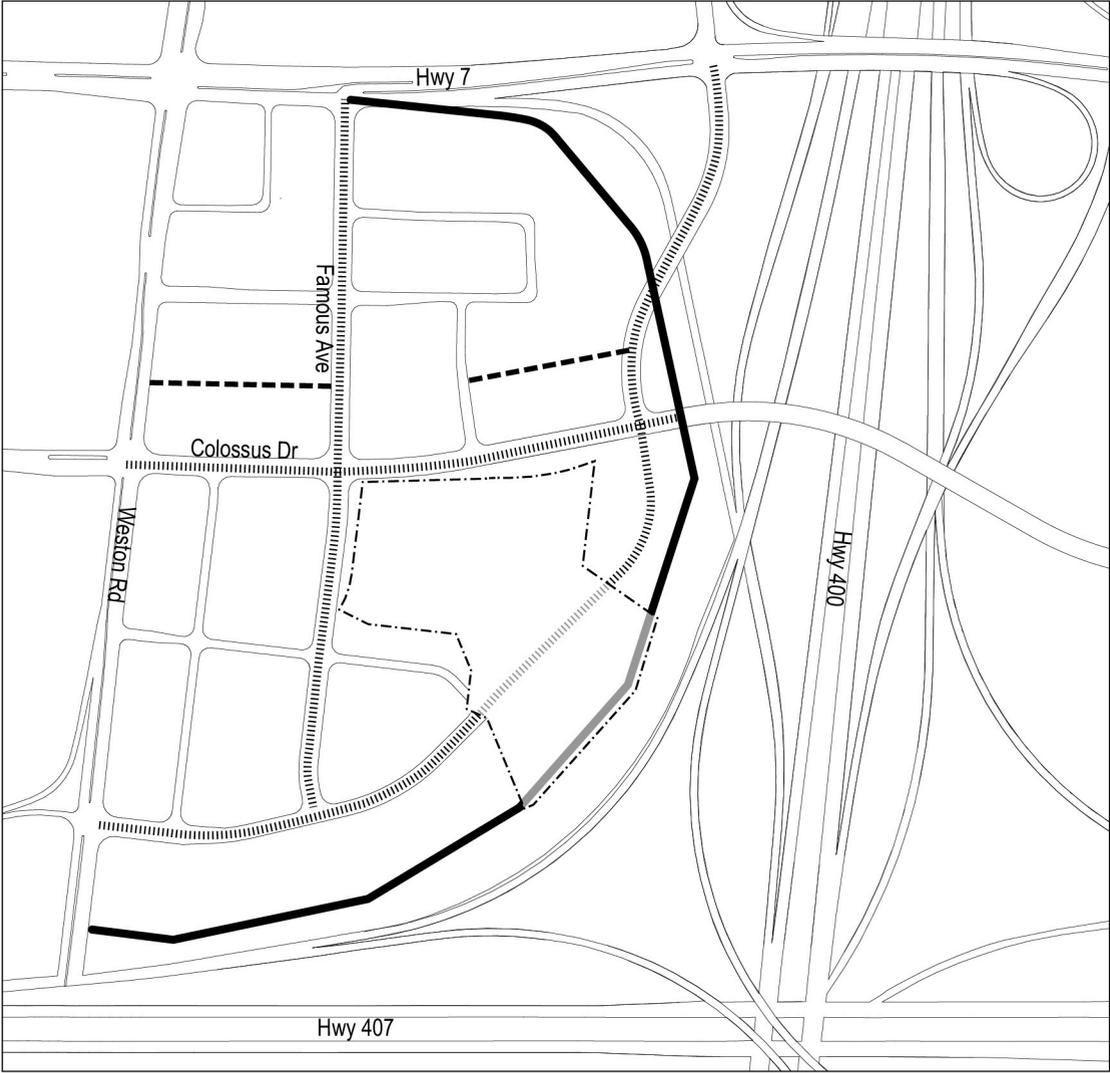
7501 - 7621 Weston Road

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



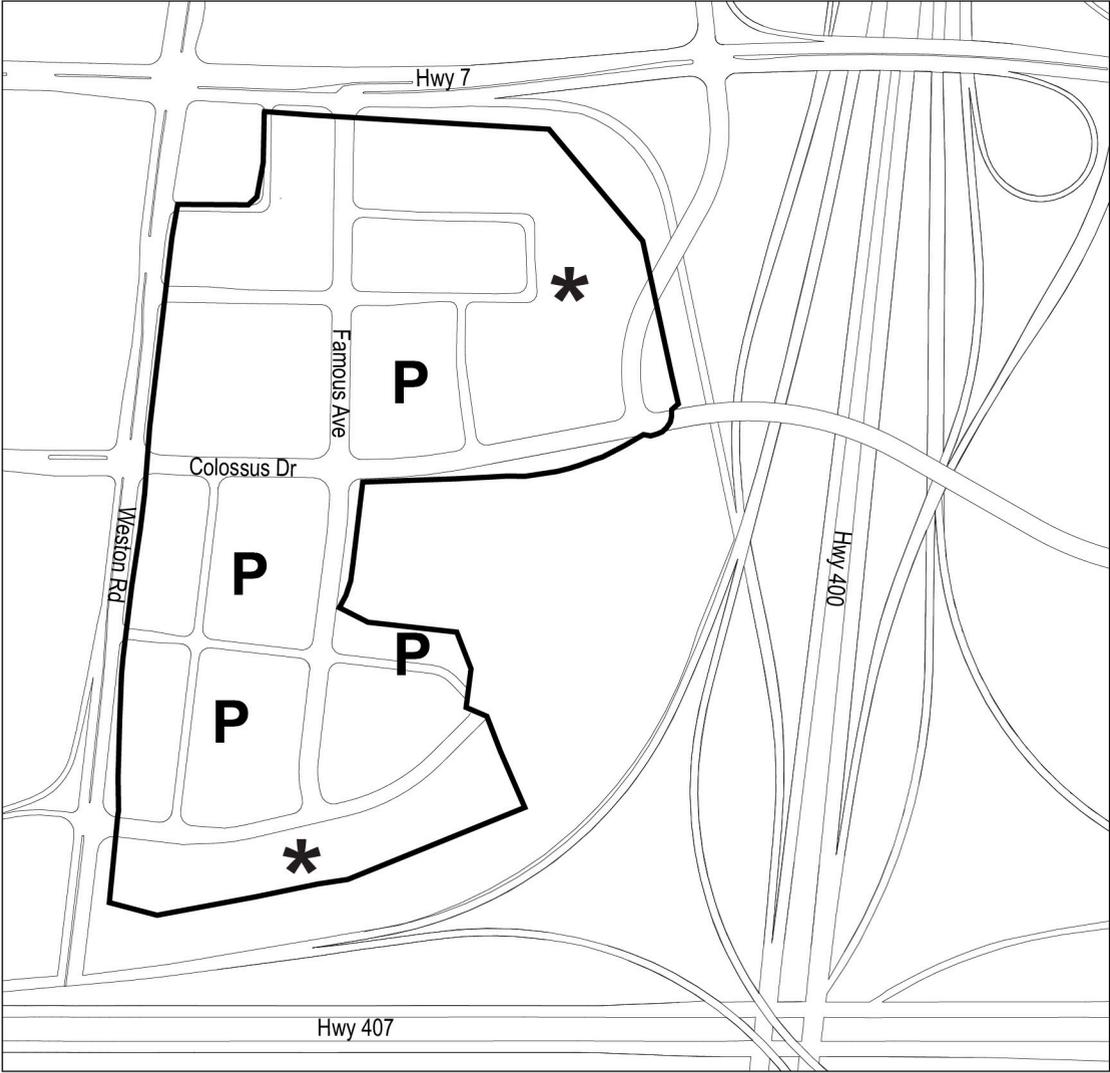
7501 - 7621 Weston Road

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



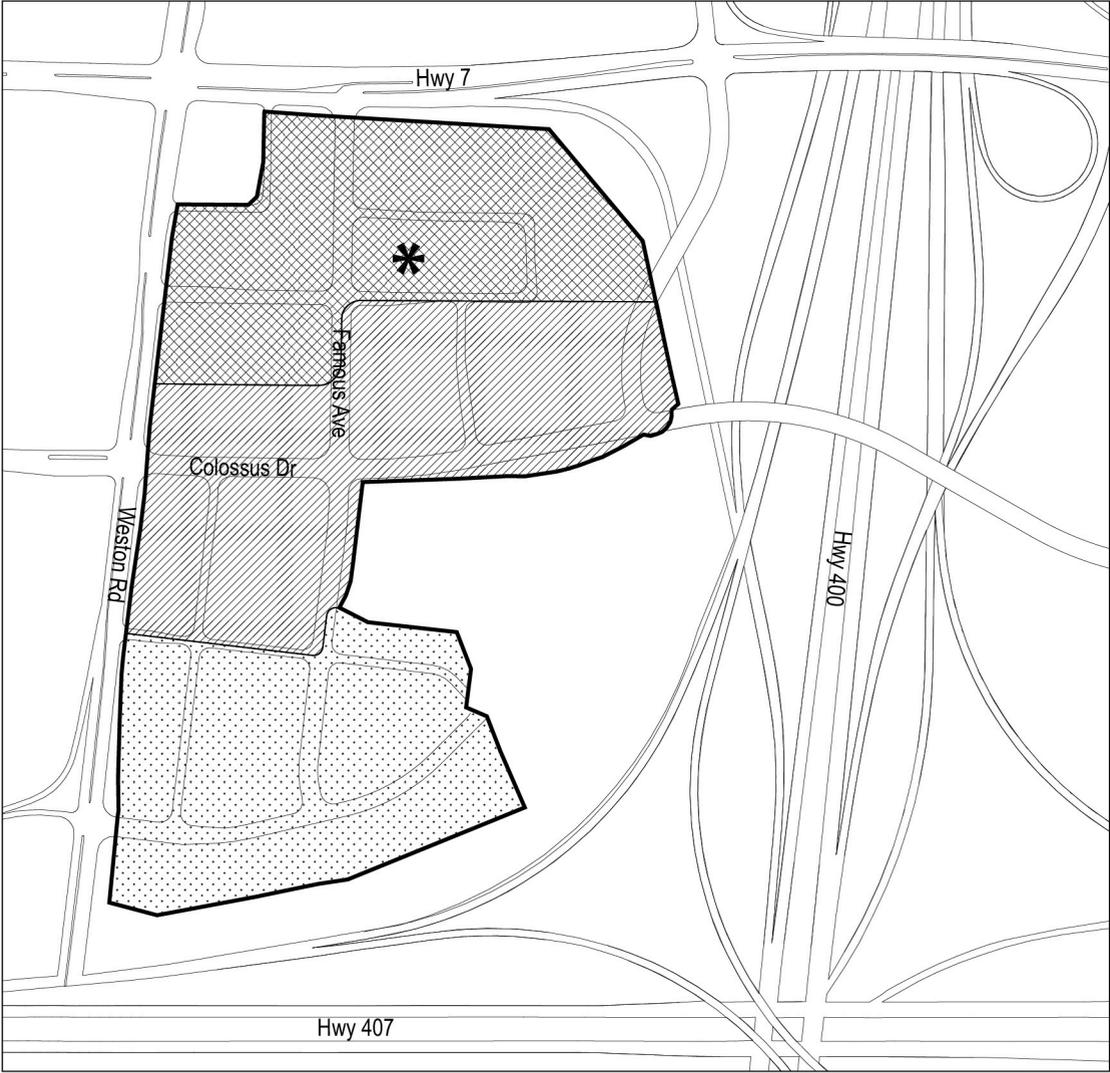
7501 - 7621 Weston Road

Parks and Community Facilities

- Subject Lands
- P 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



Not to Scale

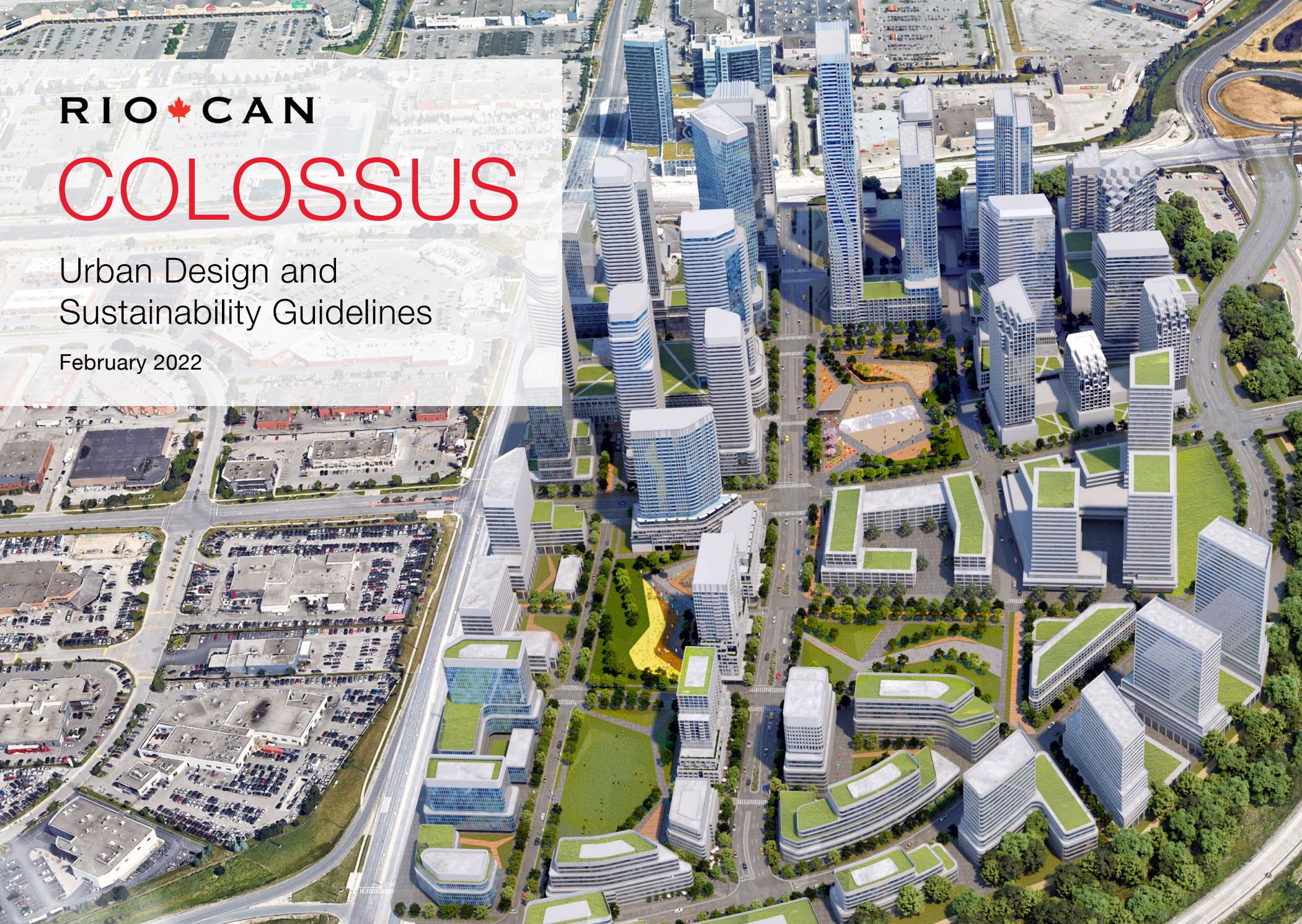
Appendix B – RioCan Urban Design Guidelines (submitted separately)

RIO CAN

COLOSSUS

Urban Design and
Sustainability Guidelines

February 2022



URBAN
STRATEGIES
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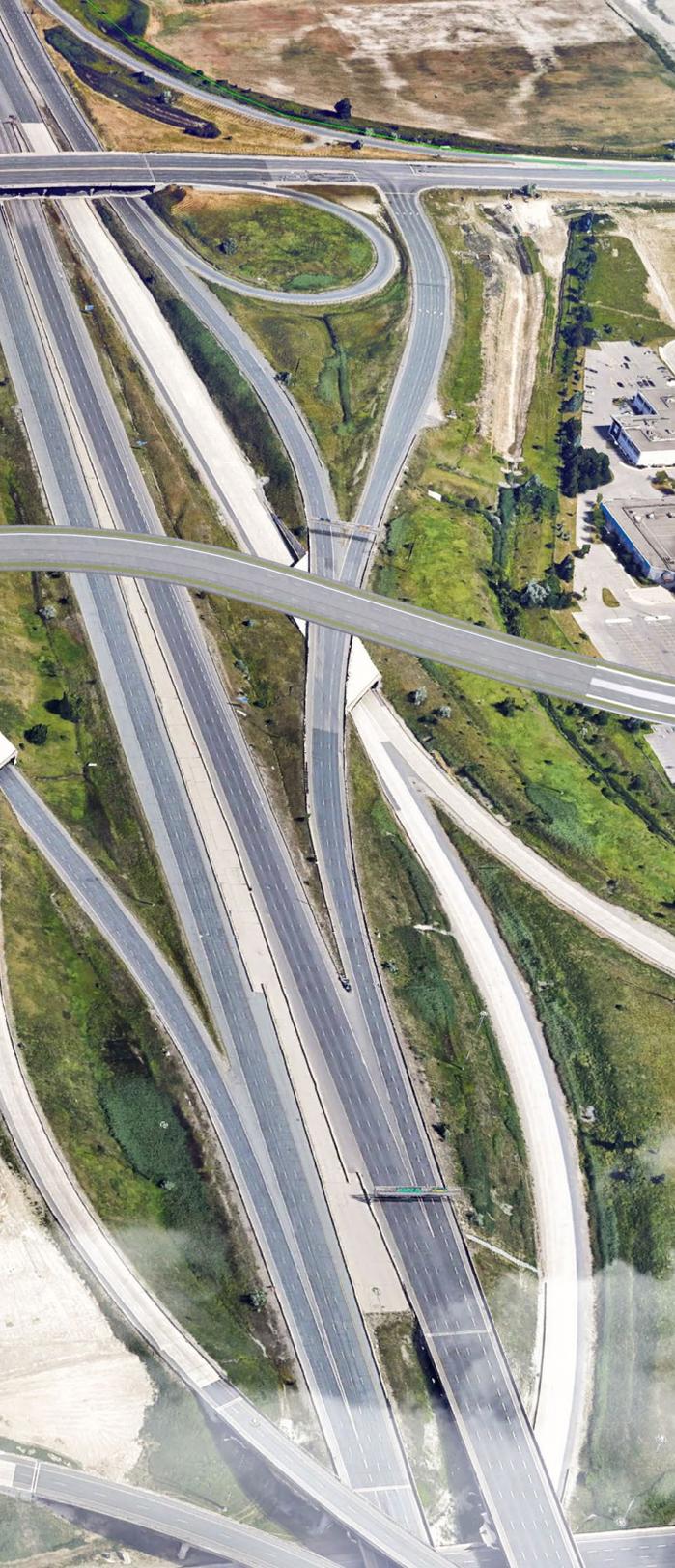
PFS STUDIO

BA Group

counterpoint
ENGINEERING







PURPOSE OF THE DOCUMENT

These Urban Design Guidelines have been prepared by Urban Strategies on behalf of RioCan Management Inc (“RioCan”) in support of an Official Plan Amendment (OPA”) application for the RioCan Colossus site known municipally as 7501-7621 Weston Road (**“the Subject Site” or “the RioCan Colossus Site”**).

As directed by City of Vaughan staff and to satisfy the requirements of the Official Plan Amendment (OPA) application on the Subject Site, these Urban Design Guidelines put forward a master plan-based framework that addresses the whole of the southeast quadrant of the Weston and 7 Primary Centre area (**“the Development Quadrant”**). These Urban Design Guidelines have been prepared in collaboration with Costco, the adjacent landowner in the Development Quadrant, who are aligned with the recommendations of this document.

While the Design Guidelines encompass the full Development Quadrant, the proposal for an Official Plan Amendment that accompanies these Urban Design Guidelines applies only to the RioCan Colossus Site.

Growth within the Master Plan area is expected to be realized through a series of phased development applications over time. The Urban Design Guidelines are intended to function as a high level framework to inform future site-specific applications for redevelopment, providing direction for how to realize a complete, cohesive community in the Development Quadrant as a whole.

TABLE OF CONTENTS

1.	Introduction	7	5.	Mobility Guidelines	33
1.1	Background	8	5.1	Street Network	34
1.2	The Development Quadrant	10	5.2	Pedestrian System	36
1.3	The RioCan Proposal	12	5.3	Cycling System	38
2.	Context	15	5.4	Transit	39
2.1	Urban Context	16	5.5	Parking And Servicing	40
2.2	Development Context	18	6.	Public Realm Guidelines	43
3.	The Master Plan	21	6.1	Introduction	44
3.1	Guiding Principles	22	6.2	Parks And Open Spaces	46
3.2	The Master Plan	24	6.3	Streetscape & Pedestrian Connections	56
3.3	Big Moves	26	6.4	Public Realm Focal Points	62
4.	Sustainability Guidelines	29	6.5	Storm Water	63
4.1	General Sustainability Guidelines	30	7.	Built Form Guidelines	65
			7.1	Introduction	66
			7.2	Unique Built Form Identity	67
			7.3	A Mix Of Building Typologies Within Blocks	70
			7.4	Prioritize The Pedestrian Experience	72





1. INTRODUCTION

1.1 BACKGROUND



Figure 1. The Development Quadrant and Weston 7 Area

The RioCan Proposal for an Official Plan Amendment seeks to establish a long term development framework for the Subject Site that can contribute to Vaughan’s vision for the Weston 7 Primary Centre and the City’s long term intensification objectives.

This application is being made at time when the City of Vaughan is undertaking a Transportation Master Plan and Secondary Plan study for the Weston 7 Primary Centre. Phase 1 of the Weston 7 Secondary Plan Study process began in 2018. Phases 2 and 3 of the process, including the initiation of the Transportation Master Plan, began in 2020.

Given a comprehensive Secondary Plan is not yet in place for the Weston 7 Primary Centre and to enable the City to comprehensively assess the application prior to the completion of the Secondary Plan, the City of Vaughan has directed the applicant to prepare these guidelines on a quadrant wide basis. The Urban Design Guidelines are based on a comprehensive Master Plan for the south east quadrant of the Weston 7 Primary Centre area which includes:

- The RioCan Colossus Site (“the Subject Site” or “RioCan Colossus Site”)
- The site municipally known as 71 Colossus Drive (“The Costco Site”)
- The site municipally known as 3733 Highway 7 West (“the PetroCanada Site”)
- A stormwater pond owned by the City of Vaughan (“the stormwater pond”)

The RioCan Colossus Site, the Costco Site and the PetroCanada Site are known collectively as “the Development Quadrant”.

While the Official Plan Amendment (OPA) that these Urban Design Guidelines accompany pertains only to the RioCan Colossus site, this document will demonstrate how an urban design framework can be extended across the Development Quadrant to create a cohesive, urban and transit-supportive community. While these guidelines have been developed on a quadrant basis at the request of City Staff, RioCan acknowledges that landowners within the Development Quadrant may seek to make individual applications that may deviate from the concepts put forward within this document.

INTERPRETATION

These Guidelines are intended to further elaborate on the City's urban design policies found in the City of Vaughan's Official Plan as well as the City's existing guidelines including:

- City-wide Urban Design Guidelines
- Technical Reference Manual
- Streetscape Implementation Manual
- City-wide Public Art Program

All of the detailed images, drawings and renderings contained in these Urban Design Guidelines are provided to conceptually illustrate the application of the proposed Guidelines, and should not be interpreted as the only design solution possible to realize the directions of this document.

The Colossus Urban Design and Sustainability Guidelines is a living document that shall evolve and be reviewed as the Development Quadrant develops over time.

1.2 THE DEVELOPMENT QUADRANT

EXISTING CONDITIONS

The Development Quadrant contains the RioCan Colossus Site, the Costco Site and the PetroCanada Site. The Development Quadrant currently accommodates two gas stations and significant retail and entertainment uses, and functions as a major commercial and entertainment destination for local residents and regional visitors.

Highway 7 and Weston Road bound the Development Quadrant to the north and to the west. These Major Arterial roads carry large volumes of traffic and create harsh edge conditions for the sites within the Development Quadrant. Currently, there are limited access points to the Development Quadrant from Highway 7 and Weston Road comprised of 5 signalized intersections. Highway 400 and 407 define the east and south boundary of the Development Quadrant. An approximately 35-50m landscape buffer area lines the eastern most edge of the Development Quadrant. These buffer lands are owned by RioCan and Costco but managed by the Ministry of Transportation.

Famous Avenue is the central north-south spine within the Development Quadrant and is a private street. Colossus Drive, which bisects the Development Quadrant from west to east, is the only public street within the Quadrant today. Colossus Drive is accessed from Weston Road at Rowntree Dairy Road to the west, from Highway 7 to the north east and directly from a southbound off-ramp from the 400 originating just north of Highway 7.

A new proposed overpass crossing of Highway 400 at the location of Colossus Drive has been identified in the City's Official Plan and the Weston and 7 Transportation Master Plan. The Colossus Drive Overpass is currently being studied through the Weston 7 Transportation Master Plan process which will determine an area of influence within the Development Quadrant for the Overpass, with the final alignment to be studied and determined through an EA process. When constructed, the Colossus Drive Overpass will improve connectivity for the Weston 7 area and serve as a link into the VMC.

An existing stormwater pond is located at the eastern edge of the Development Quadrant which accommodates stormwater and contributes to a landscape buffer between Highway 400 and the retail uses within the Development Quadrant. This pond is owned by the City of Vaughan. The Development Quadrant is surrounded by elevated highway on-ramps to the east and south, and embankments slope from the Quadrant down to meet Highway 400 to the east.

The current built form on the Development Quadrant is typical of a suburban retail format, defined by 1-2 storey low rise retail buildings, internally facing retail pads and extensive surface parking areas.

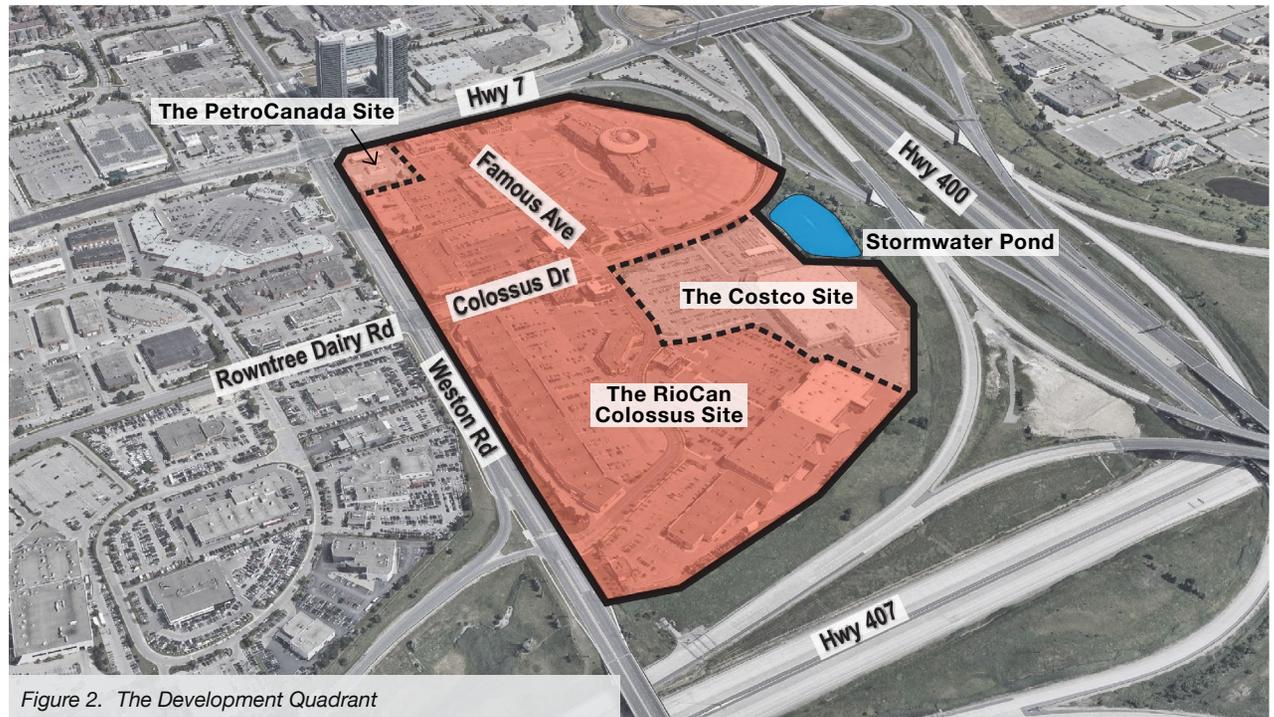


Figure 2. The Development Quadrant

THE RIOCAN COLOSSUS SITE

The RioCan Colossus Site is one of Vaughan's major retail destinations, with 702,228 sq. ft of leaseable space. At 25 hectares, the site includes anchor tenants including Colossus Cineplex, Bed Bath and Beyond, Buy Buy Baby, HomeSense, and Winners.



The RioCan Site

THE COSTCO SITE

The Costco site accommodates a warehouse membership club which has been in place for 20 years and has an area of 135,500 ft². The site also includes a gas bar with 24 fueling stations and 640 surface parking spaces.



The Costco Site

THE PETROCANADA SITE

The PetroCanada site is located at the intersection of Weston Road and Highway 7. The site accommodates a gas station and car wash facility.



The Petro Canada Site

A COORDINATED QUADRANT APPROACH

Reflecting the importance of a comprehensive approach to planning the southeast quadrant of the Weston 7 Primary Centre, RioCan has worked with Petro Canada and Costco - the neighbouring landowners - to collaboratively establish a Master Plan for the Development Quadrant. The resulting Master Plan reflects a coordinated approach to developing a complete community by establishing a fine grained and connected network of streets and blocks, realizing a network of parks and

open spaces and responding to the unique requirements of each landowner with regards to phasing and interim uses.

While the Master Plan encompasses the full Development Quadrant, the proposal for an Official Plan Amendment that accompanies these Urban Design Guidelines applies only to the RioCan Colossus Site.

1.3 THE RIOCAN PROPOSAL

SUMMARY

The RioCan Colossus Proposal (the “Proposal”) seeks an Official Plan Amendment on the RioCan Colossus Site to realize the vision of the Master Plan for the Development Quadrant. The Proposal is intended to transform the RioCan Colossus Site from a suburban, auto-oriented retail and entertainment hub dominated by surface parking into a vibrant, transit-supportive complete community in the heart of the Weston 7 Primary Centre.

The Proposal seeks to realize a density of 4.0 FSI on the RioCan Colossus Site, which could enable approximately 13,000 units and 1,788 people and jobs per hectare. The Proposal includes an Official Plan Amendment and associated schedules that establish a site-specific street and block network, park and open space network and height distribution strategy. Further details about the RioCan Colossus Proposal can be found in the Planning Rationale Report.

DEVELOPMENT PHASING

At 25 hectares, the RioCan Colossus Site is large, and it is expected that redevelopment as illustrated in the Proposal will evolve over the long term. The Proposal and its accompanying Official Plan Amendment include a flexible phasing strategy that will guide the evolution of the Subject Site over time.

Development is anticipated to begin in the northwest corner of the RioCan Colossus Site, incrementally realizing development blocks as market demand allows. Development south of Colossus Drive on the Subject Site is expected to take place over the longer term and will need to appropriately consider site access and delivery of open space in relation to the existing, interim and potential future long-term conditions of the adjacent Costco Site. Coordination will be required amongst leaseholders to enable some existing retail uses to remain on the RioCan Site while redevelopment occurs.

The Colossus Drive Overpass is an important piece of infrastructure that will unlock connectivity across Highway 400 for the RioCan Colossus Site, the Development Quadrant and surrounding areas. Future detailed planning applications will consider the design and phasing of the Colossus Drive Overpass construction.



Figure 3. The RioCan Proposal





2. CONTEXT

2.1 URBAN CONTEXT

The Development Quadrant is located at the southeast corner of Highway 7 and Weston Road and is part of the Weston 7 Primary Centre, one of the City of Vaughan’s planned locations for intensification and urbanization. The Development Quadrant is situated approximately 1.6 km from the western boundary of the Vaughan Metropolitan Centre (VMC). The Development Quadrant is in close proximity to significant employment areas in Vaughan and is currently an important retail and entertainment hub in the region.

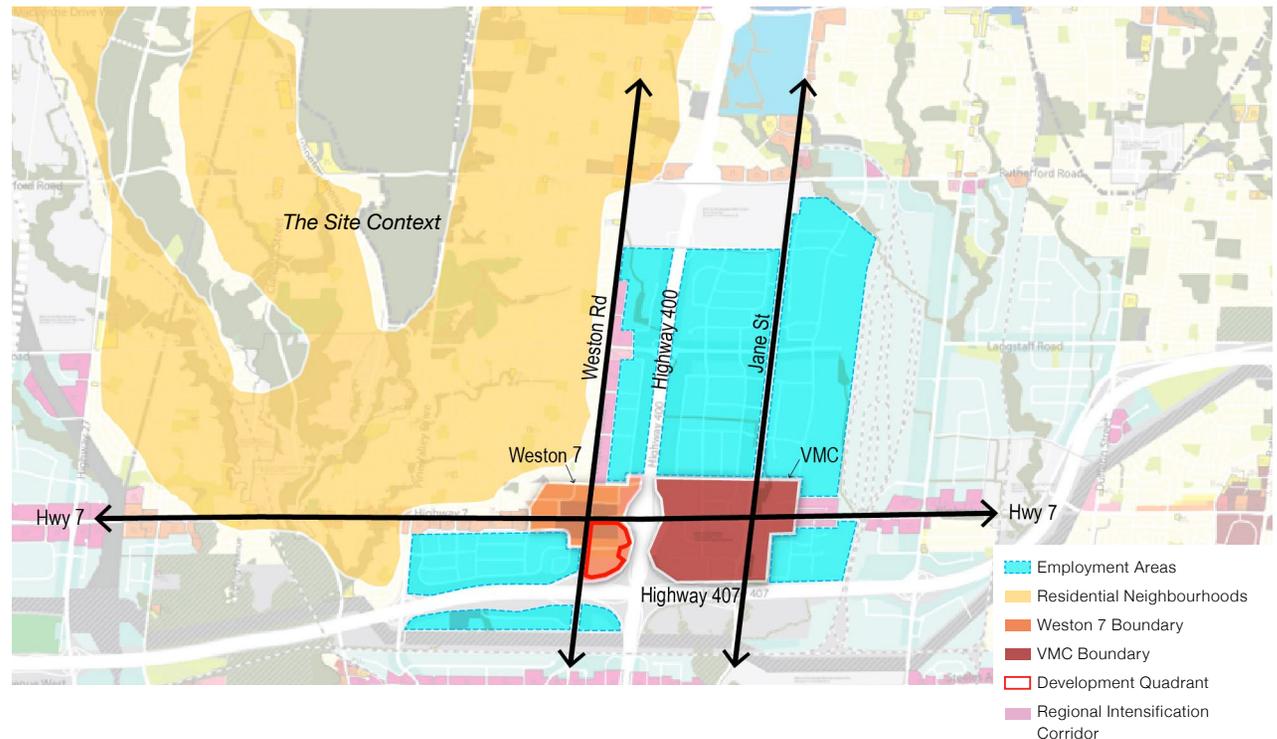
The Development Quadrant functions as a gateway to the western side of Vaughan and forms a critical link to the VMC, the City’s growing downtown and Regional Centre. Unlike the VMC, the Development Quadrant has an immediate relationship with the stable residential neighbourhoods to the northwest, providing retail, service and entertainment uses for that population today.

Highway 7 bounds the Development Quadrant to the north and is an important Regional Intensification Corridor. Tremendous growth and urban transformation along this corridor has been taking place, supported in part by the presence of the Highway 7 Rapid Bus Transit route (Highway 7 Rapidway). The Highway 7 Rapidway currently spans from Bruce Street in Vaughan to Birchmount Road in Markham, connecting to TTC subway service at the VMC as well as connecting to other interregional transit services along its planned 30+ km of dedicated rapid transit service.

The Development Quadrant represents 32% of the total area of the Weston 7 Primary Centre and has a large role to play in realizing the vision for Primary Centres to accommodate mixed-use, transit-supportive growth and intensification.

The Development Quadrant is 1.4 km from the VMC Toronto Transit Commission (TTC) station to the east. In 2017, the VMC subway station opened as part of the TTC Line 1 subway extension, providing a direct connection to Toronto’s downtown.

In addition to the subway station, higher order transit serves the Development Quadrant through the Highway 7 Rapidway Bus Rapid Transit route. The Highway 7 Rapidway has steadily expanded since opening in 2011, now providing connections from Bruce Street in Vaughan to Birchmount Road in Markham. The investment in public transit has increased connectivity throughout the City of Vaughan and supported considerable mixed-use development along this critical spine.



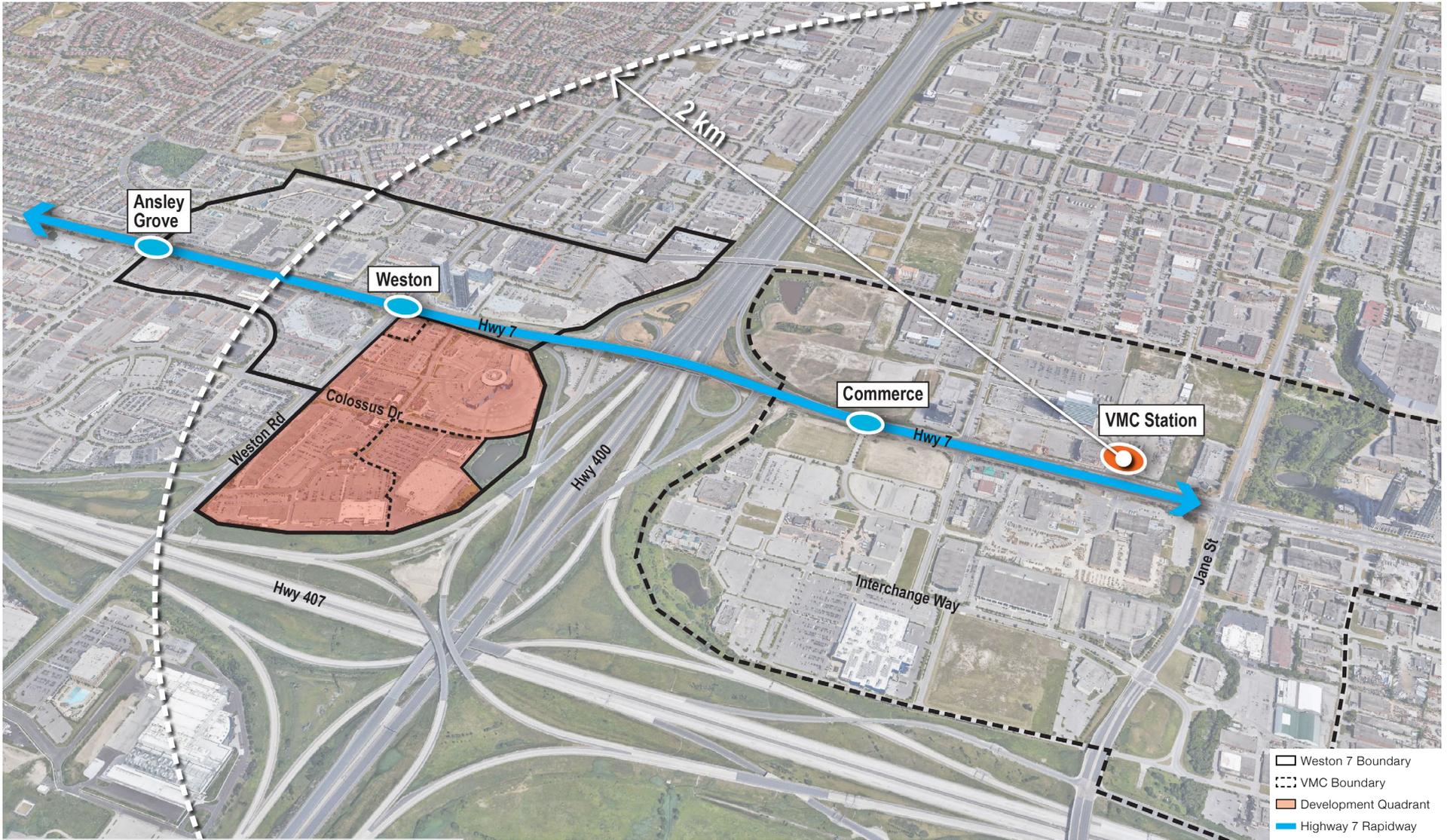


Figure 4. The Urban Context

2.2 DEVELOPMENT CONTEXT

There are a number of proposed and recently approved developments in the area surrounding the Development Quadrant. The recent development activity is predominantly residential and/or mixed use with a podium tower built form. The developments closest to the Development Quadrant are described below.

1. 7887 Weston Road

A Zoning By-law Amendment and Official Plan Amendment application for four residential towers with height ranging from 40 to 49 storeys including retail uses in the proposed podium. The proposal includes 2,003 dwelling units and 1,801 parking spaces, and an FSI of 9.61.

2. 137 Chrislea Road

A Zoning By-law and Official Plan Amendment application to permit eight new residential blocks and two mixed use blocks accommodating a total of 3,962 dwelling units and 3,284 parking spaces for a total FSI of 5.84.

3. 7520, 7540, 7560 Weston Road

A Zoning By-law and Official Plan Amendment application to permit two high-rise residential towers of 42 and 45 storeys accommodating a total of 952 residential units and 818 parking spaces.

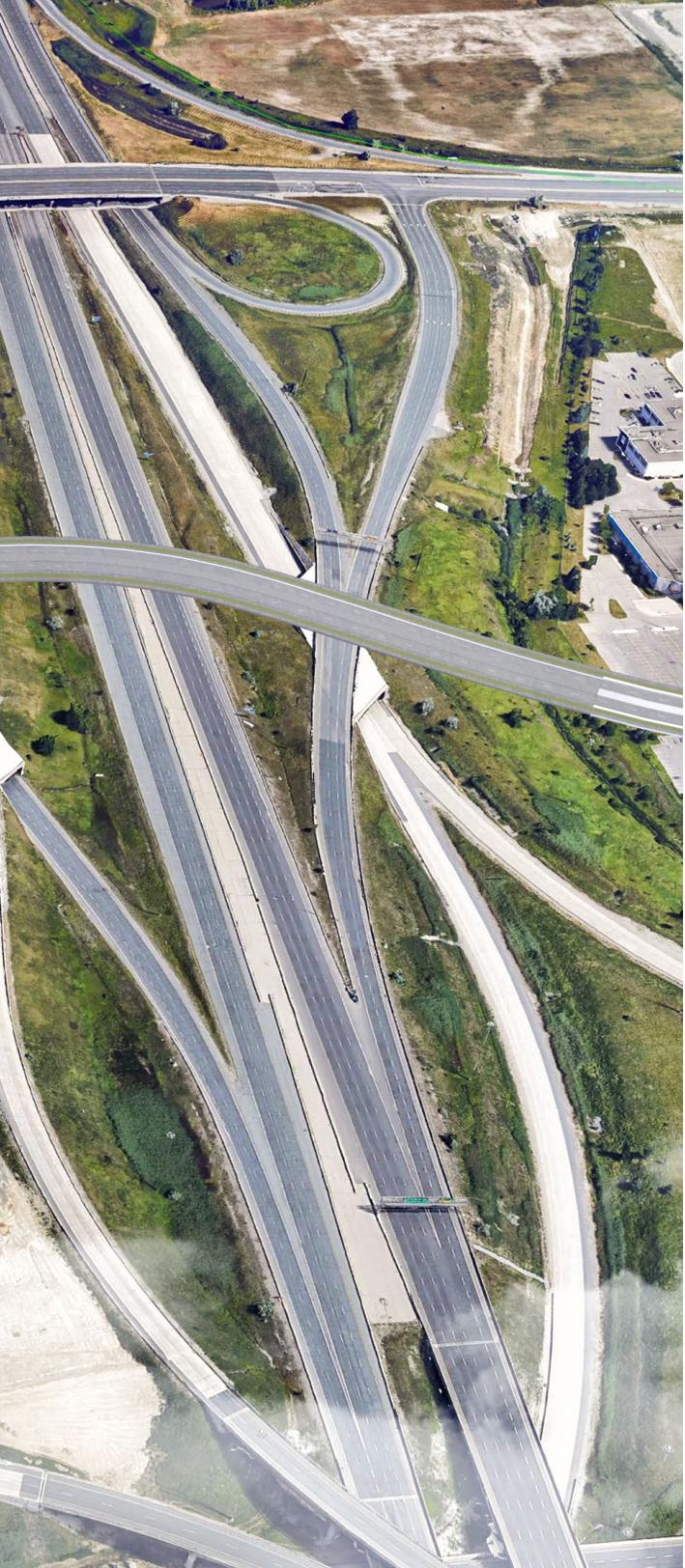
	Address	Ownership	Status	Height(s) in storeys	FSI
1	7887 Weston Rd	Sorbara	Under Review	40-49	9.61
2	137 Chrislea Rd	Smart Centres	Under Review	8-45, with 2 @ 45	5.8
3	175 Millway Ave	Smart Centres	Approved	35, 45, 50	7.08
4	2920 Highway 7	Royal 7 Developments	Approved	60	10
5	3300 Highway 7	1042710 Ontario Ltd	Under Review	15, 55, 58	11.6
6	3201 Highway 7	Gupta Group	Approved	55, 55, 46, 29, 17 + townhouses	11.3
7	2951 Highway 7	Liberty Developments	OPA/ZBL Approved, SPA Under Review	35, 35, 36, 9	6.3
8	2901 Highway 7	Liberty Developments	Approved	33, 39	5.72
9	2851 Highway 7	GB Vaughan Seven	Under Review	37, 27	5
10	Part Lot 4, Con 5	Mobilio Developments	Approved	12, 15, 18 +townhouses	2.65
11	7520, 7540 and 7560 Weston Road	237193 Ontario Inc.	Under Review	45, 42	7.38
12	15 Jevlan Drive, 156 Chrislea Road	FDF Investments Ltd. and Playacor Holdings	Under Review	N/A	N/A
13	Regional Road 7 – 3301 Highway 7	RP B3N Holdings Inc.	Under Review	40, 46, 55 & 59	7.8
14	Part 16, Part 18, Parts 37-41, Parts 66-68 of Plan 65R-20291	RP B3S Holdings Inc.	Under Review	36, 41, 45	6.6
15	189, 185 Millway Avenue, 996, 1000, 1004 Portage Parkway7894, 7890, 7886 Jane Street	Penguin-Calloway (Vaughan) Inc.	Under Review, Council Approved on May 14, 2019, Site Plan Agreement Pending Review	35, 40, 50 storeys	7.08



Figure 5. Development activity surrounding the Development Quadrant

- Development Quadrant
- Under Review
- Approved / Under Construction
- VMC Proposed Buildings





3. THE MASTER PLAN

3.1 GUIDING PRINCIPLES

The following eight guiding principles have shaped the approach to the Master Plan for the Development Quadrant.

Create a complete community



Realize a complete community that includes housing choices at various affordability levels, opportunities for retail, commercial and entertainment uses as well as community amenities that support and enhance the social fabric of the place.

Function as a regional destination for retail and entertainment



Reinforce and enhance the area's existing role as a retail and entertainment destination for local residents and visitors.

Establish a fine grained network of streets and blocks



Improve circulation throughout the Development Quadrant, provide additional access points and connectivity, all uses and elements within the Quadrant and strengthen connections between the Quadrant and the surrounding area.

Create a pedestrian oriented and walkable urban environment with a number of mobility choices



Encourage active transportation modes by offering convenient pedestrian and cycling routes and amenities, and explore enhanced connections with existing transit infrastructure.

Establish a connected network of parks and open spaces



Accommodate a wide range of well designed parks and open spaces to provide formal and informal outdoor amenity, provide a context for social interaction, and contribute to sustainability and resilience.

Encourage a diverse and high quality built form



Feature high-quality architectural design to create a distinct and interesting identity and enhance the physical and visual character of the area.

Promote sustainable development



Employ a comprehensive approach to sustainable design that encompasses a range of innovative solutions to promote environmental, social, cultural and economic sustainability.

Establish a flexible plan for phased development



Enable a flexible approach to implementation, allowing for adaptation and flexibility over time while delivering the overall intent of the Master Plan vision.

3.2 THE MASTER PLAN

The Master Plan contemplates a comprehensive redevelopment of the Development Quadrant to create a vibrant, mixed-use, urban environment. The Plan incorporates retail, commercial, residential and community uses anchored by a network of streets and blocks and complemented by a series of new parks and open spaces.

New development will be supported by a robust and highly connected network of public and private streets, including the transition of one private street into a public street. The current internal network of private driveways will be expanded into a formalized street network to increase connectivity throughout the Development Quadrant and to surrounding arterial roads. Development within the Development Quadrant will be anchored by two key linkages: Famous Avenue, a north-south spine, and Colossus Drive, an east-west spine that includes the future Colossus Drive Overpass which will connect the Weston 7 area east to the VMC. The planned Colossus Drive Overpass is an important piece of infrastructure that will connect the Development Quadrant with its surrounding area, including enhancing access to key amenities such as the VMC TTC subway station.

A series of interconnected new parks and open spaces are envisioned as part of the Master Plan, which will enhance the outdoor amenity in the Weston Road and Highway 7 area. New parks are sized to accommodate a range of programming

and design approaches, provide opportunities for active and passive recreation and contribute to environmental sustainability and resilience. A generous range of other private open spaces will supplement the parks, enhancing pedestrian connectivity throughout the Development Quadrant.

The north and west boundaries of the Development Quadrant, Highway 7 and Weston Road, are Major Arterial roads with a harsh, automobile focused character. The Master Plan seeks to respond to these the exterior edges by establishing a minimum 3 metre setback along both Highway 7 and Weston Road, softening the experience of these wide vehicular corridors. In addition, the retail, entertainment and pedestrian focus of the Master Plan is focused towards the interior of the Development Quadrant, creating an intimate development pattern that is more pedestrian oriented and friendly in comparison to the edges of the Development Quadrant.

The Master Plan creates distinct precincts: a Northern Precinct which will evolve as a vibrant high-density destination adjacent to the existing higher order transit infrastructure; the Southwestern Precinct, which will have a strong residential identity that can accommodate a wide range of built form typologies and densities; and the Southeastern Precinct, which will include mixed use high density development that frames the highway edge.



Figure 6. The Master Plan

3.3 BIG MOVES

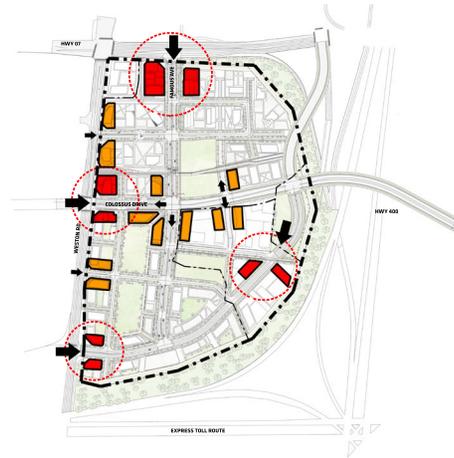
The essence of the Master Plan can be captured in a series of six 'Big Moves' which are further described below. These Big Moves will bring about coordinated, cohesive change in the Development Quadrant.



Create distinct precincts

The Master Plan seeks to deliver a more intimate, fine-grained development pattern toward the interior of the Development Quadrant while addressing the Highway 7 and Weston Road edges. The Master Plan provides three precincts as a basic premise of site organization: the Northern Precinct, the Southwestern Precinct and the Southeastern Precinct.

The Master Plan locates the highest density and greatest mix of uses in the Northern Precinct, closest to transit access. The Northern Precinct will have a strong residential and commercial character, and will be the focus of entertainment uses. The Southwestern Precinct will include high, medium and lower density uses and evolve with a strong neighbourhood character, complemented by the Southeastern Precinct which will include higher density uses that frame the highway edge.



Reinforce a sense of arrival

The Master Plan recognizes the importance of establishing a strong sense of arrival at key points of entry to the community.

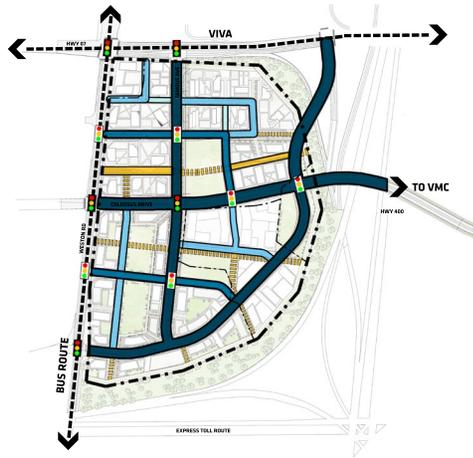
Future development will define gateways through landscape moves or architectural expression at key entrances from Highway 7, Weston Road and at the future Colossus Drive Overpass.



Create place-defining open spaces

The Master Plan envisions a connected network of signature open spaces that will be framed by community-building uses, animated retail uses, and built form. In the Northern Precinct, the Master Plan contemplates a central public park which will be an animated gathering space, well-defined by buildings and commercial retail uses. In addition to the central public park, a pedestrian mews and a network of other open spaces will define the Precinct and contribute to connectivity.

In the Southwestern and Southeastern Precincts, a series of public parks will be the focus of neighbourhood development and provide opportunities for informal play and recreation. A new park, located adjacent to commercial uses on Famous Avenue will provide a destination for gathering and become a key street linking the public parks in both Precincts. Another park east of Famous Avenue will bridge the RioCan Colossus and Costco Sites and function as a passive space for day-to-day recreational use.



Plan for multi-modal movement

The Master Plan proposes a connected street network that allows for balanced pedestrian, vehicular, transit and cycling movement. This well-developed network of streets will support city-building goals focusing on sustainability, streetscape beautification, and pedestrian and cyclist movement.



Activate parks and mews frontages

The Master Plan strategically locates animated uses along the public parks and major pedestrian corridors to ensure 'eyes on the street' and encourage 24/7 vibrancy within the Development Quadrant.



Develop a range of destinations

The Master Plan includes a land use strategy that will encourage the realization of a range of destinations including commercial entertainment uses, such as a theatre, restaurants and hotel uses, as well as community serving uses to support the neighborhood as a complete community.





4. SUSTAINABILITY GUIDELINES

4.1 GENERAL SUSTAINABILITY GUIDELINES

The City of Vaughan has an extensive Sustainability Guidelines document to encourage optimal environmental performance in new development. The City's Sustainability Guidelines include directions for the development of sustainable communities, including improved building performance, lower ecological footprints, decreased greenhouse gas emissions and better integration with open spaces and parks.

These sustainability guidelines build upon Vaughan's existing direction and provide additional direction specific to the Development Quadrant and the Master Plan.

GUIDELINE 1

Development in the Development Quadrant is encouraged to achieve a minimum of a Bronze Performance Level at the Block Plan / Draft Plan of Subdivision stage.

GUIDELINE 2

Explore options to integrate District Energy.

GUIDELINE 3

Facilitate development designed for flood considerations and enhanced stormwater management controls in line with TRCA Humber River Watershed Requirements.

GUIDELINE 4

Employ Low Impact Development techniques where possible to reduce stormwater runoff.

GUIDELINE 5

Establish a mobility network that supports active transportation and the use of public transit to minimize personal auto trips and reduce emissions and congestion.

GUIDELINE 6

Provide green spaces to decrease the heat island on the Development Quadrant.

GUIDELINE 7

Select landscape materials that are durable and reduce waste.

GUIDELINE 8

Plant native species wherever possible to strengthen the biodiversity of the Development Quadrant.

GUIDELINE 9

Incorporate a varied mix of uses in compact built form to reduce car dependence and decrease greenhouse gas emissions.

GUIDELINE 10

Consider passive solar design where possible to increase energy efficiency.

GUIDELINE 11

Generally locate the highest densities in proximity to existing transit along the Highway 7 corridor to encourage transit use.

GUIDELINE 12

Consider designing for third-party certifications where feasible to achieve high performance in areas of human and environmental health, energy efficiency and environmental impact.







5. MOBILITY GUIDELINES

5.1 STREET NETWORK

The Master Plan envisions a fine-grained street network comprised of complete streets that are easily accessible to all road users and contribute improvements to the existing road and transit networks. The following guidelines should be considered in the implementation of the street network.

GUIDELINE 13

Streets in the Development Quadrant should be designed as a complete network, taking into account the needs of all modes of travel.

GUIDELINE 14

Major Roads should generally be designed to a ROW of 28-33m, and should accommodate pedestrian, cycling and vehicular traffic and reinforce broader connectivity beyond the Development Quadrant to its surrounding context.

GUIDELINE 15

Connector Roads should generally be designed to a ROW of 20m and provide a finer grain of connectivity than Major Roads, enabling circulation and access throughout the Development Quadrant.

GUIDELINE 16

Local Roads should generally be designed to a ROW of 17-20m and provide fine-grained street and block connections to enhance porosity to enable efficient pedestrian and active travel.

GUIDELINE 17

Additional signalized connections to Weston Road are encouraged where feasible to increase permeability and movement choice.

GUIDELINE 18

All new public streets connecting to Highway 7 or Weston Road as unsignalized intersections should be right-in/right-out to provide enhanced access to future development blocks.

GUIDELINE 19

The street network should be planned and implemented to accommodate existing, interim and future land uses.

GUIDELINE 20

Private streets, where present in the Development Quadrant, should be designed to public standards.

GUIDELINE 21

The street network will be delivered incrementally, and existing and interim conditions and uses will be considered and coordinated across the Development Quadrant.

GUIDELINE 22

New development with frontage on the future Colossus Drive Overpass should be designed to respond to the grade changes anticipated with this planned infrastructure.

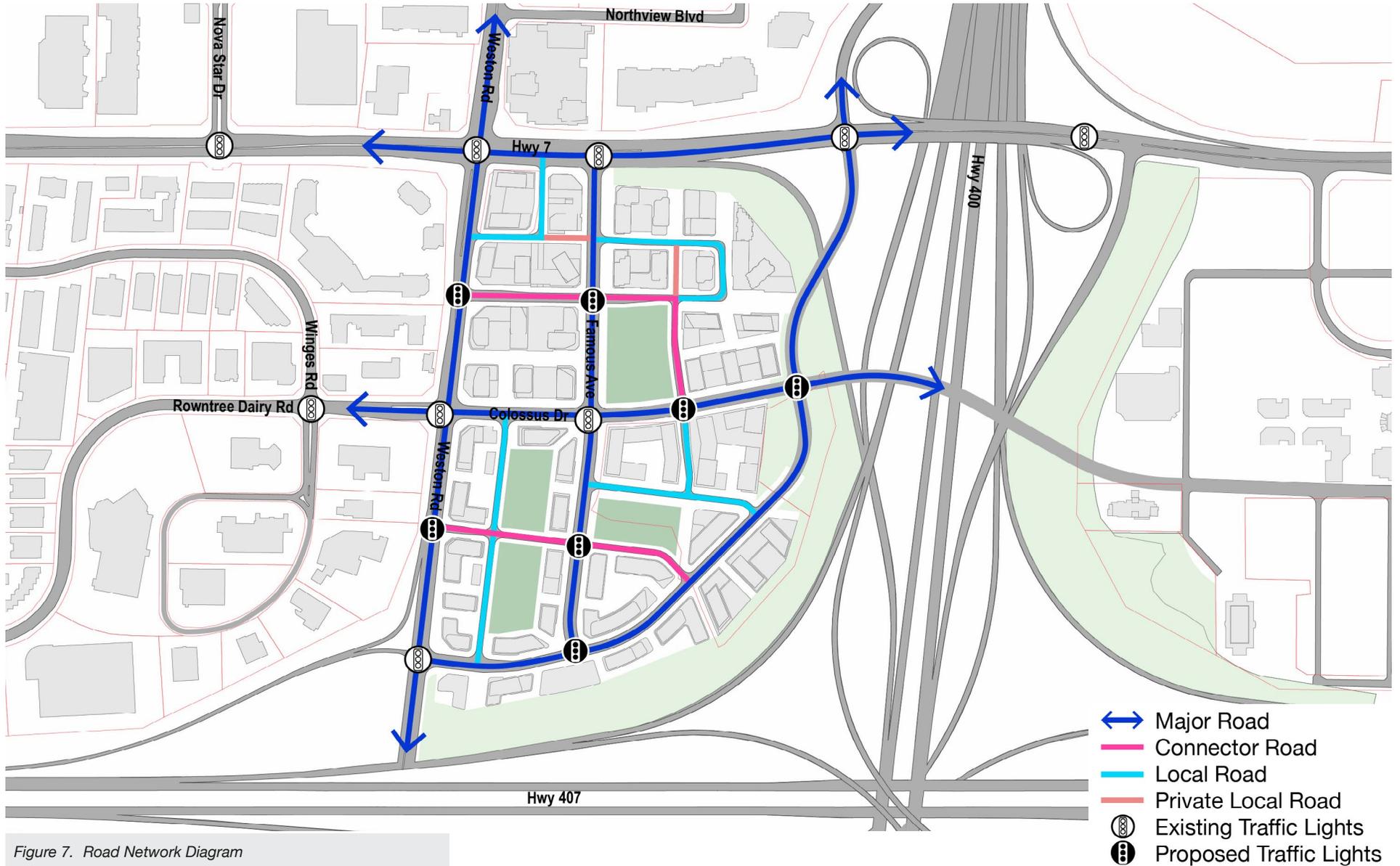


Figure 7. Road Network Diagram

5.2 PEDESTRIAN SYSTEM

The delivery of a connected pedestrian and cycling network is essential to the long-term success of mobility within the Development Quadrant and supports the development of a complete and connected community. The following guidelines should be considered in the development of the pedestrian movement systems.

GUIDELINE 23

All streets within the Development Quadrant, including public and private rights of way, should be designed to accommodate pedestrian movement.

GUIDELINE 24

Pedestrian comfort should be considered in the size and programming of the public realm, with consideration given for the appropriate size of pedestrian clearways within the right of way that are reflective of the character and role of the street in the Development Quadrant.

GUIDELINE 25

Public streets should be designed to enhance the pedestrian experience by locating special paving, street furniture and tree planting where appropriate.

GUIDELINE 26

Streets with frontage on parks should be lined with active, pedestrian-oriented uses to promote animation.

GUIDELINE 27

Future development should consider pedestrian connectivity in the design and organization of blocks. Mid block connections, interior or exterior to a building, should be encouraged to promote permeability.

GUIDELINE 28

Parks should be easily and comfortably accessible to pedestrians from public streets.

GUIDELINE 29

Future wayfinding strategies in the Development Quadrant should provide directional and distance information to encourage walking to fulfill day-to-day trips, including the identification of fitness loops to promote health and wellness.

GUIDELINE 30

The pedestrian mews should advance pedestrian movement as a priority and should be designed to reflect its special character, including consideration for a curb-less condition which will on occasion accommodate service vehicles.

GUIDELINE 31

Pedestrian movement may be accommodated outside of the street network through the Multi Use Trail within the MTO setback and potentially through a future naturalized and publicly accessible stormwater pond.

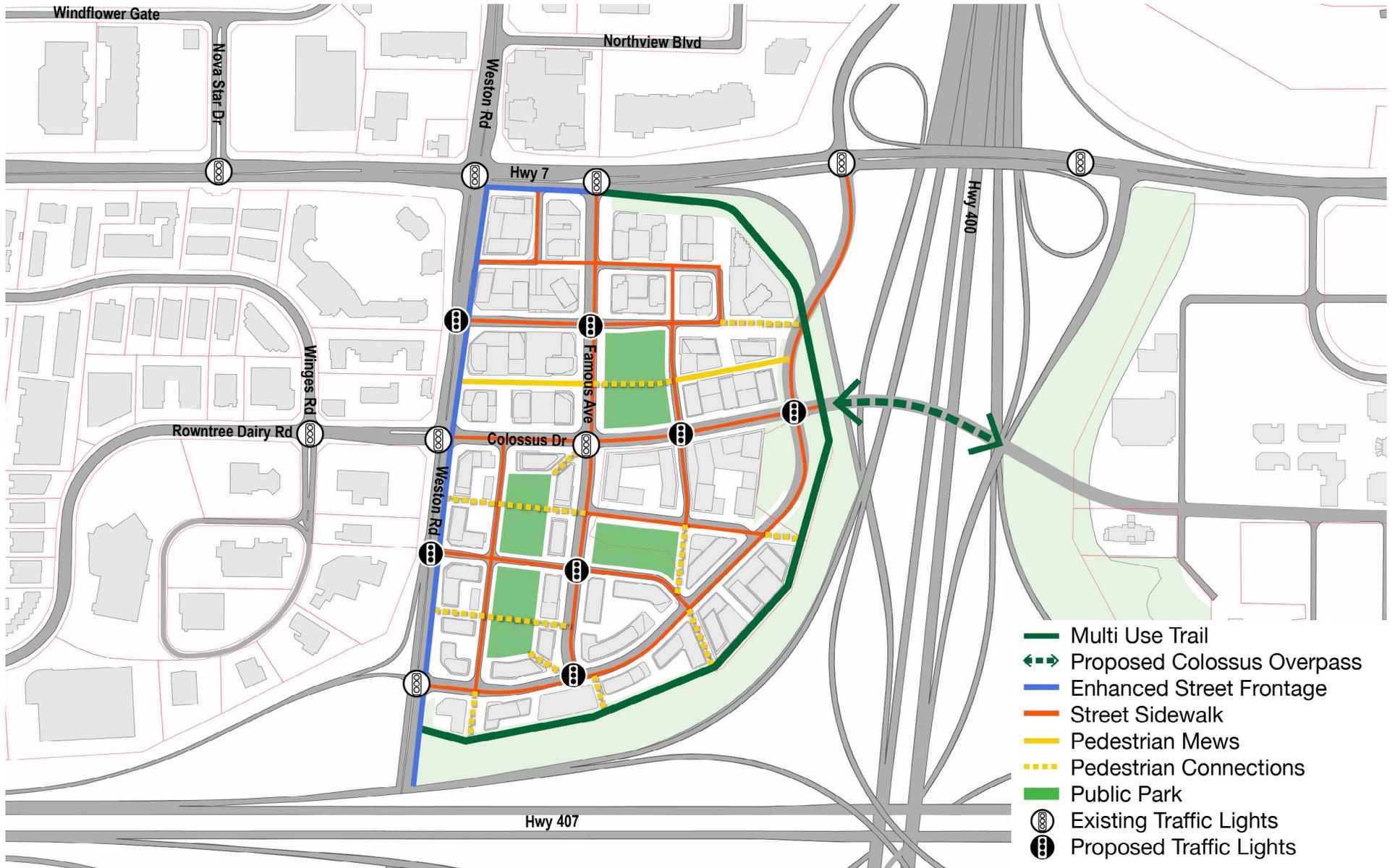


Figure 8. Pedestrian Network Diagram

5.3 CYCLING SYSTEM

Sufficient bicycle infrastructure at grade is a key element to foster a bicycle -friendly street scape. The following guidelines address cycling within the Development Quadrant:

GUIDELINE 32

Major Roads in the Development Quadrant should be designed to accommodate safe cycling routes and consider appropriate cycling infrastructure such as on-street cycling lanes, separated cycling lanes and other design solutions.

GUIDELINE 33

Cycling may be accommodated outside of the street network through the Multi Use Trail within the MTO setback.

GUIDELINE 34

Wayfinding strategies for the Development Quadrant should provide directional and distance information to encourage cycling to local destinations. These strategies are expected to be developed as part of more detailed development applications.

GUIDELINE 35

Safe and convenient cycling infrastructure should be considered in the design process of the future Colossus Drive Overpass.

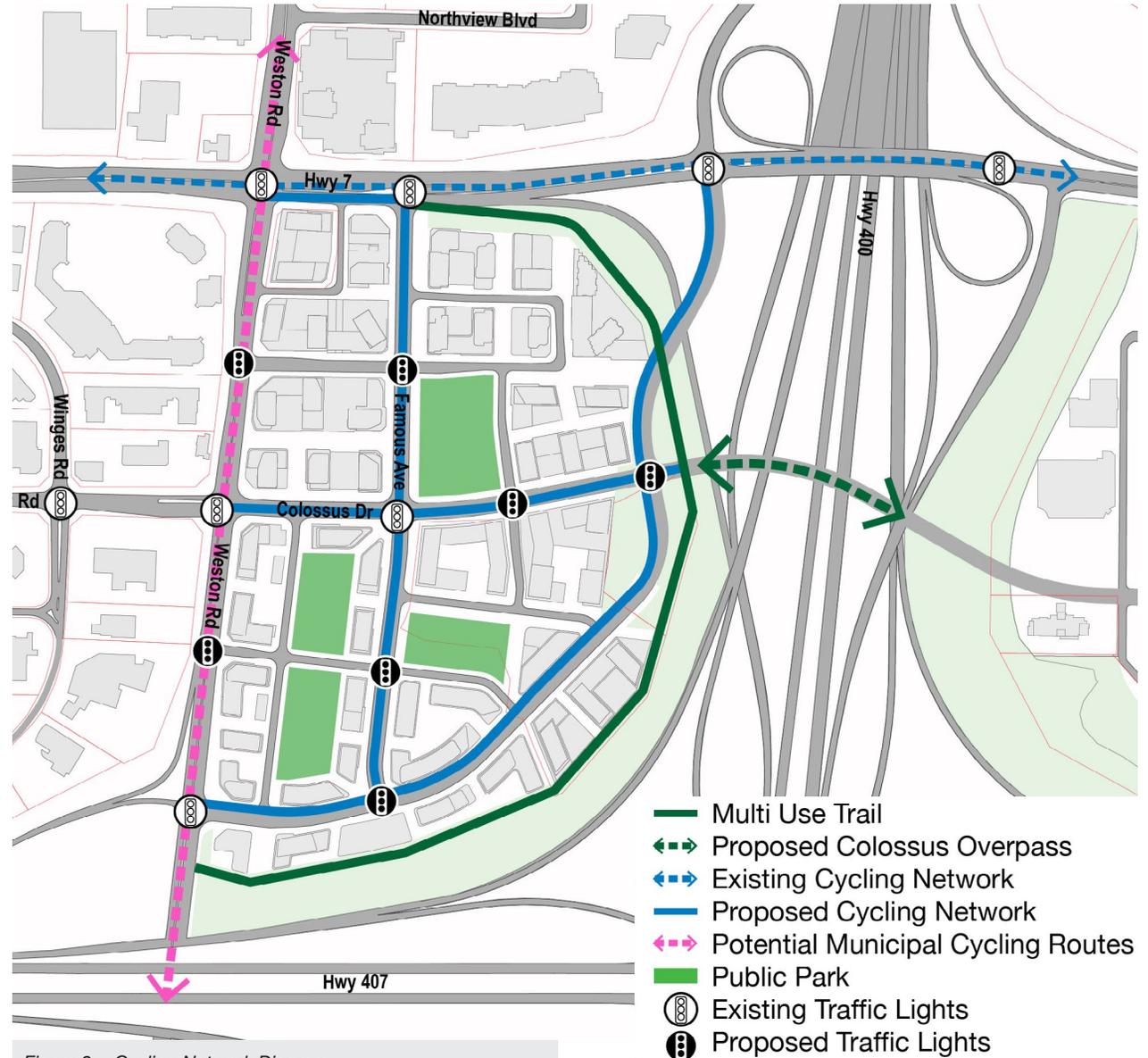


Figure 9. Cycling Network Diagram

5.4 TRANSIT

Development should contribute to the promotion of transit use, provide physical connections into the existing network and realize new connections that enhance transit opportunities. The following guidelines describe how development should encourage and enhance transit use.

GUIDELINE 36

Transit use should be encouraged by providing convenient connections to existing transit.

GUIDELINE 37

Future wayfinding strategies in the Development Quadrant should provide directional information to connect people to local transit.

GUIDELINE 38

Major Roads including the future Colossus Drive Overpass should be designed to accommodate potential future transit routes within the Development Quadrant.

GUIDELINE 39

Last mile transit solutions including local shuttle services routes should be explored to improve transit access for residents, employees and visitors in the Development Quadrant.

GUIDELINE 40

Future development should consider provision of preloaded transit passes for residents among the Traffic Demand Management strategies that may be implemented.

GUIDELINE 41

The City of Vaughan should continue to work with regional transit agencies to advocate for an integrated transit fare strategy to encourage transit usage between regions.



York Region Transit BRT



Micro-Transit

5.5 PARKING AND SERVICING

Future development will need to accommodate parking, loading, and all other servicing facilities in an urban and compact built form, reduce adverse impacts on the public realm and encourage pedestrian-oriented activities. The following guidelines address how to accommodate parking and servicing in the quadrant.

GUIDELINE 42

Given the planned retail and entertainment character of the Development Quadrant, dedicated commercial parking may be required to attract and support these users. Where possible, shared parking among residential and non-residential uses should be encouraged. Where dedicated parking facilities are necessary to support planned uses, they should be located between Weston Road and Famous Avenue to discourage excessive commercial-related traffic infiltration and encourage pedestrian activity.

GUIDELINE 43

Development should reduce the impact of loading facilities on the public realm by locating servicing facilities within buildings and in consolidated facilities wherever possible.

GUIDELINE 44

New development should be supported by a Travel Demand Management system to reduce demand for parking.

GUIDELINE 45

Where possible, development is encouraged to accommodate required parking underground or within consolidated facilities to maximize efficiency. Consolidated commercial parking facilities should be considered and located centrally within the Development Quadrant.

GUIDELINE 46

Where present, consideration should be given to the design of above grade parking structures including: integrating structured parking within the base of new buildings; wrapping portions of the lower levels of parking structures with commercial, retail, residential or community uses to ensure that the structure is not visible from adjacent streets or open spaces; designing structured parking to incorporate fenestration, well-articulated openings and high-quality materials; consider long term potential adaptive re-use to enable conversion of parking structures to other uses in the future.

GUIDELINE 47

With the exception of transitional parking, new development blocks should generally be designed to minimize surface parking and on-street parking.

GUIDELINE 48

At-grade, visible service courts are discouraged.

GUIDELINE 49

On-street parking is encouraged on local roads to add amenity to the area and provide street friction to slow traffic.

GUIDELINE 50

As development occurs on the Development Quadrant, the use of surface parking may be required to support development phasing and coordination with existing and interim uses.



Above-grade parking structure with glazing and commercial uses



Structured parking with high-quality materials and clear openings





6. PUBLIC REALM GUIDELINES

6.1 INTRODUCTION

Park, opens spaces and streetscapes are an important part of the livability and success of a community and a strong emphasis has been placed on the public realm in the Master Plan. The future landscape strategy reflects a number of systems that together create a comprehensive public realm approach.

The following section will provide guidelines for each of the landscape systems including:

Parks & Open Space



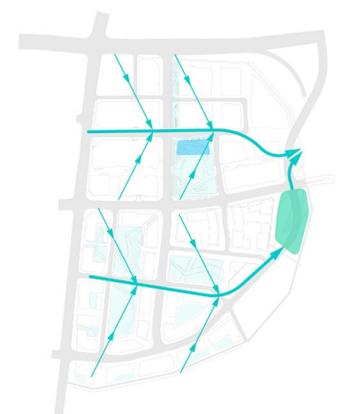
Streetscape Character



Public Realm Focal Points



Storm Water System



- 01 Colossus Park
- 02 Pedestrian Mews
- 03 Central Park West
- 04 Central Park East
- 05 Storm Water Management Area
- 06 MTO setback / Multi-use Trail
- 07 Famous Avenue Promenade



Figure 10. Landscape Demonstration Plan

6.2 PARKS AND OPEN SPACES

The following guidelines should be considered to reinforce the role parks and open spaces play in supporting a complete community by providing amenity, enhancing identity and providing a connection to nature.

GUIDELINE 51

Where public parks are provided, they should be accessible by public streets and well framed by building frontages.

GUIDELINE 52

Consideration should be given to the phasing of parks along with development to ensure public amenity is provided as the population grows.

GUIDELINE 53

The design and programming of the public parks should reflect the land use and character of the new development and the adjacent context.

GUIDELINE 54

A variety of programming should be explored in the public parks to accommodate different user groups throughout the day and seasons.

GUIDELINE 55

The existing MTO setback may be transformed into a Multi Use Trail that can enhance future residents' access to open space and recreational opportunities

GUIDELINE 56

Beyond parkland dedication, development is encouraged to include additional open spaces in various forms, including courtyards, Privately Owned Publicly-Accessible Space (POPS) , hardscape plazas or passive landscaped areas where feasible. Clear entrances, access and circulation from the public ROW and consideration for signage, softscape and hardscape materiality should be employed.

GUIDELINE 57

POPS spaces should consider the building edges and respond to at-grade architectural materials, entrances and exits.

GUIDELINE 58

New pedestrian and cycling trails around the stormwater pond should be explored with the City to contribute to the public realm network.

GUIDELINE 59

Parks and open spaces will be provided over time, and the full realization of Central Park East as envisioned will require redevelopment to occur on both the RioCan Colossus Site and the Costco Site.



Figure 11. Parks and Open Space



Grange Park, Toronto



Distillery District, Toronto



Outdoor seating area



Children's play area within a park

COLOSSUS PARK

GUIDELINE 60

The public park in the Northern Precinct should be designed and programmed to be an all-season destination and consider elements such as an urban plaza with opportunities to support day to day and larger programmatic capacity.

GUIDELINE 61

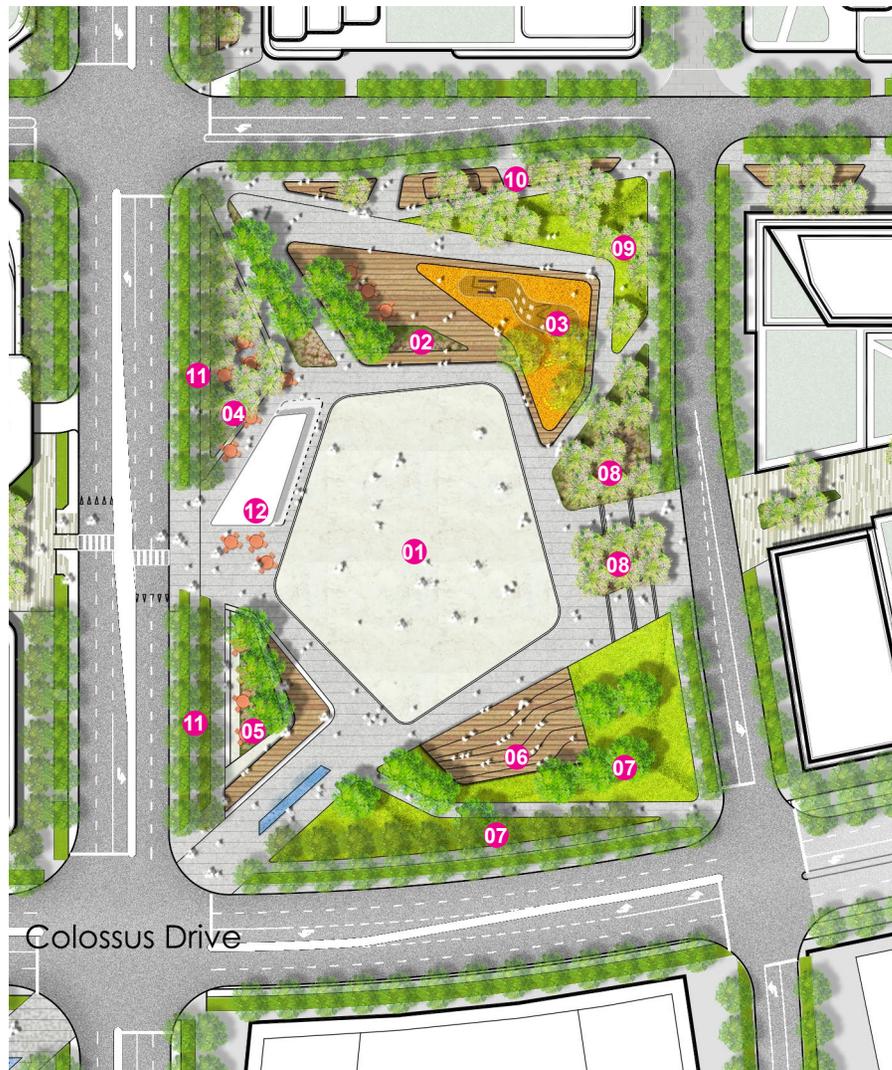
The Colossus Park should be scaled appropriately to accommodate a range of programs from intimate gatherings to larger events such as film screenings and pop-up markets.

GUIDELINE 62

A modest children's play area should be considered in Colossus Park. The play area should be set back from the street and be internalized adjacent to the active uses such as central plaza and pavilion facilities.

GUIDELINE 63

The use of expansive fencing should be minimized and replaced with landscape planting and site furnishings to contain edges where necessary.



Conceptual Program for Colossus Park

- 01 Central Plaza/Ice Rink
- 02 Elevated Platform
- 03 Children's Play North
- 04 Urban Court
- 05 Planted Terrace Seating
- 06 Amphitheatre
- 07 Landform
- 08 Urban Grove
- 09 Orchard Garden
- 10 Wooden Seating Plinth
- 11 High Street Promenade
- 12 Pavilion

Figure 12. Colossus Plaza Demonstration Plan



URBAN EDGE



WATER FEATURE



AMPHITHEATER SEATING



URBAN PLAZA



CHILDREN'S PLAY



LANDFORM



Precedent imagery of possible programmatic elements in Colossus Park

CENTRAL PARK WEST

GUIDELINE 64

The public parks in the Southwestern Precinct should be designed with verdant green space and a strong neighborhood character.

GUIDELINE 65

The public parks in the Southwestern Precinct should consider an expansive open lawn located to take advantage of the sun aspect while scaled appropriately to support flexible recreational and passive activities.

GUIDELINE 66

Central Park West may include a larger Children's Play area that is generously set back from streets and designed with sense of playfulness.



Conceptual Program for Central Park West

- 01 Water Plinth
- 02 Splash Pad
- 03 Wood Bench
- 04 Children's Play - 2-5 yrs
- 05 Children's Play - 6-12 yrs
- 06 Grove
- 07 Spillout Cafe
- 08 Outdoor Patio
- 09 Park Forecourt
- 10 Landform
- 11 The Great Lawn
- 12 Wooden Platform

Figure 13. Central Park South Demonstration Plan



GREAT LAWN



URBAN GROVE



GARDEN EDGES



WATER FEATURE



CHILDREN'S PLAY



LANDFORM



Precedent imagery of possible programing elements in the Central Park West

CENTRAL PARK EAST

GUIDELINE 67

Central Park East should be developed in collaboration with any future mixed use redevelopment that is contemplated on the Costco lands, considering built form, connections and program. Delivery of Central Park East will be predicated on development occurring on the RioCan Colossus Site and the Costco Site in order to create a seamless park experience.

GUIDELINE 68

Central Park East should be a passive space for day-to-day use, creating opportunities for seating and meandering pathways through landscape. The park should be complimentary to the broader open space network.

GUIDELINE 69

Central Park East should respond to the site edges and provide pedestrian connections aligned with adjacent buildings entrances and courtyards. A landscaped forecourt should be considered at the western edge to create a seamless transition into Central Park East.



Conceptual Program for Central Park East

- 01 Promenade
- 02 Pedestrian Connection
- 03 Landform
- 04 Outdoor Cafe
- 05 Wood Bench
- 06 Feature Seating

Figure 14. Central Park East Demonstration Plan



Pedestrian walkway



Landscaping elements in park



Public seating areas integrated with landscaping



Connected pedestrian walkway in park

STORM WATER MANAGEMENT AREA

GUIDELINE 70

The Storm Water Management Area is a City-owned pond and landscaped area intended to collect stormwater from the Development Quadrant which should be considered for naturalization and public access.

GUIDELINE 71

The storm water management pond area should be considered for use as a passive open space area which includes educational opportunities for visitors to learn about stormwater infrastructure, landscape planting and ecology. Pedestrian pathways, seating and viewing opportunities should be considered.

GUIDELINE 72

Landscape planting should consider the native plant species that will support the stormwater pond but also provide opportunities for pollinator species and habitat. The planting palette should consider the site conditions, low maintenance and robust species that are layered to create a unique destination within the Development Quadrant.

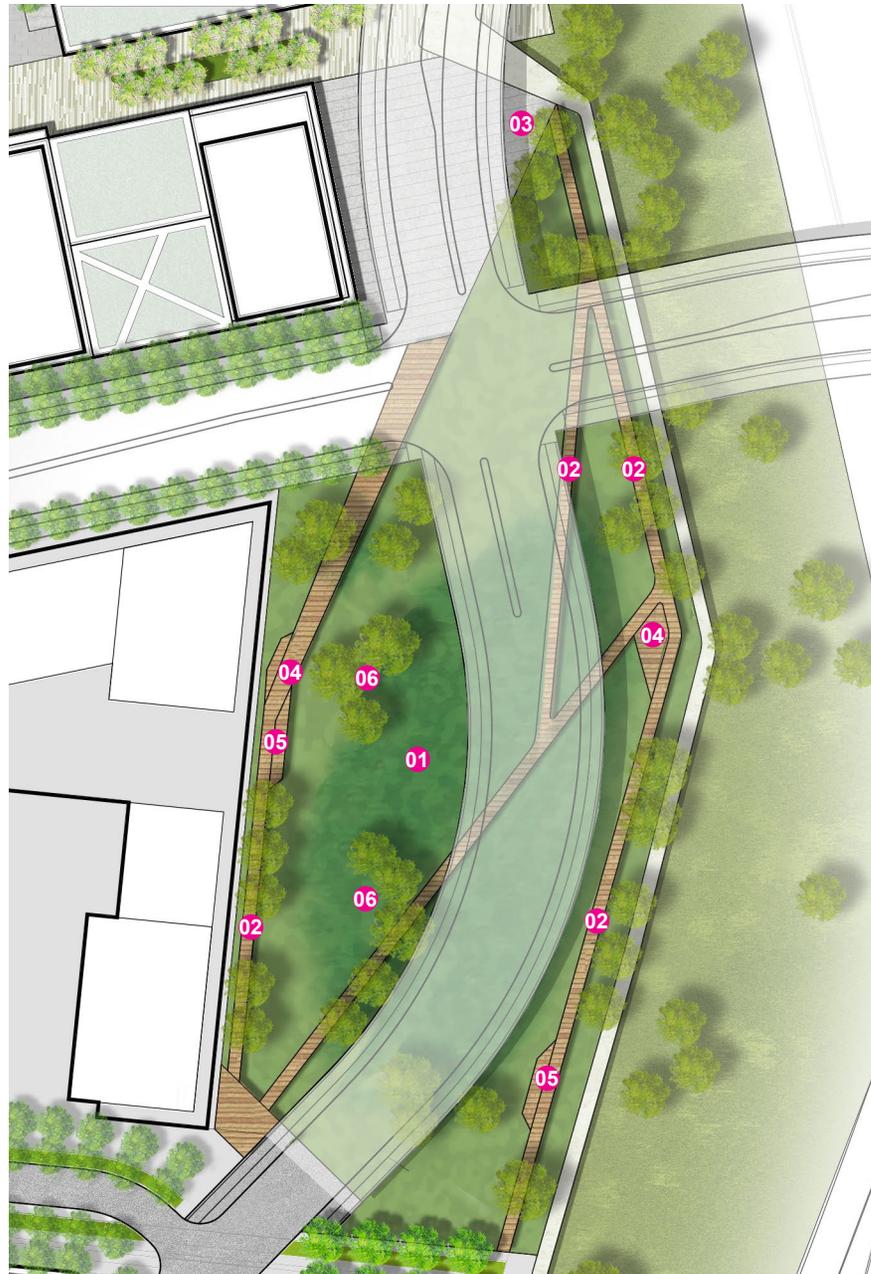


Figure 15. Storm Water Management Area



Landscape surrounding stormwater pond

Conceptual Program for Storm Water Management Area

- 01 Storm Water Pond
- 02 Boardwalk
- 03 Underpass Plaza
- 04 Viewing Platform
- 05 Wood Bench
- 06 Wetland Planting

FAMOUS AVE PROMENADE

GUIDELINE 73

Between high order transit facilities and major open space destinations, a generous building setback shall be explored along Famous Avenue to provide an enhanced streetscaping zone.

GUIDELINE 74

The Famous Avenue Promenade should be animated and respond to the active uses on the ground floor of surrounding development.

GUIDELINE 75

A double row of trees should be considered as an integrated part of the streetscape design. Trees should be high canopy and provide adequate microclimate and shade for comfort throughout the season. Tree species should be selected in accordance with the City of Vaughan's guidelines.

GUIDELINE 76

A hierarchy of pedestrian circulation within the Famous Avenue Promenade should be reinforced through the placement of trees, landscape planting, lighting, site furnishings and high quality paving treatments.



Promenade integrated with active at-grade uses



Promenade with landscaping elements

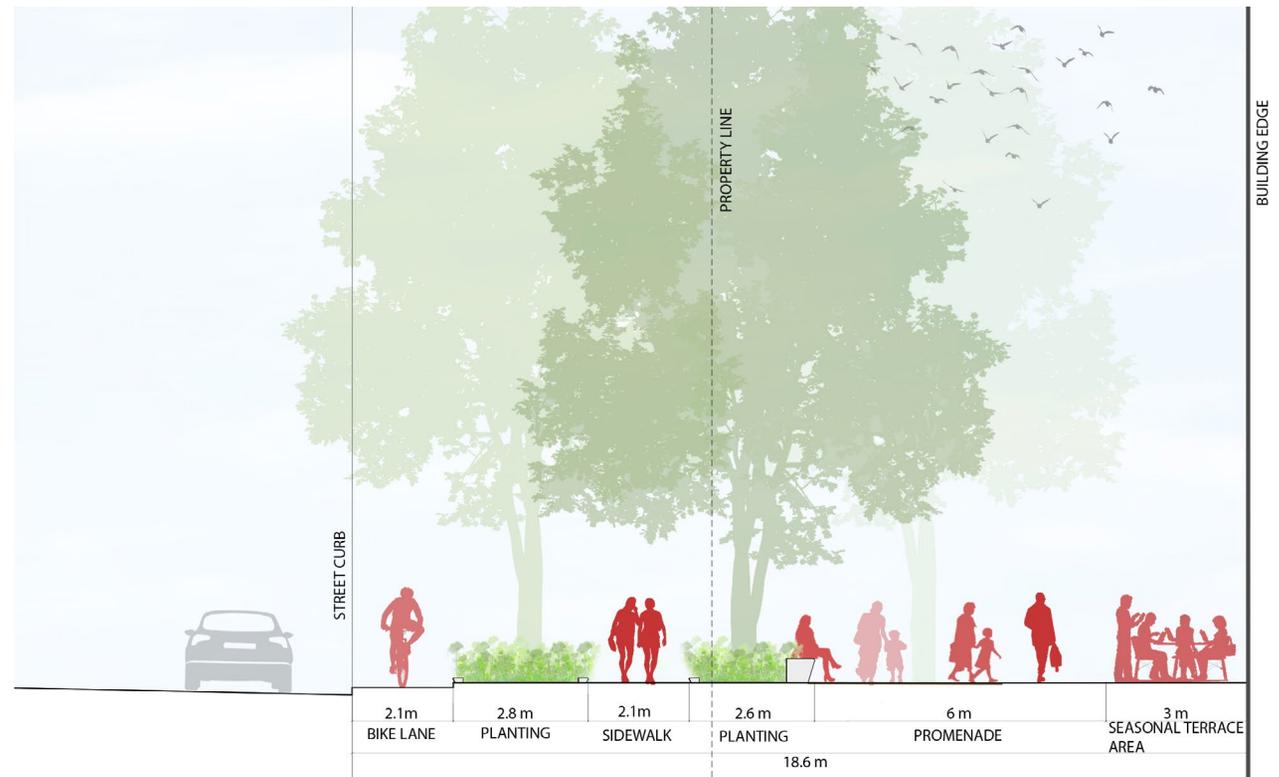


Figure 16. Demonstration Section for the Famous Ave Promenade

MTO SETBACK / MULTI-USE TRAIL

GUIDELINE 77

The 14-metre privately-owned MTO setback along the eastern and southern edge of the Development Quadrant may be realized as a multi use path. Intervention within the setback area should be explored to enhance connectivity along the perimeter of the Development Quadrant by facilitating shared pedestrian and cycling circulation paths with informal landscape planting .



Multi-use trail through park



Recreational path in park



Multiple trail connections



Trail integrated with landscaping elements

6.3 STREETScape & PEDESTRIAN CONNECTIONS

A comprehensive network of pedestrian-friendly linkages creates strong connections to the various Precincts, open spaces and destinations in the Development Quadrant.

GUIDELINE 78

The pedestrian realm, including landscape, street furniture and paving should be designed to appropriately respond to the street type and surrounding land uses, accommodating desired activity and mitigating the negative impact from traffic and noise from major vehicular movement corridors.

GUIDELINE 79

The pedestrian network should create opportunities to form various pedestrian loops throughout the Development Quadrant. Distinct theme, character or way-finding strategies may be incorporated in each of the loops to help strengthening the culture and identity of these loops.



Figure 17. Streetscape and Pedestrian Connections

FAMOUS AVENUE

GUIDELINE 80

Famous Avenue should be designed as a strong north-south pedestrian spine connecting the Northern, Southwestern and Southeastern Precincts. The public realm on the east and west side of Famous Avenue should have a similar character to create a cohesive boulevard.

GUIDELINE 81

The pedestrian realm along Famous Avenue should be animated and respond to the active retail, commercial uses and entrance lobbies on the ground floor of the adjacent buildings. Buildings may be strategically set back at appropriate moments along Famous Avenue to support café and restaurant spill outs which will strengthen streetscape animation.

GUIDELINE 82

Tree canopies should be provided along the entire length of Famous Avenue. The public realm should include high quality hardscape materials, lighting, and streetscape furnishings subject to City of Vaughan approval.



Streetscape with generous tree canopy



Spill-out space enlivens the streetscape

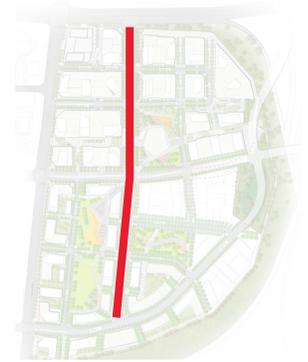


Figure 18. Conceptual section for the pedestrian realm of Famous Ave

COLOSSUS DRIVE

GUIDELINE 83

Colossus Drive should create a strong east-west pedestrian spine which will be the transition streetscape for the Northern, Southwestern and Southeastern Precincts. Clear sight lines from the Pedestrian Mews (west) to Street G should be considered to create strong pedestrian connections to the Southwestern Precinct. A landscape planting strip between the bike land and sidewalk should be considered with appropriate spacing of breaks to support connections. The public realm should include high quality hardscape materials, lighting and streetscape furnishings subject to the City of Vaughan approval.



High-quality hardscape materials and tree canopy



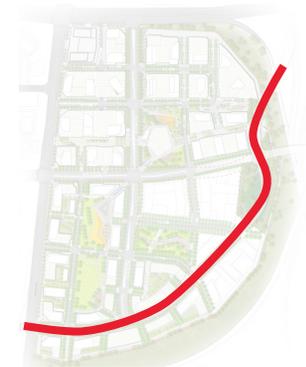
STREET F

GUIDELINE 84

Along the southern and eastern edge of the Development Quadrant, Street F is one of the primary roads connecting to Weston Road and Highway 7. The streetscape should include consistent tree planting to create a consistent canopy edge along the street. Landscape planting should provide a buffer for the bike lanes and break at appropriate areas to connect pedestrians and cyclists at significant connection points and building entrances. Landscape planting and trees should not be considered along the ramped portion of Street F.



Landscape planting provides a buffer for bike lanes



WESTON ROAD AND HIGHWAY 7 FRONTAGES

GUIDELINE 85

An enhanced 3-metre setback along Weston Road should be considered with a single row of trees. The trees should be spaced appropriately along the sidewalk to create a consistent canopied edge while breaking at moments to emphasize connection points such as the Pedestrian Mews.

GUIDELINE 86

The pedestrian realm along the Highway 7 frontage is unique from the Weston Road to the eastern edge of the Development Quadrant. West of Famous Avenue the Highway 7 frontage should incorporate a generous sidewalk and a single row of trees. East of Famous Avenue along Highway 7 are the MTO buffers lands which will create a more naturalized planting condition.

NEIGHBORHOOD STREETS

GUIDELINE 87

The Neighborhood Streets are modestly scaled streetscapes typically found within the neighborhood blocks. These should be framed by a landscape planting edge against the curb with a single row of trees spaced according to the City of Vaughan standards. Where applicable, breaks within the planting strips should accommodate important connections including building, parking and services entrances, and pedestrian connections.



Generous setback permits planting and street furniture



Planting along the edges of quiet streets creates an intimate canopy condition



PEDESTRIAN MEWS

GUIDELINE 88

A pedestrian mews should be provided as an east-west connection from Weston Road through the Colossus Park to the east, terminating at the MTO setback/multi-use trail. The pedestrian mews should be expressed as a curb-less connection which will on occasion accommodate service vehicles.

GUIDELINE 89

Vertical elements including raised planters, trees, lighting and site furnishings should be appropriately positioned to not interfere with service vehicle access and circulation into the buildings.

GUIDELINE 90

Trees should be positioned in locations that do not obstruct views for service vehicles and pedestrians.

GUIDELINE 91

The hardscape surface treatment of the paving within the pedestrian mews should safely identify service vehicular lanes through a number of approaches including textures and banding. Streetscape furnishings and planter materials can also be used to reinforce this delineation.



Plantings provide shade for pedestrian activity



High-quality street furniture invites social activity

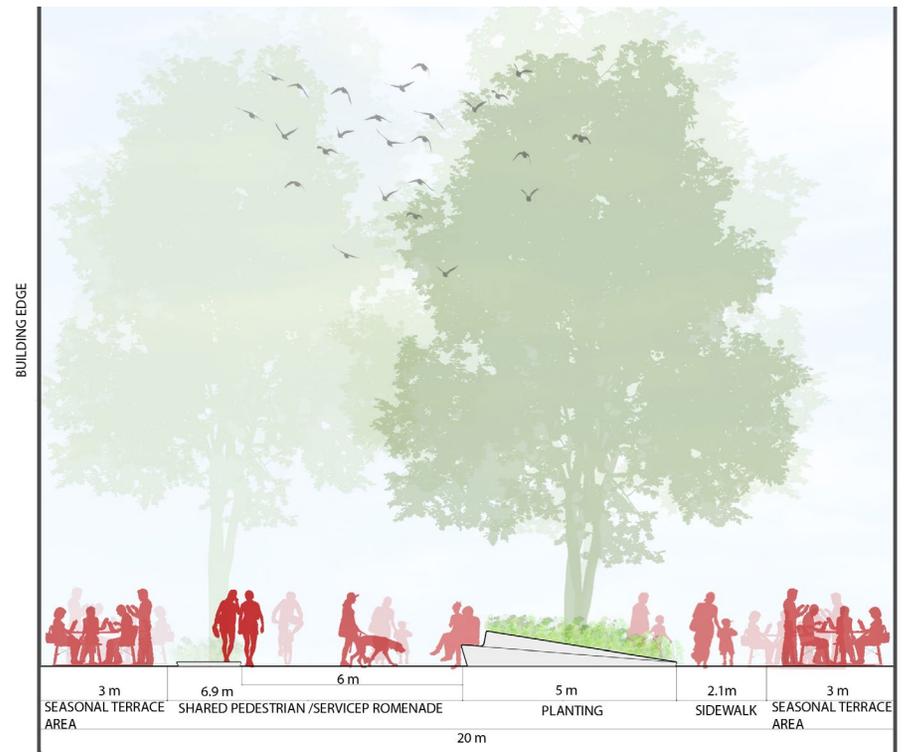


Figure 19. Conceptual section for the pedestrian mews

PEDESTRIAN CONNECTIONS

GUIDELINE 92

Pedestrian connections provide strong linkages between the open spaces, streets and built form. These connections should consider clear sightlines for legibility and provide focal points to add interest to the pedestrian experience.

GUIDELINE 93

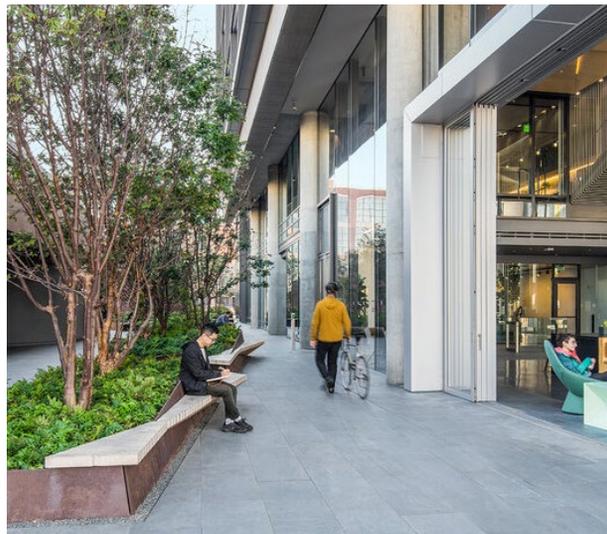
The scale of the pedestrian connections will vary and should consider the adjacent edges and ground floor programming. In some cases, the pedestrian connections may need to be widened to accommodate café spillout spaces next to food and beverage retailers.

GUIDELINE 94

Pedestrian connections that are anticipated to support significant pedestrian movement should consider the use of high-quality paving materials, site furnishings and planting to help identify and strengthen linkages.



Pedestrian connection with clear sightlines



Street furnishings provide clear visual pathway

6.4 PUBLIC REALM FOCAL POINTS

Public realm focal points are key places in the public realm that provide anchors and orientation for pedestrians through the Development Quadrant.

GUIDELINE 95

Public realm focal points should be strategically positioned and considered for key entrances to the Development Quadrant, as connections between major open spaces and the terminus of a view shed.

GUIDELINE 96

The landscape and architectural design at the public realm focal points should provide identifiable markers that strengthen view sheds along major pedestrian connectors, open spaces and Precincts and cue the entrances into the Development Quadrant.

GUIDELINE 97

Public realm focal points should be considered as priority locations for public art in the Development Quadrant.



Lighting enhances prominence of public art



Interactive sculpture in open space

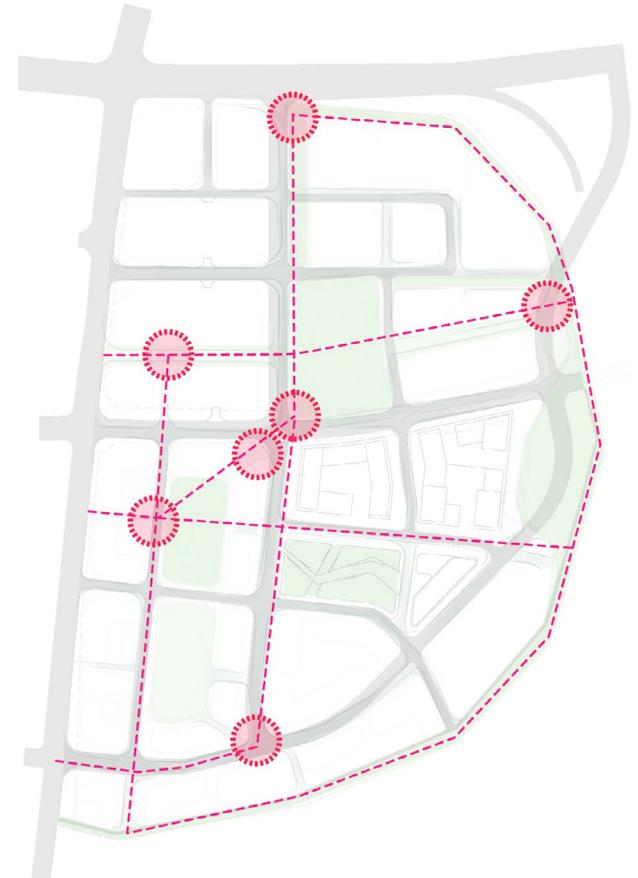


Figure 20. Potential locations for public realm focal points

6.5 STORM WATER

A comprehensive approach to stormwater management takes advantage of the existing topography. Stormwater will be collected to the centre of the Development Quadrant from the Northern, Southwestern and Southeastern Precincts and conveyed to the stormwater pond to the east.

GUIDELINE 98

New development should explore a stormwater management system that is well integrated with the open space network.

GUIDELINE 99

Wherever possible, the design of the storm water management system should incorporate place-making, ecological and public education opportunities.



Stormwater integrated in landscaping elements



Stormwater pond has prominence along a pedestrian path

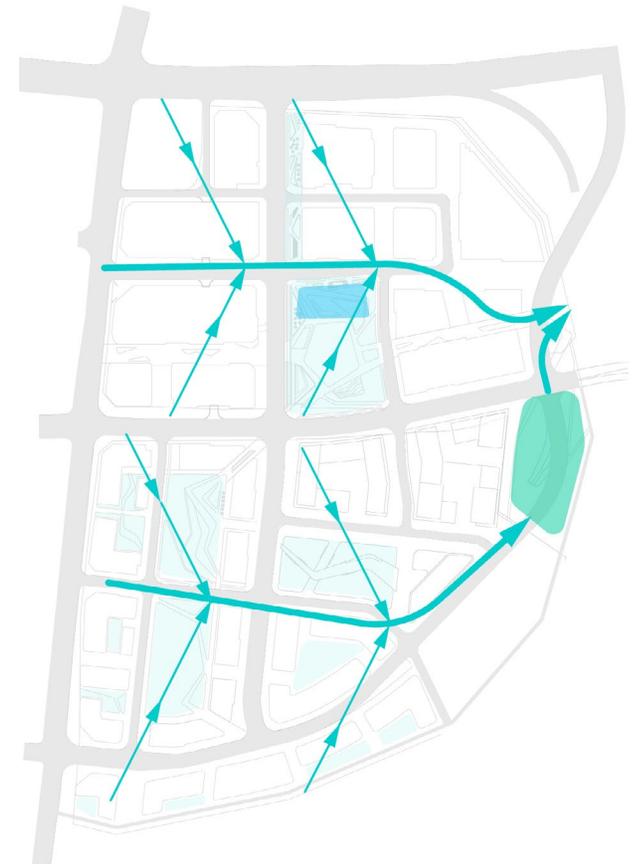


Figure 21. Conceptual Storm Water System

7. BUILT FORM GUIDELINES

7.1 INTRODUCTION

The Master Plan illustrates how to transform the Development Quadrant into a high density mixed use complete community that has strong urban identity, unique places, diverse and pedestrian-oriented built environment.

The following section organizes the built form guidelines around three principles:

- Create a unique built form identity
- Incorporate diverse and environmentally sensitive design at the block level
- Prioritize the pedestrian experience



Figure 22. Conceptual rendering of built form framing the street

7.2 UNIQUE BUILT FORM IDENTITY

The Development Quadrant is in a unique location, highly visible at the intersection of two provincial highways.

The Master Plan envisions a high density mixed use community with a unique built form identity. The following guidelines address how future development may achieve this vision.

GUIDELINE 100

In general the tallest building heights are expected in the Northern Precinct and along the Highway 400 edge of the Development Quadrant.

GUIDELINE 101

Shadow impacts on public parks from tall buildings should be mitigated where possible through careful building massing and articulation.

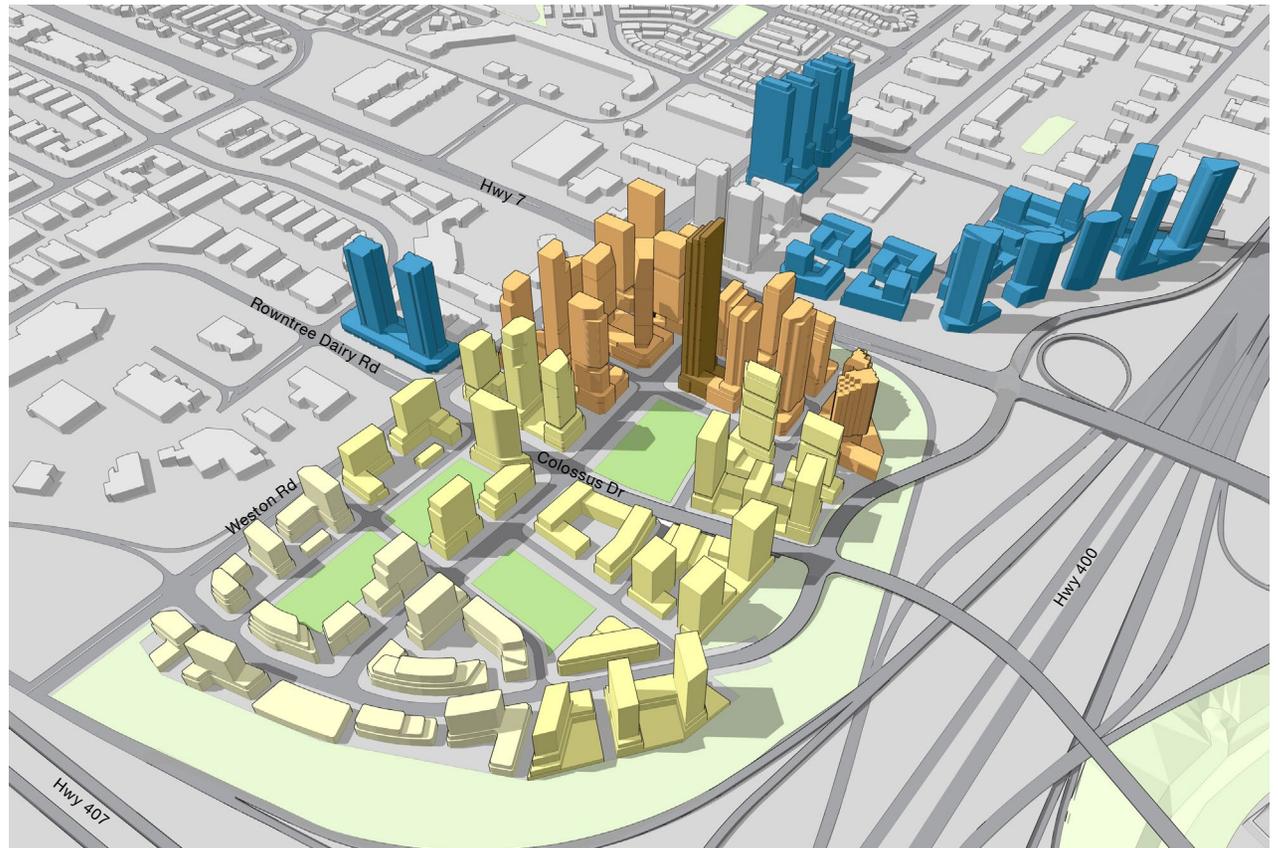


Figure 23. Conceptual Height Map

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

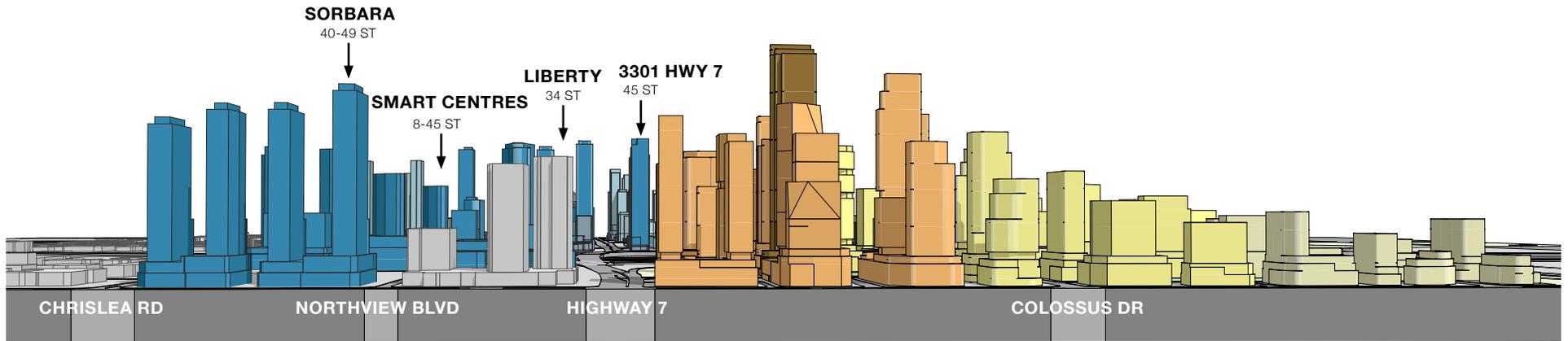


Figure 24. Section Perspective Across Weston Rd Looking East

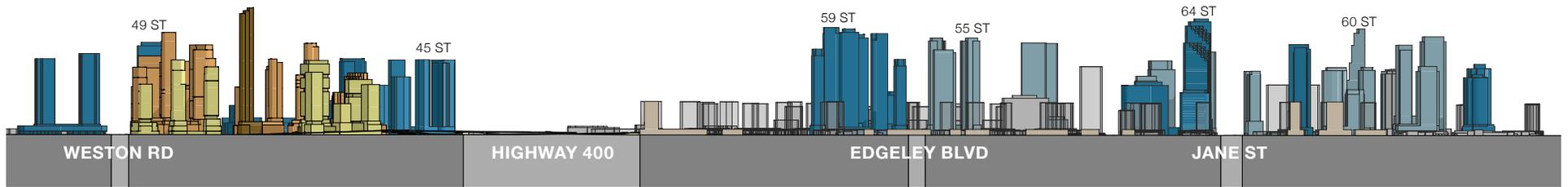


Figure 25. Section Perspective Colossus Drive Looking North

The section perspectives above demonstrate how a varied and distinct skyline can be achieved.

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

GUIDELINE 102

A diversity of tall building heights should be encouraged to create an interesting, dynamic and varied skyline.

GUIDELINE 103

Consideration should be given for the height peak of the Northern Precinct to occur immediately north of Colossus Park, providing a landmark that denotes it a regional destination.

GUIDELINE 104

Major vehicular and pedestrian entrances to the Development Quadrant shall be framed and distinguished with iconic architecture to reinforce a sense of arrival.

GUIDELINE 105

Development at key entrances to the Development Quadrant should consider including site plan elements that distinguish the entrance and support a more comfortable pedestrian environment, such as wider sidewalks, way-finding, street furniture, landscaping and public art.



Unique architecture can distinguish key points of interest



Buildings framing pedestrian walkway



Prominent entrance to pedestrian connection

7.3 A MIX OF BUILDING TYPOLOGIES WITHIN BLOCKS

Built form coordination at the block level will be critical in creating desirable urban environments in the Development Quadrant. A creative yet sensitive mix of built form within urban blocks shall be explored in the Development Quadrant. The following guidelines provide direction for how to successfully accommodate a mix of building typologies with a block. Special considerations should be given to the relationship between low, mid and high-rise buildings.

GUIDELINE 106

New development within the Development Quadrant should explore the opportunity to integrate various building heights and typologies at the block level to support a diverse built form including mid-rise and high-rise elements on the same block.

GUIDELINE 107

Podium base buildings will be designed to reinforce a pedestrian-scaled environment.

GUIDELINE 108

Porosity and gaps between buildings should be incorporated to preserve sky views, improve daylight access and to enhance natural ventilation.

GUIDELINE 109

Mid-block pedestrian connection should be considered where feasible in large blocks to support a fine-grained pedestrian network.

GUIDELINE 110

Wherever possible, the design of the blocks shall explore opportunity for internal landscaped courtyard or green rooftop amenity spaces.



Diverse built form with pedestrian-oriented design



Figure 26. Rendering of Colossus Park

7.4 PRIORITIZE THE PEDESTRIAN EXPERIENCE

A positive pedestrian experience is essential to a transit-oriented high density community. Development within the Development Quadrant should demonstrate design excellence with high-quality architecture and urban design that contributes to a pedestrian-oriented public realm that is vibrant, dynamic and comfortable.

GUIDELINE 111

Buildings should be sited to frame and define the pedestrian realm. Base buildings should be sited close to the street-front property line to form a pedestrian-scaled streetwall, while providing adequate setbacks to support pedestrian movement and the development of a mature tree canopy.

GUIDELINE 112

More detailed architectural expression and variation should be incorporated in the base building to break down the bulk of a building, provide pedestrian scaled frontages and lend visual interest at the pedestrian scale.

GUIDELINE 113

Key public realm areas should be animated with active ground level uses that may include a mix of small, medium or large retail frontages, ground level residential units, articulated lobby entrances and community amenities.

GUIDELINE 114

Development should provide a horizontally and vertically varied streetscape through the use of projections or recessions in the facade or setbacks.

GUIDELINE 115

The incorporation of mid-block connections, forecourts and increased building setbacks should be encouraged to diversify the pedestrian experience.

GUIDELINE 116

Weather protection elements such as awnings may be considered at the ground level along key pedestrian routes and at building entrances.

GUIDELINE 117

Varied building materials and architectural expression is encouraged throughout the Development Quadrant to provide a dynamic pedestrian experience.

GUIDELINE 118

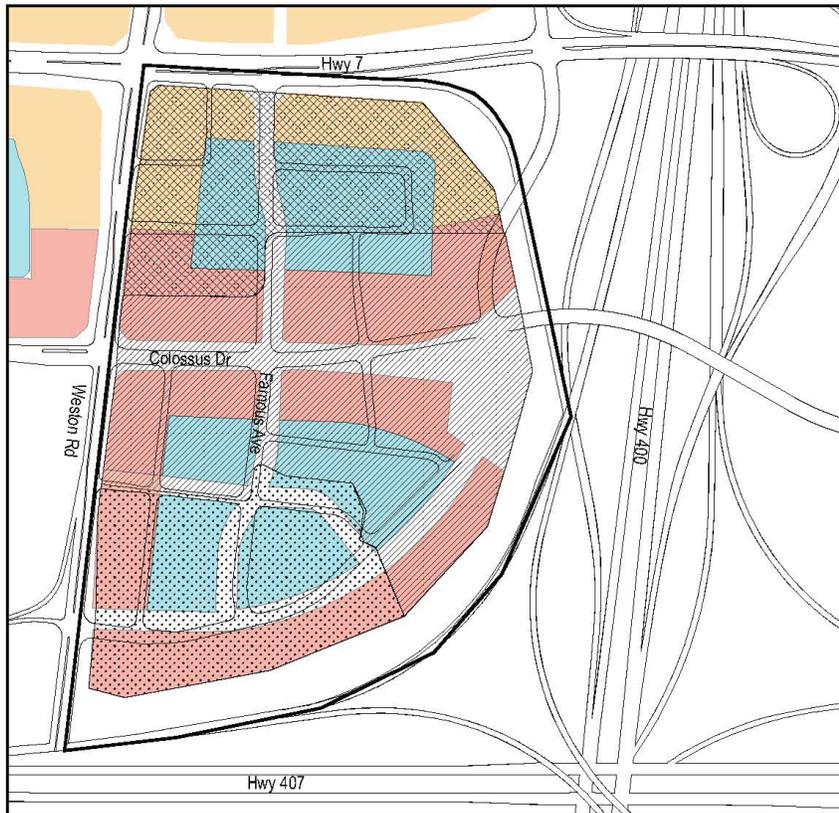
Parking entrances and loading areas should be discretely integrated within the development blocks. Vehicular entrances to new development should be designed to be as integrated as possible by minimizing curb cuts and interruption to the pedestrian realm. Surface parking should generally be discouraged and allocated internal to the development blocks.



Figure 27. Rendering of Pedestrian Mews

**URBAN
STRATEGIES
INC .**

Appendix C - 1



7501 - 7621 Weston Road

Building Height Comparison

▭ Subject Lands

- RioCan's Proposal**
- ▨ Maximum Height 25 ST
 - ▨ Maximum Height 40 ST
 - ▨ Maximum Height 55 ST

- Weston 7's Proposal**
- Low-Rise - up to 3 storeys
 - Mid-Rise - up to 8 storeys
 - High-Rise I - up to 18 storeys
 - High-Rise II - 19+ storeys



Not to Scale

Appendix C - 2



7501 - 7621 Weston Road

Parks and Public Realm Comparison

Subject Lands

RioCan's Park System

- Park
- Green Corridor

Weston 7's Park System

- Urban Squares
- Promenades
- Enhanced Urban Streetscape
- Existing Stormwater Management Pond



Not to Scale

Pine Valley Village Community Association

Weston 7 Secondary Plan (WSP) Submission

The Pine Valley Village Community Association, PVVCA, was registered in 1982 to advocate for our community with the goal of ensuring a healthy, vibrant, sustainable community.

PVVCA advocacy today is made as we consider the Weston/Hwy 7 Secondary Plan, WSP, and the Weston/Hwy 7 Traffic plan, WTP, identified to “support the WSP”, constitutes the planning policy foundation putting at risk the livability and sustainability of our community for existing and future residents.

We recognize municipalities are hard driven by the Federal and Provincial Governments to create “more housing faster” going to the insatiable demand for housing, chronic lack of supply, and the undisputed “housing crisis”. The WSP can and should be identified and represented as a political “growth plan” defining the total growth and targets based upon politics, and not the principles of planning: appropriateness, accessibility, and affordability.

We further recognize, municipalities throughout the GTA, and including Vaughan is doing our part with the introduction or updating of secondary plans like never before in our history, i.e., WSP, VMC, and Promenade, all serving primarily as “growth plans” weaponizing the development industry --- we love to hate and hate to love-- to supply “more housing” as they alone supply housing.

The PVVCA, in consultation with the residents and business support the demand for “*more housing*” going to the “*housing crisis*”. However, we ask and expect Vaughan Council to show leadership and vision by using planning and engineering “science”, and not political targets, by empowering planning and engineering professionals to work towards the pillars and principles of the science of planning and engineering—appropriateness, accessibility, and affordability.

Concurrently, Vaughan Council is to recognize this position is most difficult for many, and also seemingly contradictory, as we challenged with “more housing” amidst fear, frustration, despair as never before seen going to the viability, sustainability and livability is permeating throughout our community and other communities along the Highway 7 corridor the result, of existing over-capacity on the road has led “traffic gridlock”, Weston/Hwy 7 “most dangerous intersection” for 2 decades following the decision by York Region Council to approve the apex of the “traffic gridlock” at Weston/Hwy 7 contrary to the engineering study recommendations. A political option was used then, and an engineering solution is needed now through the WTP, in consultation and support by York Region Transportation Department studies, data, and reports.

The WTP sanitizes the existing engineering, fundamentally acceptable “as is”, while growth is the compounds the engineering requirements.

The WTP plan sanitizes the existing engineering as fundamental while the City of Vaughan Engineering has advanced additional requirements, and not disclosed or considered, to handle “accessibility” for the entire VMC, including the study area which represents the west-end of the VMC. Specifically: ring road system was needed to connect VMC from Creditstone (Ward 4) to the east and Ansley Grove (Ward 3), southerly from Weston Road (Ward 3) to Jane Street (Ward 4); bridge over highway 400 was to have been constructed to connect the subject study area to Jane Street to the west; double turning lanes constitutes the Provincial Standard for the intersection but has not been implemented for all 4 corners; double/double/double turning lanes have been introduced to be replaced to Provincial Standards, etc.

Vaughan Council is requested to unanimously support Mayor Del Duca “priority 1 is traffic gridlock along Highway 7” going to the science of engineering.

What is the true nature and scope of “accessibility”?

Imagine if you will requiring the mandatory requirement of 6-10 minutes to get hospital care in case of an emergency and it takes between 10-15 minutes to navigate the intersection of Weston/Hwy 7.

You are a parent wanting to simply return home from work and spend time with your family, and it is cut short by 1 to 2.0 hours daily for the rest of your adult life.

It is a holiday weekend, north along Weston Road or easterly along Highway 7 to access Piazza Del Sole, the road is stacked and closed as we see those going to Canada’s Wonderland.

You want to go shopping with your spouse and travelling the 1.7 km study area will take you 15-20 minutes. The standard practice is to “go” or move when the signalization is “red” and “stop” when it is “green”.

“Accessibility” is more than a planning principle but fundamental to a healthy, vibrant and sustainability community.

The WSP “more housing” can be seen to be appropriate ONLY if it can be shown “accessibility” is addressed using science and not only using political demand for “more housing”.

Recommendations:

1. The deputation/submission by the PVVCA, be received and referred to the City of Vaughan staff to a future Committee of a Whole Meeting and/or Public Hearing, to be held in the evening, considering the issues/concerns identified by the PVVCA to both the WSP and WTP.

2. City of Vaughan Council endorse in principle the review and examination to be undertaken by staff going to the planning principles of “appropriateness”, “accessibility” and “affordability”, to ensure a healthy, vibrant, and sustainable community exists for both existing and future residents.
3. City of Vaughan staff review, analyze and report back to a future Committee of the Whole or Public Hearing to be held in the evening, the “appropriateness” of the WSP as identified by the PVVCA.

3.1 WSP compliance to the Vaughan Official Plan representing “Canada Lands” within the study area.

Whereas the WSP study area includes the 106 acres of land commonly known as the “Canada Lands” identified as Piazza del Sole and Blue Willow community, northwest quadrant of the WSP study area, inclusive of the 31 property owners within the WSP study area.

Whereas the “Canada Lands” is subject to a separate Official Plan, Zoning Amendments, and development agreement, identifying approved and defined “housing limits”, “senior housing”, woodlot preservation, retail uses, municipal service provision (firehall), by unanimous consent and agreements by:

- Corporation of the City of Vaughan
- York Region Municipality
- Ontario Municipal Board
- Minister of Municipal Affairs and Housing
- Privy Council of Canada, Federal Government
- Central Mortgage and Housing Corporation, on behalf of the Federal Government
- Pine Valley Village Community Association, party to the Ontario Municipal Board and Privy Council of Canada decision with the Canada lands.

Whereas the WSP represents a City of Vaughan master plan is approved and supported by all 4 levels of government understood to be appropriate, accessible, and providing affordable housing and the WSP includes 30 ha with the study area (page 8).

Whereas, the City of Vaughan master plan, resulted in the Rio Can Center, southeast quadrant, Woodbridge Square Center and the Manor, southwest quadrant, to be incorporated within the Vaughan Master Planned community to provide a comprehensive well-planned community, including services and amenities not otherwise available.

Motion:

Therefore, Vaughan staff is to review the Official Plan, decision by the OMB and agreements related to the Canada Lands to determine, if these lands can be included within the WSP study area, recognizing the unique and differentiated planning and agreements by all 4 levels of government.

Further, Vaughan staff review and consider, if the additional developments used to complement and supplement the Official Plan and Vaughan Master Plan.

3.2 WSP compliance to the Vaughan Official Plan implementing the Provincial Policy Statement “*employment lands*” 25-year requirement.

Whereas the City of Vaughan Official Plan and Woodbridge Secondary Plan has identified broad principles used to provide “*employment lands*”, within the study area of Weston/Hwy 7 and along Weston Road southerly to Steeles Ave, and northly to Rutherford Road.

Whereas Vaughan’s Official is understood to “*comply and conform*” to the Provincial Policy Statement in which municipalities are to provide a 25-year supply of “*employment lands*”.

Whereas the Ministry of Municipal Affairs and Housing amendment by legislation in June 2023 the definition of “*employment lands*” understood to support the Provincial Policy Statement “*employment lands*” requirement, following Bill 23 “*More Housing Faster*”.

Whereas the WSP study area is understood to include “*employment lands*”, requiring consideration to the 25-year supply, requires consideration to both the loss and replacement of the “*employment lands*”.

Motion: The City of Vaughan staff develop policies to address City of Vaughan’s strategy to “*comply and conform*” to the Provincial Policy Statement to provide a 25-year supply of “*employment lands*” with reference to the WSP study area.

Further, the City of Vaughan staff provide a comprehensive report to identify the impact the WSP has with “*employment lands*” in the vicinity of the study area, because of proposals being made using and/or applying the policies and guidelines of the WSP converting “*employment lands*” to “*residential high density*”.

3.3 WSP compliance with the Vaughan Metropolitan Center Secondary Plan and the Maple Community Plan.

Whereas the City of Vaughan Review 2020, provided total projection population for Ward 3 from 69,910 population, 2021, to 77,860 by the year 2030 with a city-wide population of 408,900.

Whereas, the WSP study area represents the westerly portion of the Vaughan Metropolitan Center Secondary Plan, and a primary area per VOP 2010 Schedule 1: identified and defined in VOP 2010 to be a “mixed use area that supports a range of housing types, retail uses, institutional uses, public service facilities, and human services and are expected to SERVE THE LOCAL COMMUNITY AND THE CITY AS A WHOLE”, page 3 WSP.

Motion: Staff are requested to determine if the WSP policies implement the secondary area within the VMC Secondary Plan as the primary area of high density is the VMC and the remaining areas are to have lower density distribution.

Staff is to review growth management policy, structure, and phasing of the VMC target growth as approved by the VMC Official Plan with the WSP both understood to be the “primary center-Weston 7”. Planning rationalization exists to justify the growth target increase change for WSP study area, contrary to the VMC Official Plan and policies.

3.4 Appropriateness of Primary and Secondary Target Standards.

Whereas the WSP has identified the total housing targets and provided directions by providing primary (higher density) and secondary (lower density) residential housing to be used along the Highway 7 corridor study area.

Whereas the secondary (lower density) residential housing area is to provide residential high-rise housing.

Whereas the secondary (lower density) is compatible and subject to the same characteristics and planning considerations as they are situated along Highway 7.

Whereas the total review of existing, planning and Council approved, comparable residential developments along Highway 7 from east to west-- Woodstream, Helen, Kipling, -- are within the 7 to 10 storey range of housing, with mixed uses, in which can be concluded as the “appropriate”, “affordable” and “accessible” zoning standard for the remainder of Highway 7 to Weston Road.

Whereas, the City of Vaughan and Richmond Hill Planning Departments have planning approved as “appropriate” secondary high density to be 10-12 floors, including mixed

uses, along Yonge Street from Major Mackenzie Drive southerly to Center Street on a major arterial road, subject to the same planning and engineering criteria, as with Highway 7 west of Weston Road to Pine Valley Drive.

Whereas, the City of Toronto, based upon the planning and engineering criteria and situated also on a major arterial roadway kitty corner to the subway has planning and council approved a 10-storey high-rise density, including mixed uses, resulting in planning density standard along Yonge Street and York Mills corner, subject also to Bill 23 “More Housing Faster”.

Motion: The City of Vaughan Staff is requested to review the appropriateness of the secondary plan standard to be used considering comparability, compatibility, as outlined to reduce the height/density from target for secondary zoned areas from 25 storeys to the standard of 10-12 storeys with mixed uses.

It is the view of the PVVCA, this constitutes the single most important development decision, having the greatest impact on the City of Vaughan’s future and Council legacy. In doing so, the interests and objectives of individual property owners are balanced with the greater interests and objectives of the City and its residents.

3.5 Appropriateness of Primary Target Standard- Reduction from 45 to 25 stories

Whereas the WSP includes both primary and secondary properties, with structure and policies to provide “regional intensification” or “local centers” with lower intensification, and lower target and density.

Whereas the primary target standard is identified to be up to 45 storeys, and subject to numerous applications by property owners to the maximum identified 45 storeys.

Whereas the primary standard is identified to be the “focus for intensification on lands adjacent to major transit routes, at densities and in a form supportive of the adjacent- higher-order transit” page 7, WSP.

Whereas all high-rise residential development, outside of VMC from Highway 400 to Highway 50 reflects secondary density standards of 10-12 storeys with no planning approved development of 45 storeys.

Motion:

Staff are reviewing the appropriateness of the 45 storeys to 25 storeys standard using comparable properties, excluding VMC, recognized and identified to have the highest density while concurrently having low and midrise buildings.

Staff is review and examine the growth management policy within the WSP recognizing 45 storey is the proposed high-density standard while the focus with this high-density standard is identified to be within “VMC” and “regional Intensification corridors” and NOT “primary centers-Weston 7” as identified by WSP Page 7.

Further, staff review and examine the appropriateness and distribution of the 45-storey standard within the “primary cente-Weston 7” with the understanding the focus is “predominately mixed-use high and mid-rise buildings. including lower built forms to facilitate an APPROPRIATE TRANSITION TO NEIGHBOURING AREAS”, PAGE 7.

4. Accessibility.

Whereas, York Region Transportation Department Study had concluded the transportation decision preferred options were identical and consistent for Rio Can Center and Yorkdale Shopping Center,

- 1 million sq. feet retail uses including place of entertainment, restaurants, clothing.
- Size of the site (over 100 acres).
- Abutting the major 400 series highway with access in both directions.
- Overpass ramp from major 400 series highway onto the shopping center to serve as a district shopping center.
- Located on a major arterial road with direct public transit access.
- Right-in Road access to the south and east side of the shopping center.
- Underpass and overpass requirement to the shopping mall.
- Signalized intersection to Provincial Statements.

Whereas York Region Council approved of the third design option for the Weston Road/Hw7 intersection, in which excluded overpass/underpass, and signalization and turning lanes contrary to Provincial Standards, not found anywhere in Ontario.

Whereas the WTP fundamentally was premised to accept the existing “as is” engineering of the Weston Road/Hwy7, without use or reference to York Region Transportation data, studies, and report, as to the designed to actual capacity and resulting “over capacity”; “over - capacity” resulting in “traffic gridlock” and “most dangerous intersection”: source York Region Transportation Services- Corridor Control and Safety Report.

Whereas the WTP was to “support the WTP” it was expected to identify the impact growth would have on our road and transit system. The WTP fundamentally expressed the transit system can handle the growth but excluded growth impact with vehicular traffic.

Whereas the WTP included direction and recommendations to include “pedestrian/sidewalk” and “bicycle” needs, it failed to conclude the sidewalk and bicycle path has been 100%

constructed from Highway 400 to Islington Ave. More importantly, recommendations or considerations thereto was inconsistent with the physical design and capabilities, i.e., pedestrian walkway from Weston Road easterly to Jane Street needs to be by walking down the middle of Highway 7 with concrete barriers on both sides as the only engineering solution for pedestrians; and, bicycle path exists in full, otherwise, a cyclist is to dismount and walk the bike; the intersection and quadrant is recommended to have effective lane reduction and lane turning prohibitions inconsistent with the growth and existing operation.

Recommendations.

The City of Vaughan Engineering is to examine and recommend using York Region data and studies:

- Existing highway 7 load capacity in accordance with Provincial Policy requirements to the actual load data, volume and frequency of accidents, and timing.
- The load capacity of Highway 7 in accordance with Provincial Policy requirements using the WTP target growth.
- Review of the Weston/Hwy 7 intersection design and operation to Provincial Standards in consultation with York Region Transportation Services.
- Review the WTP using engineering studies detailing the requirement road network and traffic improvements, including, and not limited to the ring road system, and bridge over highway 400, (page 23 and 24 WTP).
- Review the WTP to determine if the proposed/recommended redevelopment of Weston Road to reduce vehicular lanes would be appropriate given the existing and growth requirements.
- Review the WTP to determine if the signalization meets and conforms to the Provincial Policy Statement.
- Review the requirements and recommendations with pedestrian/sidewalk and bicycle paths to determine if they are applicable based upon the existing or future design and operation.
- Consult with the applicants, and/or consultants/planners within the study area to determine what assumptions are being made in which growth will impact the road and traffic network. For example, at the southwest corner, the smallest parcel where Burger King is situated, proposes nearly 1,000 units on top of 4 storey pod, understood to have no traffic or road impact at the intersection of Rowntree Dairy Road and Weston Road.
- York Region has collected traffic infiltration examinations and collected data, because of “traffic gridlock” and “traffic infiltration” within Pine Valley Village, with no disclosure or consideration.

In conclusion, it is our respectful submission, Council has sworn to listen and respect the community, and this means the sustainability, livability for both existing and future residents.

We feel if you listen to us, we should be prepared to provide a framework for your leadership and vision which will result in a legacy with the city for all future generations as we must have a secondary plan that works.

Respectfully submitted,

Bernie DiVona

President, Pine Valley Village Community Association

PVVCA