

COUNCIL MEETING – NOVEMBER 14, 2023 COMMUNICATIONS

	<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
<u>Distributed November 10, 2023</u>			
C1. Francesco Fiorani, Brutto Consulting, Miranda Avenue, Toronto, dated October 31, 2023.	45	4	Committee of the Whole (Public Meeting)
C2. Francesco Fiorani and Claudio Brutto, Brutto Consulting, Miranda Avenue, Toronto, dated October 31, 2023.	45	4	Committee of the Whole (Public Meeting)
C3. George and Emilia Adorante, Ashton Dr., Maple, dated October 30, 2023.	45	2	Committee of the Whole (Public Meeting)
C4. Irene Ford, dated November 1, 2023.	45	1	Committee of the Whole (Public Meeting)
C5. Irene Ford, dated November 1, 2023.	45	2	Committee of the Whole (Public Meeting)
C6. Ryan Mino-Leahan, KLM Planning Partners Inc., Jardin Drive, Concord, dated November 1, 2023.	45	4	Committee of the Whole (Public Meeting)
C7. Maryann Munholland on behalf of Constantino and Stella De Angelis, Ashton Drive, Maple, dated November 9, 2023.	45	2	Committee of the Whole (Public Meeting)
C8. Connie LaMarca, Ashton Drive, Maple, dated November 10, 2023.	45	2	Committee of the Whole (Public Meeting)
C9. Memorandum from Deputy City Manager, Planning and Growth Management, dated November 10, 2023.			By-law 180-2023
<u>Distributed November 13, 2023</u>			
C10. Patty and Cliff Nordal, Queensberry Crescent, Vaughan, dated November 10, 2023.	45	2	Committee of the Whole (Public Meeting)
C11. Michael Sherman and Luiza Rahimova, Ashton Drive, Maple, dated November 10, 2023.	45	2	Committee of the Whole (Public Meeting)
C12. Pina and Domenic Serrao, Queensberry, Vaughan, dated November 10, 2023.	45	2	Committee of the Whole (Public Meeting)
C13. Craig L. Yaffe, dated November 11, 2023.	45	2	Committee of the Whole (Public Meeting)

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Please note there may be further Communications.

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	<u>Rpt. No.</u>	<u>Item No.</u>	<u>Committee</u>
C14. Marco Baldesarra, Ashton Drive, Maple, dated November 11, 2023.	45	2	Committee of the Whole (Public Meeting)
C15. Paula & Walter Gennara, Cooper Creek Crt., Maple, dated November 12, 2023.	45	2	Committee of the Whole (Public Meeting)
C16. Lui Mancini and Franca Gullace. Queensberry Crescent, Vaughan, dated November 11, 2023.	45	2	Committee of the Whole (Public Meeting)
C17. Anthony and Donna DiMarco, Ashton Drive, Maple, dated November 12, 2023.	45	2	Committee of the Whole (Public Meeting)
C18. Maurizio Ballardini, Cooper Creek Ct., Maple, dated November 13, 2023.	45	2	Committee of the Whole (Public Meeting)
C19. Alexandra & Roberto Gileppo, Klamath Court, Maple, dated November 13, 2023.	45	2	Committee of the Whole (Public Meeting)
C20. Ryan Kelly, Ashton Drive, Maple, dated November 13, 2023.	45	2	Committee of the Whole (Public Meeting)
C21. Ermelinda Gileppo, Pine Hollow Crescent, Maple, dated November 13, 2023.	45	2	Committee of the Whole (Public Meeting)
C22. Quyen & Derek Bradley, Cooper Creek Court, Maple, dated November 13, 2023.	45	2	Committee of the Whole (Public Meeting)
C23. Anna Cavaliere and Richard Thomson, Queensberry Crescent, dated November 13, 2023.	45	2	Committee of the Whole (Public Meeting)
C24. Mary Battaglia, Ashton Drive, Maple, dated November 1, 2023.	45	2	Committee of the Whole (Public Meeting)

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Please note there may be further Communications.

From: [Assunta Ferrante](#)
To: [Adelina Bellisario](#)
Subject: FW: [External] RE: Weston 7 Landowner Group - Meeting Follow Up
Date: November-01-23 10:35:54 PM
Attachments: [Response to Draft #1 of the Weston 7 Secondary Plan.pdf](#)
Importance: High



From: Lina Alhabash <Lina.Alhabash@vaughan.ca>
Sent: Tuesday, October 31, 2023 3:02 PM
To: Clerks@vaughan.ca; Assunta Ferrante <Assunta.Ferrante@vaughan.ca>
Cc: Alannah Slattery <Alannah.Slattery@vaughan.ca>; Jennifer Grove <Jennifer.Grove@vaughan.ca>; Francesco Fiorani <ffiorani@bruttoconsulting.ca>; Claudio Brutto <cbrutto@bruttoconsulting.ca>
Subject: FW: [External] RE: Weston 7 Landowner Group - Meeting Follow Up
Importance: High

Good afternoon,

Forwarding the below email and attachment related to the Weston 7 Secondary Plan Item scheduled for Nov 1 Committee of the Whole Public Meeting.

Thank you,

Lina Alhabash, MCIP, RPP
Senior Planner, Policy Planning & Special Programs
905-832-8585 ext. 8077 | lina.alhabash@vaughan.ca

City of Vaughan | Policy Planning & Special Programs
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
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From: Francesco Fiorani <ffiorani@bruttoconsulting.ca>
Sent: Tuesday, October 31, 2023 2:53 PM
To: Lina Alhabash <Lina.Alhabash@vaughan.ca>
Cc: Claudio Brutto <cbrutto@bruttoconsulting.ca>
Subject: [External] RE: Weston 7 Landowner Group - Meeting Follow Up
Importance: High

Good Afternoon Lina,

We have reviewed the Communications for the upcoming November 1st Pubic Meeting for the Weston 7 SP and see that our attached Letter (submitted on Sept 13, 2023) has not been included as part of the correspondence.

This letter represents our position regarding the latest Weston 7 Secondary Plan as it. As per that latest Draft Secondary Plan Maps our request has not been considered.

Can you please send me the Notice and Request to Speak Form we discussed.

Regards,

Francesco Fiorani, B.U.R.PI

Senior Planner / Project Manager

Office: [113 Miranda Ave, Toronto, ON, M6B 3W8](#)

Cell: (647) 274-8031

Email: ffiorani@bruttoconsulting.ca

From: Francesco Fiorani
Sent: Wednesday, September 13, 2023 2:10 PM
To: Lina.Alhabash@vaughan.ca; alannah.slattery@vaughan.ca
Cc: Marc - Sky Property Management <marc@skypminc.com>; Claudio Brutto <cbrutto@bruttoconsulting.ca>
Subject: RE: Weston 7 Landowner Group - Meeting Follow Up
Importance: High

Good Afternoon Lina and Alannah,

Please find attached a copy of our Letter in regards to the latest Draft #1 of the Weston 7 Secondary Plan.

Our Letter pertains to our client's property located at 7520-7560 Weston Road (OP.21.006 and Z.21.009).

Please confirm receipt of our correspondence.

Regards,

Francesco Fiorani, B.U.R.PI

Senior Planner / Project Manager

Office: [113 Miranda Ave, Toronto, ON, M6B 3W8](#)

Cell: (647) 274-8031

Email: ffiorani@bruttoconsulting.ca

From: Lina Alhabash <Lina.Alhabash@vaughan.ca>

Sent: Wednesday, August 30, 2023 4:23 PM

To: Paula Bustard <pbustard@smartcentres.com>; skaiser@smartcentres.com; Matthew Kruger <mkruger@smartcentres.com>; jbujak@sorbara.com; nshurigina@sorbara.com; mcara@overlandllp.ca; gsmith@overlandllp.ca; fmarzo@bousfields.ca; tvlpentesta@bousfields.ca; mortved@riocan.com; kkwok@riocan.com; scraig@riocan.com; hgreen@riocan.com; CVarriano@riocan.com; mreid@urbanstrategies.com; lmcgrath@urbanstrategies.com; Izabela Molendowski <imolendowski@urbanstrategies.com>; alex.gordon2@choicereit.ca; wessal.omarkhail@choicereit.ca; snoorali@morguard.com; Christine Cote <CCote@morguard.com>; Kurt Franklin <kfranklin@westonconsulting.com>; jndamaren@westonconsulting.com; krobbins@westonconsulting.com; lezie@libertydevelopment.ca; michael@libertydevelopment.ca; brunob@historyhillgroup.com; stevend@historyhillgroup.com; dbelli@armlandgroup.com; gdmartino@trinitypoint.com; fmarzo@bousfields.ca; tvlpentesta@bousfields.ca; jpica@trinitypoint.com; sshahid@trinitypoint.com; sgregory@bousfields.ca; Claudio Brutto <cbrutto@bruttoconsulting.ca>; jpappas@airdberlis.com; fabiana@playacorgroup.com; bculley@suncor.com; david.bianchi@cantire.com; veronik.manolova@cantire.com; Renee Rutherford [rruther] <rrutherford@costco.com>; Gammon, Steven <Steven.Gammon@wsp.com>; rhouser@goodmans.ca; frankr@pineviewauto.com; spatano@westonconsulting.com; apuppi@muzzogroup.com; bstern@muzzogroup.com; rmino@klmplanning.com; stephanie.simmons@circlek.com; Kurt Franklin <kfranklin@westonconsulting.com>; npalmer@arggroup.com; Clacobelli@arggroup.com; fmarzo@bousfields.ca; tvlpentesta@bousfields.ca; craig@rackattack.com; pat@castleparkinvestments.com; mcidylo@lakeshoregroup.ca; gus.igp@outlook.com; bculley@suncor.com; gkerr@suncor.com; spopovich@popovich.ca; vasiliaranto@gmail.com; blairrgagnon@bellnet.ca; stephen.albanese@ibigroup.com; dmckay@mhbcpplan.com

Cc: Alannah Slattery <Alannah.Slattery@vaughan.ca>; Fausto Filipetto

<Fausto.Filipetto@vaughan.ca>; Christina Bruce <Christina.Bruce@vaughan.ca>; Jennifer Grove <Jennifer.Grove@vaughan.ca>

Subject: Weston 7 Landowner Group - Meeting follow up

Good afternoon members of the Weston 7 Landowner Group,

Thank you for meeting with us this afternoon. As promised, please find attached the presentation and Draft #1 of the Weston 7 Secondary Plan. We kindly ask you to review and provide comments no later than **September 13th, 2023**.

Please let us know if you have any questions or have any trouble with the files.

Kind regards,

Lina Alhabash, MCIP, RPP
Senior Planner, Policy Planning & Special Programs
905-832-8585 ext. 8077 |
lina.alhabash@vaughan.ca

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September 11th, 2023

Attention: Lina Alhabash, MCIP, RPP

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

**Re: Draft #1 of the Weston 7 Secondary Plan
Landowners Group (LOG) Meeting – August 30th, 2023
Related City File No.: OP.21.006 and Z.21.009 (7520-7560 Weston Road)**

Dear Lina,

Brutto Consulting is pleased to submit this letter on behalf of our client, Sky Property Group Inc (acting on behalf of 2371933 Ontario Inc.), who is the owner of the Subject Property with the municipal address of 7520-7560 Weston Road located within the ongoing Weston 7 Secondary Plan Study Area.

Our client has been involved in this process since its inception and will continue to do so to assist the City of Vaughan in the determination of the highest and best use of the Subject Property through appropriate land use designations.

The Subject Property of 7520-7560 Weston Road consists of an area of 2.46 acres (1.0 hectare) and is legally located in Lot 1, Plan 65M-2339 in the City of Vaughan within the Regional Municipality of York. Refer to *Attachment 1: Site Context Aerial Map*.

The Subject Property is currently occupied by low-rise commercial buildings and a parking lot, and has a relatively flat topography, with no significant natural features on-site that would present any constraint to development. The land uses surrounding the site include commercial uses in the form of retail plazas to the north, car dealerships and commercial uses to the south, commercial and employment uses to the west, and commercial uses to the east.

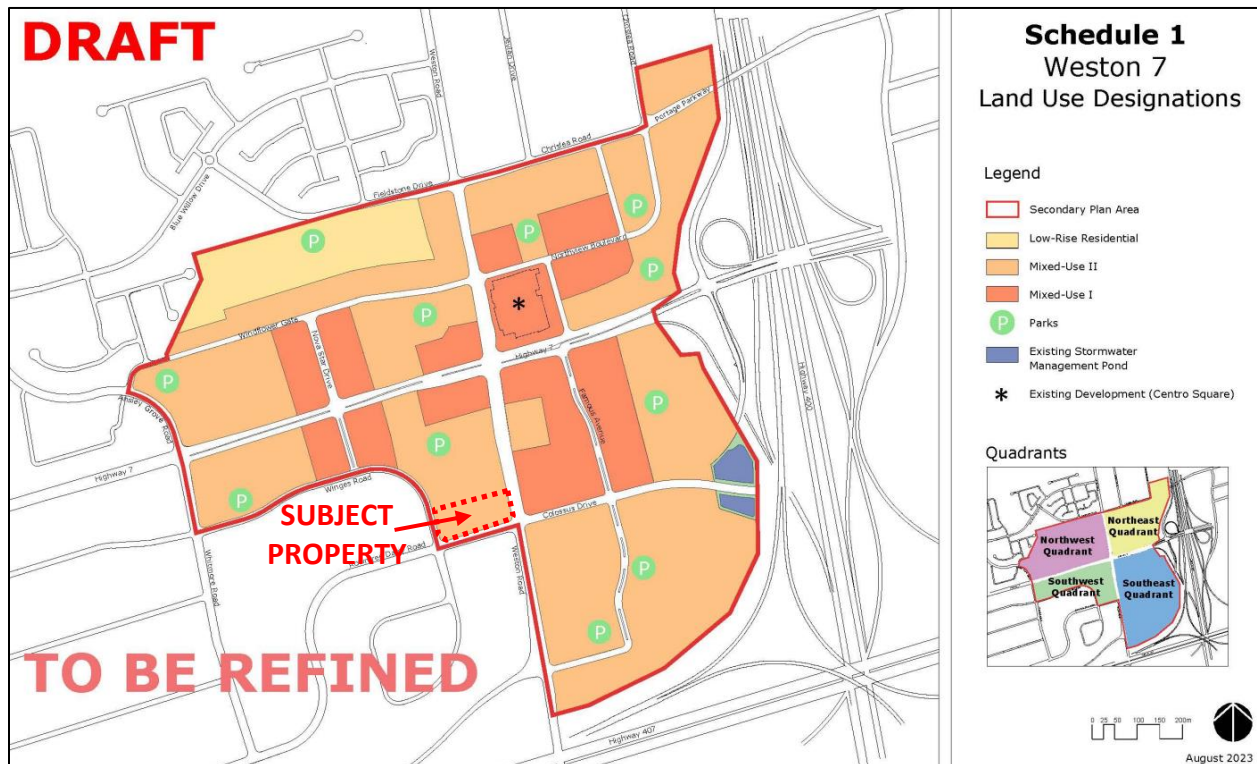


Attachment 1: Site Context Aerial Map

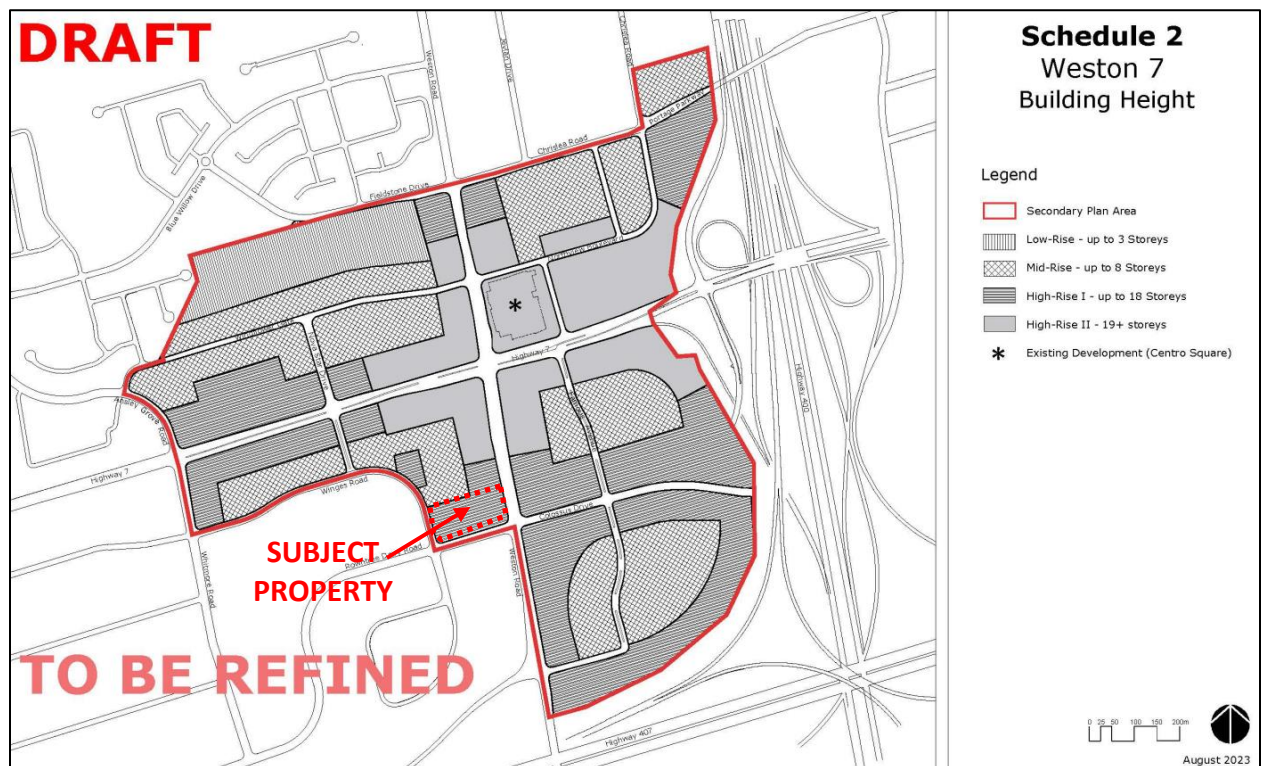
We attended the latest Landowners Group (LOG) Meeting on August 30th, 2023 which presented the Draft #1 of the Weston 7 Secondary Plan for discussion. We are of the opinion that the intended height and density for the Subject Property is under its highest and best use and is inconsistent with the proposed heights for adjacent sites and for sites within immediate walking distance to Major Transit Stations (MTSAs).

The Draft #1 of the Weston 7 Secondary Plan has captured future quadrants with varying densities and containing necessary roads, pedestrian walkways, parks, residential and commercial land uses. Schedule 1 - Land Use Designations (refer to *Attachment 2*) designates the Subject Property as “Mixed-Use II”, which intends to develop the site with mid to high-rise built form, an enhanced urban streetscape along Weston Road, and a north-south active transportation link running through the middle of the Subject Property.

While we find this proposed land use designation to be appropriate in terms of permitted uses and built form, we also find that the proposed maximum density of 6.0 FSI is inconsistent with the intensification and density policies mandated by provincial planning documents. We also find that the proposed height of 18-storeys illustrated in the Schedule 2 – Building Height (Refer to *Attachment 3*) for the Subject Property is not consistent with what is typically referred to as a high-rise building. We hereby express our concern to the elements of Schedule 2 – Building Height that pertains to the height allocated to our client’s site given its key location within the Secondary Plan.



Attachment 2: Schedule 1 – Land Use Designations (Source: City of Vaughan, August 2023)



Attachment 3: Schedule 2 – Building Height (Source: City of Vaughan, August 2023)

It is key to note that the amendments to the Planning Act through Bill 23 - More Homes Built Faster Act (2022) requires Municipalities to include minimum heights and densities within approved major transit station areas (MTSAs) and for Protected MTSAs within one year of the MTSAs being approved. As such, the draft land use and height schedules prepared by the City of Vaughan for the Weston 7 Secondary Plan shall also provide for minimum heights and densities instead of capping these with maximum limits.

It is our opinion that the “High-Rise I” designation being proposed by the latest draft iteration of the Weston 7 Secondary Plan would cap the Subject Property with lower building heights of 18-storeys, which would not facilitate achieving the mandated densities on a site that is within immediate 5-minute walking distance to a MTSA. In our opinion, the Subject Property can accommodate higher densities and building heights in the realm of 45-storeys as per our proposed development, which is consistent with the City’s urban design objectives encouraging intensification in an area that is well-served by transit infrastructure and public service facilities. Refer to *Attachment 4 – Proposed Development*.

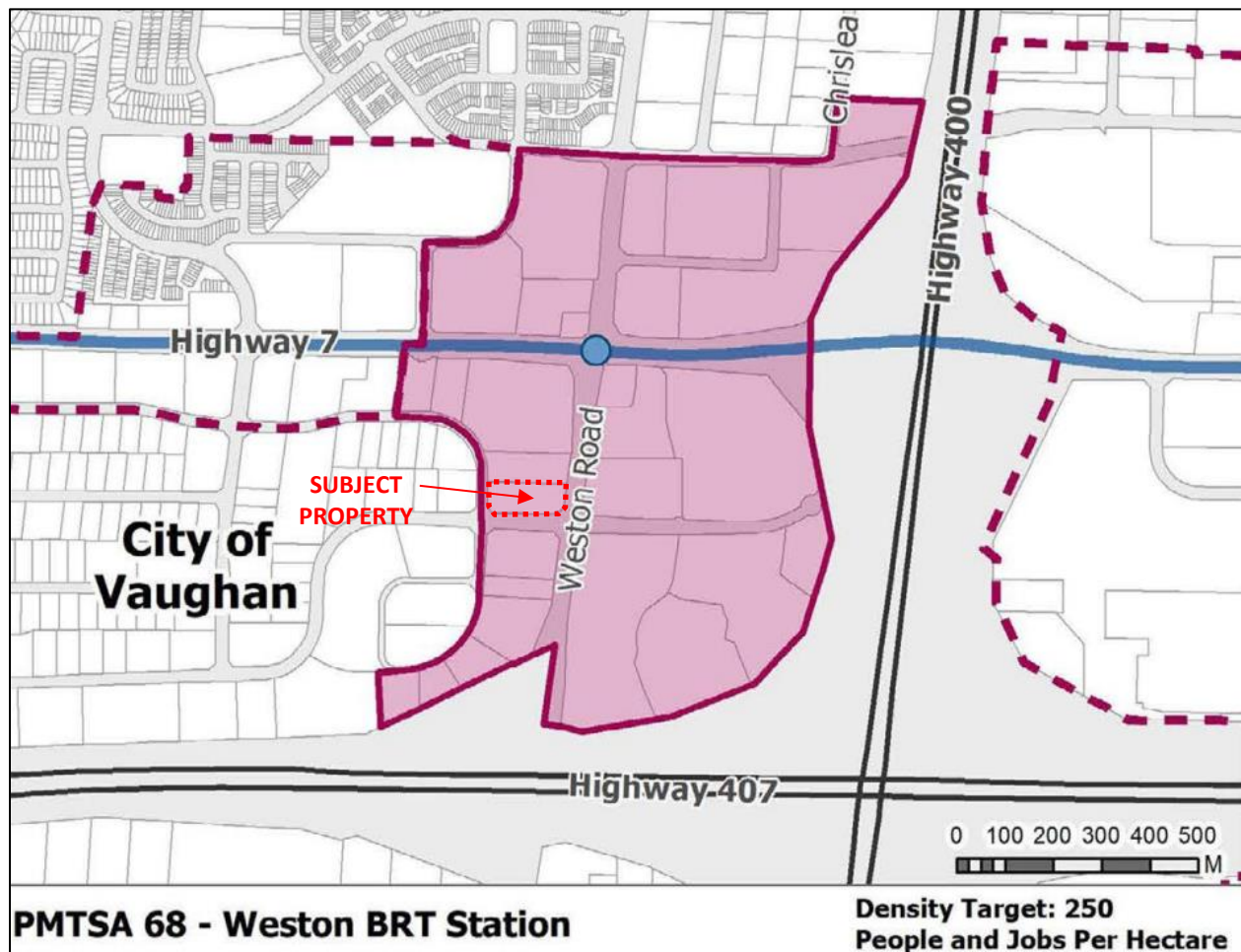
The Weston 7 Secondary Plan intends to evolve the study area from its current underutilized context to a denser mixed-use community served by the Weston BRT Station MTSA, which in our opinion must include permissions for a taller building height and density on the Subject Property. This needs to be given special consideration given that the Subject Property is situated within a protected MTSA that serves the site and its immediate area with a higher order transit line.

As such, there appears to be a disconnect in the terms of the intended building heights and densities illustrated in the Draft #1 of the Weston 7 Secondary Plan and those mandated by provincial planning documents. By all accounts, it is our opinion that a site that is within less than 500 metres (5-minute walking distance) to a major transit station must not be limited to a height of 18-storeys. Refer to *Attachment 5 – Weston BRT Station MTSA* for reference.

As illustrated in *Attachments 1-3*, it is clear that our client’s property is within a key location of the Secondary Plan being in close proximity to the Weston BRT Station which is considered to be a Major Transit Station Area (MTSA) by York Region. The property has excellent accessibility, which is somewhat unique in the Secondary Plan Area. It is bounded by Weston Road on the east, Rowntree Dairy Road on the south, Wings Road on the west, and is within 500 metres of a MTSA to the north. Thus, high rise buildings located closer to this area, including our client’s property, should have a minimum height in the realm of 45-storeys. It is our professional opinion that the minimum height indicated above would be more supportive of provincial and regional land use policies.



Attachment 4: Proposed Development



Attachment 5: Weston BRT Station MTSA
(Source: York Region, 2022)

The Provincial Policy Statement (“The PPS”) under Section 1.1.3.5 requires that planning authorities establish and implement minimum targets for intensification and redevelopment within existing built-up areas based on local conditions. The PPS encourages transit-supportive intensification in areas with existing rapid transit facilities and intends to allocate higher densities closest to transit infrastructure and services in order to promote active transportation and reduce automobile dependency.

In addition, the Growth Plan for the Greater Golden Horseshoe (“The Growth Plan”) under Section 1.2.1 prioritizes intensification and higher densities in strategic growth areas making efficient use of land and infrastructure to support transit viability. Section 2.2.1.2(c)(iii) further provides that growth will be focused within locations with existing or planned higher order transit facilities. It also identifies MTSA as sites within approximately 500 to 800 metres or 10-minute walk of a transit station. The Subject Site is within 500 metres or a 5-minute walk from the Weston BRT Station, which is considered by the Growth Plan to be a MTSA.

Furthermore, York Region has identified the need to increase the density of the Weston BRT Station MTSA to 250 people and jobs per hectare, which further supports the need for higher densities than those currently proposed on the Draft #1 of the Weston 7 Secondary Plan with special focus on sites like our client’s property located within a 5-minute walk to the Weston BRT MTSA. Refer to *Attachment 5 – Weston BRT Station MTSA* for reference.

Overall, we consider that the projected height of 18-storeys will limit the highest and best use of the Subject Site and not make full use of the provincial and municipal intensification policies noted above. The Secondary Plan should project a minimum high rise building in the realm of 45-storeys as appropriate for our client’s property.

It is also important to note that permitting mixed-use buildings with the minimum height noted above on the Subject Property will not result in land use conflicts with its surrounding context as it is within similar mixed-use and high-rise designations. There will be high density mixed-uses to the north and east of the site as well as employment uses to the west which do not conflict with high rise built-form.

In conclusion, we opine that it would be appropriate to designate the Subject Property for greater intensification. Buildings in the realm of 45-storeys for our client's property would be appropriate from a land use perspective and would assist in meeting Provincial and Regional intensification targets for the City of Vaughan.

The proposed development of 42 and 45 storey illustrated in *Attachment 4* would in our view represent a more appropriate built form than what is being proposed in the latest Draft #1 of the Weston 7 Secondary Plan, and we respectfully request that this be revised to reflect our client's proposed 42 and 45-storey building heights, and that the revised Secondary Plan land use and height schedules be considered at the statutory public meeting.

Please accept this correspondence as our formal input to the latest proposed iteration for the Weston 7 Secondary Plan. It is clear that our position as it pertains to land use, height, and density is divergent with that of the City. We would like to continue to work with city planners and consultants with the goal of achieving the highest and best use for our client's property.

We would like to thank the City of Vaughan for the opportunity of inputting to the Weston 7 Secondary Plan process. We look forward to our continued involvement in this important undertaking. We request notice of any upcoming reports, meetings, or decisions made by the City with respect to this matter. If you have any questions in respect of our submission, please do not hesitate to contact us.

Yours truly,



Francesco Fiorani, BURPI
Senior Planner/Project Manager
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Claudio Brutto, MCIP, RPP
President
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113 Miranda Ave, Toronto, ON
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From: [Assunta Ferrante](#)
To: [Adelina Bellisario](#)
Subject: FW: [External] RE: Weston 7 Landowner Group - November 1, 20223 Public Meeting
Date: November-01-23 10:36:24 PM
Attachments: [VAUGHAN Weston 7 SP Draft 2 2023.10.12 REV.pdf](#)
[Maps - Weston 7 SP Draft 2 2023.10.12 REV.pdf](#)
[Weston 7 SP Draft 1 Maps.pdf](#)
Importance: High



From: Francesco Fiorani <ffiorani@bruttoconsulting.ca>
Sent: Tuesday, October 31, 2023 4:05 PM
To: Lina Alhabash <Lina.Alhabash@vaughan.ca>; Clerks@vaughan.ca; Assunta Ferrante <Assunta.Ferrante@vaughan.ca>
Cc: Alannah Slattery <Alannah.Slattery@vaughan.ca>; Jennifer Grove <Jennifer.Grove@vaughan.ca>; Claudio Brutto <cbrutto@bruttoconsulting.ca>
Subject: [External] RE: Weston 7 Landowner Group - November 1, 20223 Public Meeting
Importance: High

Good Afternoon to all,

Please treat this email along with our other submissions as our formal position on the current iteration of the Weston 7 Secondary Plan.

We continue to review the Draft #2 of the Secondary Plan as it pertains to height, density, and location of local roads, particularly as it pertains to our client's property at 7520-7560 Weston Road (SW Quadrant of the Secondary Plan).

Our client has concerns as previously expressed in our September 11th, 2023 letter, and respectfully is not accepting the heights, densities and location of the local road placed on their property on the latest iteration of the Secondary Plan.

As per the latest Secondary Plan Schedules it appears that the City has not taken our previous comments into consideration.

Our client has submitted full plans and studies to the City for Official Plan and Zoning By-law Amendments (OP.21.006 and Z.21.009). Our client continues to stand by those submissions at this time.

Notwithstanding, our client will continue to work with the City, its consultants, and other landowners as it pertains to the Secondary Plan and its own plans.

Our client is hopeful that there will be a resolution to the issues set out in our prior submission, this correspondence, and our future input to the Secondary Plan.

We will be making further written submissions prior to the Council Meeting on November 14th, 2023.

Regards,

Francesco Fiorani, B.U.R.PI

Senior Planner / Project Manager

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Secondary Plan Draft 2 for Discussion

October 12, 2023



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PART A: The Preamble

1.0

CONTEXT

The WESTON 7 Secondary Plan (this Plan) is designed to provide a planning framework that will guide the future development of the Weston Road and Highway 7 Area (WESTON 7) which is a strategic location and a Primary Centre in the City’s Urban Structure. WESTON 7 is also subject to 2 Protected Major Transit Station Areas including the Ansley Grove BRT Station Area and the Weston BRT Station Area.

This Plan, through a focus on mixed-use development, supports the continued evolution of the area as a Primary Centre which is transit-supportive, vibrant, inclusive, healthy, sustainable and diverse. It is expected that this Plan will transform the existing retail commercial node into a new mixed use district accommodating a planned population of 40,750 new residents and over 13,750 jobs.

It is the intent of this Plan to provide for a range and mix of housing types and tenures, and will have Low-Rise, Mid-Rise and High-Rise Buildings, with an intensity of development that is supportive of public transit, Active Transportation and Complete Streets. In addition, this Plan provides opportunities for non-residential uses including retail and service commercial uses, restaurants, entertainment uses, offices and public service facilities to serve the community. It will be developed based on a fine-grained street grid that incorporates sidewalks and bicycle facilities, and an urban built form that creates active and attractive streets for all seasons. This Plan will ensure high quality development that is compatible with surrounding land uses and transit supportive.

2.0

PURPOSE

The purpose of this Plan is to establish a comprehensive land use planning, urban design, transportation and infrastructure policy framework to guide new development in WESTON 7. It is recognized that development within WESTON 7 will happen incrementally over the long-term - likely well beyond the planning horizon of this Plan. New development will take many forms and will respond to the adjacent built form context, market forces, financial feasibility and political directions over many years. This Plan provides a clear policy framework that is about making strategic choices and shaping the future evolution of WESTON 7. This Plan:

- a)
- Sets out the vision for where and how WESTON 7 is expected to grow to the year 2051. Principles and policies move the City towards achieving its vision for the future of this Primary Centre;
- b)
- Is about getting the fundamentals right. Building a successful mixed-use urban community means making sustainable choices about how growth will be accommodated; and
- c)
- Provides a strategy for phasing and the assignment of municipal service infrastructure and transportation system capacity over time.

3.0

LOCATION

WESTON 7 is located in the City of Vaughan, as identified on **Map 1**. Generally, WESTON 7 is:

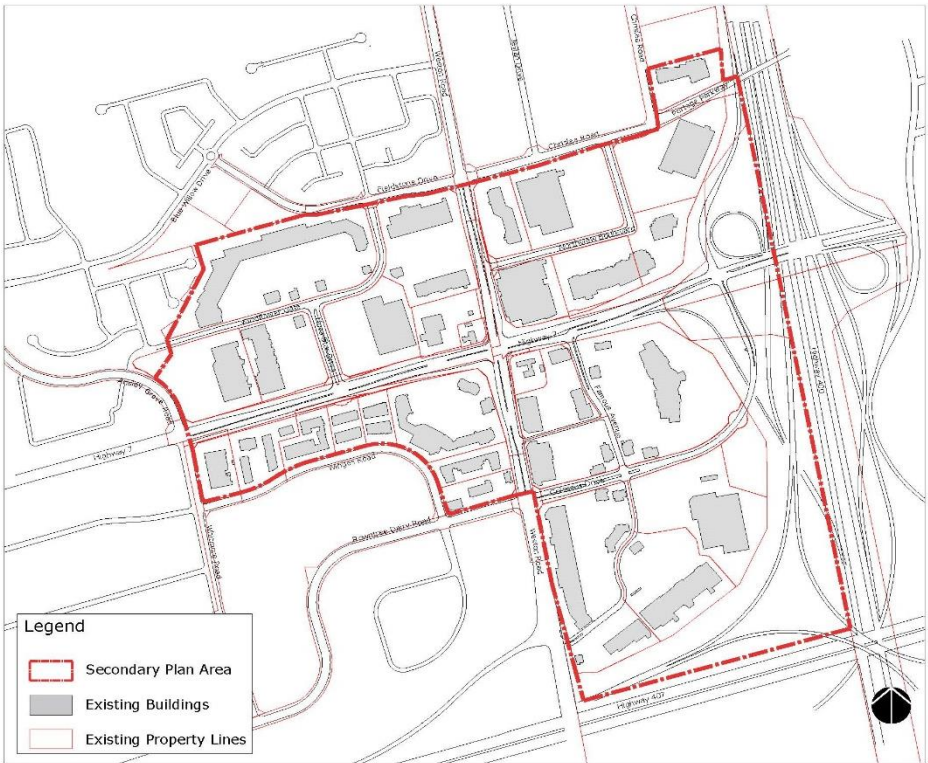
- a)
- Bounded on its eastern boundary by Highway 400, which separates WESTON 7 from the Vaughan Metropolitan Centre (VMC);
- b)
- The southern boundary is defined primarily by Winges Road and Highway 407;
- c)
- To the north, WESTON 7 is bounded by Fieldstone Drive, Chrislea Road and Portage Parkway. Abutting WESTON 7 to the northwest are established low-rise residential neighbourhoods, and to the northeast are commercial and employment uses;
- d)
- Ansley Grove Road and Whitmore Road form the western boundary of WESTON 7 and are adjacent to low density employment uses; and
- e)
- Highway 7 divides WESTON 7 in an east-west direction. The road right-of-way accommodates higher order transit (the VivaNext Bus Rapid Transit Route), dedicated cycle lanes, an enhanced pedestrian environment and 6 lanes of vehicular traffic.
- f)
- WESTON 7 incorporates a total of approximately 123 hectares of land, of which approximately 104 hectares in gross land area (all lands within the WESTON 7 boundary,

including roads and storm water management facilities - but excluding the lands that are part of Highways 400 and 407 ramps.

- g) WESTON 7 is comprised of 31 properties that are largely characterized by large footprint commercial buildings and associated large surface parking lots. As it exists today, as identified on **Map 2**, the core function of WESTON 7 is a commercial and entertainment destination for the City of Vaughan and the broader region. WESTON 7 also includes a range of smaller scale service commercial uses and restaurants and a number of light industrial uses.



Map 1 – Weston 7 Secondary Plan location map



Map 2 – Weston 7 Secondary Plan existing conditions

Highway 7 bisects WESTON 7 on an east-west axis and Weston Road forms the north-south axis. Together these roads functionally divide WESTON 7 into four distinct quadrants as identified on

Map 3:

- a) Northwest Quadrant - The Northwest Quadrant incorporates approximately 30 hectares of land that is suitable for moderate to high density, mixed-use development. A key consideration is the interface with a low-rise residential community located adjacent and to the west of this Quadrant;
- b) Southwest Quadrant - The Southwest Quadrant incorporates approximately 15 hectares of land that is suitable for high density, mixed-use development. A key consideration is the interface with an existing employment area located adjacent and to the south of this Quadrant;
- c) Northeast Quadrant - The Northeast Quadrant incorporates approximately 24 hectares of land that is suitable for high density, mixed-use development. A key consideration is the interface with an existing employment area located adjacent and to the north of this Quadrant; and
- d) Southeast Quadrant - The Southeast Quadrant incorporates approximately 35 hectares of land that is suitable for high density, mixed-use development. This Quadrant is defined by, and is abutting major road and highway facilities.



Map 3 – Weston 7 Secondary Plan quadrants

4.0 POLICY CONTEXT/APPROACH

WESTON 7 is identified as a Primary Centre in the Vaughan Official Plan 2010 (VOP 2010) Schedule 1 - Urban Structure. Primary Centres accommodate mixed-use intensification and require the preparation of a Secondary Plan. This Plan also includes 2 Protected Major Transit Station Areas including the Anisley Grove BRT Station Area and the Weston BRT Station Area.

As defined in VOP 2010, WESTON 7 is to be a mixed use areas that support a range of housing types, retail uses, institutional uses, office uses, public service facilities, and human services and are expected to serve the local community and the City as a whole. WESTON 7 is also to be developed at densities supportive of planned transit and as pedestrian friendly areas with a fine grain network of streets to support walking and cycling, and public spaces such as parks and plazas.

This Plan builds on the policy framework established at the Provincial, Regional and local levels. In conformity with those policy directions, this Plan provides a planning framework that will guide the development of WESTON 7 as a transit supportive, mixed use community over the long-term. The

policies in this Plan are designed to facilitate the development of this area as a mixed-use community, characterized by high quality development that is compatible with surrounding land uses and is transit supportive. New development will contribute to the evolution of WESTON 7 as a complete community which is vibrant, inclusive, healthy, sustainable and diverse.

The concept inherent to this Plan is to focus more on built form than on land use. The key elements of this Plan that will go along with that concept are as follows:

- a) Each quadrant of WESTON 7 should include a relatively substantial element of the Pedestrian Realm Network to act as a focal point and to provide open space elements to serve what is expected to become a high density residential/mixed-use community;
- b) The distribution and requirement for active, non-residential land uses should focus on key streets within WESTON 7 where those uses will be required at-grade, other streets within WESTON 7 will permit those uses at-grade, but not require them; and
- c) The regulatory regime that affects built form needs to be clear and explicit to ensure the appropriate evolution of WESTON 7, and the accommodation of Low-Rise, Mid-Rise and High-Rise Buildings over time.

It is understood that WESTON 7 will evolve into a mixed-use community, to be developed at higher densities and in taller buildings than exist today. This ongoing evolution is expected to take a long time to fully achieve. WESTON 7 is planned to accommodate an estimated population of over 40,750 new residents and over 13,750 jobs by 2051. This level of development combines to accommodate approximately 54,500 persons and jobs combined, achieving a gross density of approximately 524 persons and jobs combined per hectare.

Notwithstanding these ambitious population and job projections to 2051, one of the key drivers that will both frustrate, and eventually facilitate the orderly development of WESTON 7 is the availability of capacity to accommodate growth within the available public service facilities, municipal service infrastructure, including the sewage collection and treatment system, the water distribution system and the transportation network.

As a result of the long-term vision/expectation established in this Plan, the phasing of development, and particularly the harmonious accommodation of new development within the context of the existing development, will be a key consideration. Another key consideration with respect to phasing is to manage the evolution in lock-step with the capacity of the infrastructure systems (sewer, water, storm water management and transportation) over time. It is a fundamental objective of this Plan to ensure that development decisions are directly linked to the ability to provide full urban services over time.

5.0 APPLICATION

- a) The lands affected by this Plan are identified on **Schedule 1**. The vision, principles, policies and schedules contained in this Plan constitute the WESTON 7 Secondary Plan.
- b) The City shall ensure that this Plan is in conformity with the Planning Act. Further, the City shall ensure that this Plan is consistent with the Provincial Planning Statement. Where there is a conflict between this Plan and any Provincial legislation or policy, the Provincial policies, or the more restrictive policies shall prevail.
- c) This Plan is to be read in conjunction with the relevant policies of Volume 1 of the VOP 2010. Where there is a conflict between the designations and policies of this Plan and any policy of the VOP 2010, the policies of this Plan shall prevail.
- d) This Plan is purposefully written to celebrate inclusivity and diversity, and therefore avoids the identification of any person, or group of people, in the vision, principles and subsequent land use policy frameworks.
- e) This Plan establishes a framework for growth and development to the year 2051. It is the City's primary tool for implementing the desired development within WESTON 7. The detailed policies of this Plan build upon the vision for the future and a number of supportive principles. Together, the vision, principles and policies of this Plan are inextricably linked to provide the City with a comprehensive framework to guide decision making about future growth.
- f) This Plan shall be read and interpreted as a fully integrated and comprehensive whole. The vision, principles and policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted

in isolation from other relevant policies. Decision making will be based on conformity with all the relevant policies of this Plan, supported by the following Schedules:

- i. **Schedule 1** - Land Use Designations;
 - ii. **Schedule 2** - Building Height;
 - iii. **Schedule 3** - Pedestrian Realm Network; and
 - iv. **Schedule 4** - Transportation System.
- g) It is intended that this Plan will form the basis of implementing zoning regulations, either on a site or area specific basis. All implementing Zoning By-laws shall conform to the intent and the specific policies of this Plan. Where a proposed implementing Zoning By-law application for any development proposal is not considered in conformity with this Plan, then the application shall be refused, or an Official Plan Amendment process shall be required.
- h) The VOP 2010, this Plan, the Implementing Zoning By-law and any applicable Council adopted Design Guidelines, Master Plans, or any sustainable development standards all work together to establish the planning and development framework for WESTON 7. It is required that City Council, and all the Committees of Council make decisions in conformity with the vision, principles and policy framework of this Plan.
- i) All development applications shall be consistent with all relevant and Council adopted Manuals, Master Plans, Guidelines and Strategies. Where there is a conflict between the policies of this Plan and the concepts and directives of any relevant Council adopted Manual, Master Plan, Guideline, or Strategy, the policies of this Plan shall prevail.

PART B: The Secondary Plan

1.0 VISION + PRINCIPLES

1.1 Vision

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.

1.2 Principles

a) To achieve the vision, the policies of this Plan build upon the following principles:

- Principle 1 Recognize WESTON 7 as a Vibrant Urban Community** - WESTON 7 will be recognized as a highly urban, vibrant mixed-use community with a distinct, definable identity and a balanced mixture of places to live, work, learn and play - all served by a multi-modal transportation network that is connected to the entire Region. WESTON 7 will be planned to fulfill its defined role as a Primary Centre within the City's hierarchy of urban centres and corridors. WESTON 7 will be clearly subordinate to the function and scale of the VMC.
- Principle 2 Support Intensification** - New development in WESTON 7 will support the ongoing evolution of the City’s urban structure of diverse mixed-use centres and corridors. New development will support an evolution to a higher density, more compact, walkable and transit-supportive development pattern. New development will be efficient, and will be provided with municipal infrastructure systems and public service facilities in a cost-effective and fiscally responsible manner.
- Principle 3 Ensure WESTON 7 is a Complete Community** - WESTON 7 will be a complete community. It will be welcoming and inclusive, providing a full range of opportunities for public service facilities and Pedestrian Realm and Active Transportation Networks that will be accessible to everyone, for all to enjoy. WESTON 7 will be an important location for investment in residential, commercial, institutional, cultural, entertainment and context appropriate higher density forms of development.
- Principle 4 Provide a Full Range of Housing Options** - WESTON 7 will provide a range of housing options that meet the social, health, economic and well-being requirements of future residents, including additional needs housing and needs arising from demographic changes and employment opportunities. The range and mixture of housing options will accommodate a full spectrum of households, including housing options that meet the economic and affordability requirements of a growing and diverse population.
- Principle 5 Promote High Quality Design** - High quality urban design will support the importance of this highly urban, vibrant and mixed-use community within the structure of the City. New development will demonstrate high quality urban design that contributes to the recognition of WESTON 7 as a beautiful and successful mixed-use and highly urban community. Adjacent low-rise residential communities will be protected from the impacts of high-rise development forms. Public parks, buildings and infrastructure will set the standard and will define the quality of development that is expected.

- Principle 6** **Be a Healthy and Diverse Community** - WESTON 7 will be a healthy community that is accessible, connected and inclusive with a diversity of mobility options and a range of housing options. Amenities and services, including the Pedestrian Realm Network, will be close to where people live and will be connected through a comprehensive Active Transportation Network. WESTON 7 will be a community where diversity is celebrated, residents are engaged, socially connected, and have equitable access to housing, support services and cultural activities.
- Principle 7** **Respond to a Changing Climate** - WESTON 7 will respond to a changing climate by promoting intensified and higher density development in support of an evolving transit system and robust Active Transportation Network. Policies will identify a host of opportunities to promote green building technologies and green infrastructure emplacement.
- Principle 8** **Establish Integrated Pedestrian Realm + Active Transportation Networks** - Active Transportation planning will be integrated with the Pedestrian Realm Network to ensure development includes a robust system of publicly accessible open spaces and supports an enhanced level of Active Transportation modes, including walking and cycling. The Pedestrian Realm and Active Transportation Networks will be recognized as highly interconnected, safe and conveniently located.
- Principle 9** **Support Public Transit** - Transit planning in WESTON 7 will be integrated with land use planning to ensure that new development supports an enhanced level of transit service over time. The transit network will grow to connect core user groups and key destinations within WESTON 7 and throughout the City and beyond, with direct routes and street-side amenities that make taking public transit an attractive and practical travel option for everyone. The key requirements for Transit Supportive Development must be achieved.
- Principle 10** **Focus the Funds Generated into WESTON 7** - The array of funds and required land contributions that are generated over time by the development activity within WESTON 7 through various instruments under the Planning Act and the Development Charges Act need to be spent by the City and the Region on appropriate public improvement projects or community benefits within WESTON 7. This focus will ensure that there is a clear recognition, and response to the link between growth and the requirements for a full array of public service and cultural facilities, as well as the municipal service infrastructure requirements, transportation and transit investments and the Pedestrian Realm Network improvements required to properly accommodate anticipated growth.

2.0 **GROWTH MANAGEMENT**

2.1 **Role of WESTON 7 in Vaughan's Urban Structure**

- a) Future growth in Vaughan will be directed and informed by the planned urban structure, as it is identified in the VOP 2010. Importantly, the VOP 2010 establishes a hierarchy of Intensification Areas that range in height and intensity of use, as follows:
- i. *The Vaughan Metropolitan Centre* - The Vaughan Metropolitan Centre (VMC), located to the east of WESTON 7, on the opposite side of Highway 400, will be the major focus for intensification for a wide range of residential, office, retail, cultural and civic uses within the City. The Vaughan Metropolitan Centre will be the location of the tallest buildings and most intense concentration of development;
- ii. *Regional Intensification Corridors* - Regional Intensification Corridors will be 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. The Regional Intensification Corridors link the Vaughan Metropolitan Centre with other Intensification Areas in Vaughan and across York Region;
- iii. *Primary Centres* - WESTON 7 is identified as a Primary Centre. Primary Centres will be locations for intensification accommodated in the form of predominantly mixed-use high and mid-rise buildings, developed at an intensity supportive of transit, and including lower built forms, to facilitate an appropriate transition to neighbouring areas; and

- iv. *Local Centres* - Local Centres will provide the mixed-use focus for their respective communities, in a manner that is compatible with the local context and act as the focus for communities, are lower in scale and offer a more limited range of uses.
- b) WESTON 7 is identified as a Primary Centre in VOP 2010 and it also includes 2 Protected Major Transit Station Areas including the Ansley Grove BRT Station Area and the Weston BRT Station Area. WESTON 7 is specifically identified as an area where substantial growth and intensification is to be directed.

As defined in VOP 2010, WESTON 7 is expected to be a mixed use area that supports a range of housing types, retail and service commercial uses, institutional uses, office uses and public service facilities to serve the local community and the City as a whole. WESTON 7 is to be developed at densities supportive of planned transit and as a pedestrian friendly area with a fine grain network of streets to support robust Pedestrian Realm and Active Transportation Networks.

2.2 Population and Employment Projections

- a) This Plan is premised on development in WESTON 7 to the year 2051. It is recognized that the evolution of a mixed-use urban centre like WESTON 7 will continue well beyond the planning horizon of this Plan.
- b) It is expected that WESTON 7 will accommodate substantial population and employment growth in a primarily mid to high-rise built form and mixed-use format. Some components of the Plan include low-rise built forms.

WESTON 7 also includes 2 Protected Major Transit Station Areas including the Ansley Grove BRT Station Area and the Weston BRT Station Area, as defined on **Schedule 4**. Minimum density targets are established for those Protected Major Transit Station Areas at 200 and 250 persons and jobs combined per hectare respectively. This Plan provides population and employment projections that are expected to exceed the prescribed minimum density targets for both of the Protected Major Transit Station Areas.

- c) The density of development within WESTON 7 is anticipated to be between a minimum of 200 persons and jobs combined per gross hectare and a maximum of approximately 524 people and jobs combined per gross hectare.

Based on the identified gross density and the land area of approximately 104 gross hectares, WESTON 7 is expected to accommodate approximately 54,500 people and jobs combined in the long-term - to 2051. The allocation of growth within WESTON 7 will be considered in four Quadrants as identified on **Schedule 1**, and in accordance with **Table 1**:

Table 1 - Allocations of Growth by Quadrant - to 2051

	Gross Land Area (ha)	Population (people)	Employment (jobs)	Combined (p+j)	Density (p+j/ha)
Northwest Quadrant	30 ha	11,210 people	3,610 jobs	14,820 p+j	494 p+j/ha
Southwest Quadrant	15 ha	5,995 people	1,935 jobs	7,930 p+j	529 p+j/ha
Northeast Quadrant	24 ha	9,640 people	3,740 jobs	13,380 p+j	557 p+j/ha
Southeast Quadrant	35 ha	13,905 people	4,465 jobs	18,370 p+j	525 p+j/ha
TOTALS	104 ha	40,750 people	13,750 jobs	54,500 p+j	524 p+j/ha

- c) The population and employment projections to the year 2051 included in this Plan shall be subject to the availability of capacity to accommodate growth within the available public service facilities, municipal service infrastructure, including the sewage collection and treatment system, the water distribution system and the transportation system.

2.3 Phasing

- a) The capacity of existing and identified future improvements to municipal service infrastructure systems and the transportation system is a fundamental issue within WESTON 7. The limitations on growth and development due to capacity constraints will require that all development proposals be evaluated on the ability of the City to ensure that capacity to municipal service infrastructure, including the sewage collection and treatment system, the water supply distribution system and the transportation system, is available to accommodate growth.

- b) All applications for development within WESTON 7 shall be evaluated on the basis of:
 - i. The capacity of the site and the capacity of WESTON 7 to accommodate the anticipated cumulative levels of growth with respect to the Pedestrian Realm Network and public service facilities;
 - ii. The capacity of the site and the capacity of WESTON 7 to accommodate the anticipated cumulative levels of growth with respect to the available capacity within the municipal service infrastructure systems and the transportation system; and
 - iii. The existing and planned context within the Quadrant where the proposal is located, ensuring that all of the cumulative impacts are identified, and a comprehensive approach to paying for and delivering all of the necessary elements of the Pedestrian Realm and Active Transportation Networks, public service facilities, municipal service infrastructure systems and the transportation systems is established. The City may require that a Development Concept Plan/Report be prepared to ensure that comprehensive planning and implementation issues are fully considered.
- c) All development approvals within the City shall be conditional upon commitments from the City and/or the proponent of any development proposal to the timing and funding of any required element of the Pedestrian Realm and Active Transportation Networks, public service facilities, municipal service infrastructure systems and the transportation system. Before any development is approved, all agreements must be in place, including financial agreements and development agreements, to provide for the identified and required elements of the Pedestrian Realm and Active Transportation Networks, public service facilities, municipal service infrastructure systems and the transportation system, to the satisfaction of the City.

Alternatively, the City may approve an implementing Zoning By-law, with a holding (H) provision, pending the execution of all agreements including financial agreements and development agreements to provide for the identified and required elements of the Pedestrian Realm and Active Transportation Networks, public service facilities, municipal service infrastructure systems and the transportation system, to the satisfaction of the City.
- d) It is the intent of this Plan to add an element of fairness and predictability to the process of capacity estimation and allocation, as well as to clarify for the development community and the public, how a finite resource will be managed to ensure approvals are granted to those projects that provide the greatest benefit to the community and that are most likely to proceed in the immediate future. The following is a series of capacity allocation criteria:
 - i. Achieves Transit Supportive Development, the efficient use of land and orderly development;
 - ii. Delivers attainable and/or assisted housing;
 - iii. Delivers needed public service facilities, including the key elements of the Pedestrian Realm and Active Transportation Networks;
 - iv. Promotes economic development and achieves defined non-residential floor area requirements;
 - v. Considers compatibility, community impacts and community benefits;
 - vi. Integrates sustainable development elements; and
 - vii. Can be accommodated by municipal service infrastructure systems and transportation system capacity.
- e) These capacity allocation criteria will be periodically reviewed. Where changes to these policies are considered significant by the City, such changes shall be subject to an Amendment to this Plan.

3.0 BUILDING A SUCCESSFUL COMMUNITY

- a) This Plan promotes WESTON 7 as a Successful Community. As WESTON 7 evolves over the coming years, success will be measured through a host of elements that will continue to define WESTON 7 as a great place to live, to work, to play and to invest in.
- b) Being a Successful Community means making informed choices that take into consideration a number of interrelated principles and policies. Every decision has implications for infrastructure, for quality of life, for growth management, for economic development and for social cohesion. Decision making must be interdisciplinary, integrated, and strategic to ensure economic, cultural, environmental, and social rewards. Building a Successful Community requires a focus on the Vision and principles already articulated in this Plan.

3.1 Providing Housing Options

- a) The City shall encourage a range and mix of higher density housing types, styles, tenures and affordability characteristics to meet the economic requirements and affordability needs of a growing and diverse population.
- b) In accordance with the policies of the VOP 2010, a target of 35% of all housing units in WESTON 7 shall be attainable/assisted, and a portion of these units should be accessible to people with disabilities. All development that includes a residential component shall demonstrate their contribution to meeting the WESTON 7 target for attainable/assisted housing through the preparation of a Housing Options Statement. The following definitions apply:
 - i. *Attainable housing* - Attainable housing is defined as housing that is at 80% of the average resale purchase price, or average market rent by housing type within the Vaughan Market Area. Attainable housing is typically delivered by the private sector, and can be achieved by building dwellings at higher than typical densities, and/or smaller dwelling units. The City may affect the cost of housing through reductions in Development Charges, parkland dedication requirements, parking requirements or other financial incentives.
 - ii. *Assisted housing* - Assisted housing is defined as housing that is built by, or is directly subsidized by the public sector, and provides dwelling units that are substantially below the identified value/rent of the housing supply by housing type. Assisted housing may be provided by the public or private sector, and may be in conjunction with senior government programs.
- c) To achieve the attainable/assisted housing target, the City may implement inclusionary zoning, throughout WESTON 7, as provided for under the Planning Act. In addition, the following agreements/partnerships and associated implementation tools may be considered by the City in an effort to achieve its attainable/assisted housing target throughout WESTON 7:
 - i. Enact a Municipal Housing Capital Facilities By-Law under the Municipal Act to enable the City to enter into agreements with private and non-profit partners for the provision of attainable/assisted housing;
 - ii. Coordinate and collaborate with local housing advocacy groups, community partners, government agencies and the private sector to support the attainable/assisted housing policies of this Plan and to promote innovative housing forms, development techniques and incentives that will facilitate the provision of attainable/assisted housing;
 - iii. The City may become directly involved in the supply of attainable/assisted housing through land acquisitions, use of surplus land, development partnerships, the provision of financial incentives and/or establishment of a not-for-profit housing corporation; and
 - iv. The City may provide planning support services to local housing advocacy groups and community service agencies who are interested in pursuing the provision of attainable/assisted housing, as well as a full range of Additional Needs Housing.
- d) The following strategies may be considered by the City in an effort to achieve the attainable/assisted housing target:
 - i. Permit a range of innovative housing types and tenure models, including, for example, cohousing, communal housing, and life-lease housing;

- ii. Consider assisted housing as a priority use for surplus City-owned and Region-owned land, and work with all levels of government and institutional land owners to make surplus land available to providers of assisted housing at little or no cost;
- iii. Provide targeted relief from planning, permit and other fees normally charged for projects that provide permanent attainable/assisted housing. Relief from Development Charges is already legislated by the Province;
- iv. Apply for government grants and/or subsidies, including land dedication;
- v. Explore the eligibility of attainable/assisted housing for grant programs established under a Community Benefits By-law;
- vi. Provide priority allocation of municipal service infrastructure and transportation system capacity for projects that provide appropriately secured attainable/assisted housing;
- vii. Provide financial incentive programs established through a Community Improvement Plan;
- viii. Pre-approve zoning for projects that provide attainable/assisted housing; and
- ix. Establish reduced parkland and/or parking requirements for projects that provide attainable/assisted housing.

3.2 Promoting a Strong Economy

- a) This Plan supports a diverse range of employment generating uses to be located throughout WESTON 7. The City will continue to diversify the economic base of WESTON 7 by supporting its evolving urban development forms, which includes a full range of commercial uses, including large and small scale office development, institutional uses and a variety of restaurants, retail, and service commercial businesses. Collectively, the lands designated for mixed-use development will provide requirements and opportunities to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of WESTON 7, as well as residents of the City and the broader region.
- b) To help attract diverse opportunities for employment generating land uses, the City will support a strong and healthy economy within WESTON 7 by:
 - i. Constructing, upgrading and maintaining high quality, universally accessible municipal service infrastructure systems and public service facilities;
 - ii. Facilitating efficient and convenient transportation options for the movement of people and goods; and
 - iii. Planning for an appropriate range of housing to support the local labour force, home occupations, and home-based businesses, including artist studio/maker spaces and live/work units.
- c) The City recognizes the important contribution of post-secondary institutions, libraries and education service providers to the life-long learning opportunities for residents and the enhancement of the creative culture in Vaughan. The City will support the growth and expansion of creative and cultural industries and institutions throughout WESTON 7 as an important sector of the economy.

3.3 Supporting a Healthy Community

- a) Physical, social, and mental well-being are the necessary components of public health, including opportunities for physical activity. Objectives are to:
 - i. Ensure that public health considerations are a crucial part of decision-making and are fully integrated with requirements for equitable access to healthy food, clean air and water, safe environments and opportunities for physical activity;
 - ii. Commit to an enhanced level of community engagement, where equity, inclusion, information and participation are identified as key building blocks in accountable and transparent decision-making;

- iii. Be well-connected through a comprehensive transit system enabling the City to provide all communities with equal access to recreation and leisure amenities, including for sports, arts and cultural activities; and
 - iv. Enhance the Active Transportation Network, designing communities around pedestrian activity with a substantial number of destinations, including parks, cultural and public service facilities, shopping, and restaurant opportunities within walking distance to promote walking and cycling to encourage daily physical activity.
- b) A fundamental element of a healthy community within WESTON 7 is the inclusion of Active Transportation - walking, cycling, using a wheelchair, scooters, inline skating, or skateboarding. As such, this Plan includes an Active Transportation Network which is highly integrated and connected throughout the community and to transportation systems that serve the broader region. This Plan requires that all development contribute to the creation of a walkable and connected community with multiple destinations within walking distance of all residents.
- c) Active Transportation linkages throughout WESTON 7 shall be identified, created and enhanced in tandem with the Pedestrian Realm Network to foster pedestrian and cycling activity, and include:
- i. Sidewalks, cycling facilities, multi-use paths and public service facilities will connect to the street network and to the Pedestrian Realm Network and public service facilities and will ensure that there are corridors between key destinations; and
 - ii. Key Active Transportation routes will include streetscaping elements that promote pedestrian and cyclist comfort and safety, are designed to enhance accessibility for all residents, and will comply with the Accessibility for Ontarians with Disabilities Act.

3.4 Providing Public Service Facilities

- a) New development and the projected population in WESTON 7 will place a strain on existing public service facilities with new facilities required to meet the needs of new and existing residents. Public service facilities include facilities designed to meet the recreational, health, social, educational, self-directed learning and cultural needs of residents including elementary and secondary schools, post-secondary educational facilities, public libraries, museums, cultural centres, community centres and other similar uses.
- b) Public service facilities will be encouraged to provide multi-functional and shared-use facilities and services to better serve residents and achieve capital and operating cost efficiencies. It shall ultimately be the responsibility of the City, and/or other service providers to work with the development industry to secure space for public service facilities within mixed-use buildings. More specifically, it shall ultimately be the responsibility of School Boards to acquire/secure sites, and/or work with the development industry to secure space for Elementary Schools within mixed-use buildings.
- c) It is the intent of this Plan that public service facilities be incorporated into development plans in all quadrants to ensure equitable access across WESTON 7 and fair distribution across landholdings, on the basis of population yield. Table 2 identifies the estimated Gross Floor Area to be assigned to public service facilities within each quadrant.

Table 2 - GFA for Public Service Facilities - to 2051

	Gross Land Area	Population	GFA for Public Service Facilities
Northwest Quadrant	30 ha	11,210 people	10,900 m2
Southwest Quadrant	15 ha	5,995 people	5,800 m2
Northeast Quadrant	24 ha	9,640 people	8,200 m2
Southeast Quadrant	35 ha	13,905 people	13,500 m2
TOTAL	104 ha	40,750 people	38,400 m2

- d) The City Parks Infrastructure Planning and Development department has recommended that a Community Hub be considered in WESTON 7, which would consist of an Urban Park Space, public library and a community centre. The Southeast Quadrant, identified on **Schedule 1**, is the preferred location for a Community Hub.

3.5 Ensuring High Quality Urban Design

- a) All development within WESTON 7 shall be compatible with the character of the surrounding community. Built form will be the key determining factor for the types of development permitted. The concept and definition of compatible development is intended to ensure that all new development enhances the image, livability and character of WESTON 7 as it evolves over time. Compatible development shall be considered in the evaluation of all development proposals throughout WESTON 7. The following shall be considered when evaluating the compatibility of development proposals:
 - i. The use, height, massing, orientation and landscape characteristics of nearby properties are properly considered and appropriate transitions between the built forms and uses shall be ensured;
 - ii. On-site amenity space is provided and is reflective of, or enhances, the existing patterns of private and public amenity space in the vicinity; and
 - iii. Appropriate streetscape patterns, including block lengths, setbacks and building separations are implemented.
- b) The transition between different building types, both within WESTON 7 and adjacent to it, will be a key consideration in determining compatible development. This Plan will provide guidance on the various planning and design tools to be implemented to ensure compatible development and an appropriate transition between different building types, heights and land uses.
- c) All new plans and development applications shall be consistent with the Vaughan City-Wide Urban Design Guidelines, to the satisfaction of the City. To demonstrate consistency, the City may require the submission of an Urban Design Report in support of any development application.
- d) The policies of this Plan shall be further implemented through the Zoning By-law and through the Plans of Subdivision/Condominium and/or Site Plan Approval process, where applicable. In addition, the City will continue to utilize the Design Review Panel in its evaluation of proposals for development.
- e) All development, with a focus on the Pedestrian Realm Network, parking lots and other publicly accessible areas, shall be evaluated for consistency/adequacy of achieving the following Crime Prevention Through Environmental Design (CPTED) considerations:
 - i. Adequate lighting - designed, where possible, with regard for vehicular, cyclist, and pedestrian requirements so that the size, height, and style of lighting reflects and complements the character of the community;
 - ii. Clear sight lines, allowing views from one end of the walkway to the other;
 - iii. Appropriate landscaping, but avoiding landscaping that might create blind spots or hiding places;
 - iv. Adequate fencing;
 - v. Clear signage that delineates wayfinding, permitted use and speed; and
 - vi. Streetscape and building design that promotes “eyes on the street”.
- f) All newly constructed and/or renovated City-owned, leased, funded, or operated public service facilities, parks and open spaces, municipal infrastructure systems and any other space that is accessible to the public, shall comply with all applicable Provincial legislation and standards.
- g) Barrier free design for private sector development shall be achieved through Site Plan Approval, and the enforcement of all applicable Provincial legislation and standards.
- h) The City shall pursue the installation of public art throughout WESTON 7. Further, in accordance with any enacted Community Benefits Charges By-law, and the applicable policies of this Plan, the City may identify public art as a defined community benefit, with the developer following the Vaughan City-Wide Public Art Program.

- i) The City supports the ongoing investment in public transit service in WESTON 7. Urban design has an impact on ridership and modal choices by enhancing mobility and comfort at transit stops and along pedestrian routes to get to and from the transit stops. Special design attention is essential for all buildings, open spaces and movement networks adjacent to a transit stop. Key elements of transit supportive design include:
 - i. Transit Supportive Development must consider issues such as activity at street level, streetscape elements to create attractive, safe, and accessible surroundings, as well as convenient connections to destination points. The design must contribute positively to the quality of the Pedestrian Realm year-round. All development shall have regard for the York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, as may be amended, through the development approvals process;
 - ii. Buildings should relate to adjacent streets and particularly to transit stops. Block patterns should be connected and permeable, providing access and frontage among buildings;
 - iii. The design of the transit stops themselves must consider the role and function that they play. Beyond their functional role, transit stops have an important role in land development with an impact on the character of the overall community; and
 - iv. Streetscapes shall be a component of Complete Streets design and be considered as public spaces for all users. They are to be designed as movement corridors for all transportation modes and be public places in themselves. Sidewalks, street trees and landscaping are all elements that contribute to comfortable and attractive streets.

3.6 Promoting Sustainability + Adapting to Climate Change

- a) This Plan promotes the development of WESTON 7 based on a conceptual design which inherently maximizes the potential for the creation of a complete community, sustainable development and healthy environments through the efficient use of land and infrastructure. This includes the distribution of height and density pattern, the Pedestrian Realm and Active Transportation Networks and multi-modal transportation system. As such, it is expected that WESTON 7 will grow as an environmentally sustainable community over the long term. The City will utilize planning and capital investment tools, as well as urban design approaches, in its strategic planning for infrastructure and the approval of new development. In addition, the City will encourage and provide policy direction on:
 - i. Initiatives related to water conservation, energy conservation, air quality protection and integrated waste management opportunities;
 - ii. Opportunities for energy efficiency and alternative energy strategies, such as district energy generation, renewable/alternative energy systems and distribution and demand management plans;
 - iii. Innovative green residential and public building designs that contribute to low carbon design, energy use reduction and natural resource conservation, as well as synergies between buildings and site management practices;
 - iv. Green infrastructure to complement existing infrastructure, including the requirement for innovative low impact development opportunities and best practices that minimize the risks associated with natural hazards; and
 - v. Consider the use of tools such as the Community Benefits By-law, Community Improvement Plans, and associated incentive programs to assist with the implementation of development standards that promote environmentally sustainable design and resiliency and that respond to a changing climate.
- b) The City will encourage and support alternative energy systems, renewable energy systems, and district energy systems to accommodate current and projected needs of the community. In addition, the City will:
 - i. Encourage energy efficient building design that meets Leadership in Energy & Environmental Design (LEED) standards, or equivalent; and
 - ii. Implement reductions in energy consumption in all City owned, maintained and operated facilities and equipment. The City will ensure that all new City facilities are

designed to meet a high standard of environmentally conscious design for energy and water conservation.

- c) The City in implementing the goals and objectives of Green Directions Vaughan, will evaluate the contribution to sustainability of each development application in accordance with the sustainable development policies of the VOP 2010, as well as the Council approved Sustainability Performance Metrics. In addition to the objectives of Green Directions Vaughan, the City shall support and encourage strategies to reduce energy use and carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency.
- d) To support reducing emissions in the transportation sector, the City shall encourage the installation of a publicly accessible electric vehicle charging network throughout WESTON 7.

4.0 LAND USE + BUILT FORM POLICIES

4.1 Land Use Specific Policies

4.1.1 Land Uses Permitted in All Land Use Designations

- a) Within all of the land use designations the following uses are permitted, subject to the relevant policies of this Plan:
 - i. Any element of the Pedestrian Realm Network;
 - ii. Emergency services facilities, generally having convenient access to Arterial Roads and appropriately integrated with the surrounding development, including appropriate architectural design, landscaping and buffering from residential buildings;
 - iii. Renewable energy systems, subject to relevant Provincial legislation and regulations;
 - iv. Municipal service infrastructure (sewer, water, storm water management) and public and private roads; and
 - v. Public and private utilities, including electricity transmission and distribution systems, as well as telecommunication facilities subject to any regulatory requirements, such as the provisions of the Environmental Assessment Act.
- b) The location of such uses and facilities shall be justified and compatible with surrounding land uses.

4.1.2 Land Uses Prohibited in All Land Use Designations

- a) The following uses are prohibited in all land use designations in this Plan:
 - i. Uses that are noxious, polluting, or produce or store hazardous substances;
 - ii. Uses that involve waste management, recycling and/or the storage of contaminated materials;
 - iii. Uses that are prohibited pursuant to the provisions of the Environmental Protection Act;
 - iv. Drive-through commercial and/or restaurant facilities;
 - v. Commercial uses requiring extensive outdoor storage areas; and
 - vi. Auto-oriented land uses including motor vehicle sales, gas stations and car washes.
- b) The Zoning By-law shall incorporate general provisions setting out those uses which are prohibited in all zone categories.

4.1.3 Sensitive Land Uses

- a) Applications for residential development and other sensitive land uses within WESTON 7 shall have regard for 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 identify appropriate measures to mitigate adverse impacts. 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.

- b) Development proposals should refer to the Ministry of Environment Land Use and Compatibility Guidelines, as amended from time to time, which provide recommendations to ensure that sensitive land uses are appropriately designed, buffered and/or separated from each other.

4.1.4 Additional Needs Housing

- a) Additional Needs Housing includes all types of residences licensed or funded under a Federal or Provincial statute for the accommodation of persons living under supervision and who, by reason of their age, emotional, mental, social, or physical condition, require a group living arrangement for their well-being.
- b) Additional Needs Housing shall conform to the associated criteria for Low-Rise, Mid-Rise or High-Rise Buildings that are also identified as permitted within the designation, subject to the Zoning By-law.
- c) Additional Needs Housing shall be subject to the provisions of the applicable Zoning By-law, and the satisfaction of the following criteria:
 - i. The site is adjacent to and has direct access to an Arterial or Collector Road;
 - ii. The site is located with convenient access to public service facilities;
 - iii. The lot size and configuration is sufficient to accommodate the building, required parking, green space and amenity areas;
 - iv. Any changes to a building resulting from the conversion to Additional Needs Housing shall be in keeping with the physical form and character of the surrounding neighbourhood;
 - v. Municipal property maintenance standards and all other relevant municipal regulations and standards shall apply to the Additional Needs Housing;
 - vi. Additional Needs Housing Facility operators shall obtain a license in accordance with the requirements of the applicable authority; and
 - vii. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, public service facilities and retail and service commercial facilities.

4.1.5 Live-Work Units

- a) Live-work units have the potential to integrate small-scale service commercial, retail or office uses at-grade. Live-work units are subject to the associated development policies identified in this Plan. Where live-work units are specifically identified as a permitted use in any designation in this Plan they shall strive to provide:
 - i. Amenity areas and buffering with planting and/or fencing from adjacent residential dwellings; and
 - ii. Adequate parking and drop-off/pick-up facilities.

4.1.6 Home-Based Businesses

- a) Where home-based businesses are identified as a permitted use they shall only be permitted in accordance with the following provisions:
 - i. The use does not substantially alter the character of the property, and the use is compatible with the adjacent community;
 - ii. The use is primarily carried out within the dwelling unit;
 - iv. The use is clearly secondary to the primary use of the property as a residence in terms of floor space utilization;

- v. The property is the principal residence of the person carrying on the home occupation use;
 - vi. Outside storage of goods, materials, or equipment related to the home occupation use shall not be permitted; and
 - vii. Compliance with on-site parking requirements, including parking for service vehicles such as trailers and commercially licensed vehicles and other provisions regulating home occupations in the Zoning By-law.
- b) The Zoning By-law may include additional provisions regulating home-based businesses. The City may implement a Licensing By-law.

4.1.7 Short-Term Accommodations

- a) Where short-term accommodations, including bed and breakfast establishments, are permitted as a home-based business, they shall only be permitted in the principal residence of the short-term accommodation owner, and shall be subject to the provisions of the Zoning By-law to ensure that the City is satisfied that:
- i. The use does not substantially alter the character of the property, and the use is compatible with the adjacent community;
 - ii. Adequate off-street parking shall be provided at a standard of no less than one space per guestroom. When there are two or more guest rooms offered for rent, the guest parking shall be screened from adjacent properties;
 - iii. The unit or part of the unit shall only be made available for short-term accommodations if it conforms with the Ontario Building Code, Fire Code, and any other applicable legislation, regulation, or standard; and
 - iv. No short-term accommodation shall be established unless a license is issued by the City. The City may limit the number of licenses available to encourage a balance between long-term and short-term accommodations.

4.1.8 Day Care Facilities

- a) Where day care facilities are identified as a permitted use in a designation in this Plan, they shall be permitted subject to specific regulations in the Zoning By-law and in accordance with the following policies:
- i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
 - ii. The use is intended to serve and support the surrounding community; and,
 - iii. The site is large enough to accommodate the building, on-site play areas, parking and pick-up/drop-off facilities and appropriate buffering, where required.
- b) Where possible, day cares should be provided in the early phases of the development of WESTON 7 and integrated with public service facilities, mixed-use developments and residential developments.

4.1.9 Institutional Uses, Entertainment Uses and Places of Worship

- a) Institutional uses (that are not specifically identified as a public service facility), entertainment uses and places of worship will be located in buildings designed to reflect their role as focal points for the community. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit. Buildings accommodating any of these uses should establish an inviting public entrance on the main façade facing the public street.
- b) Institutional uses (that are not identified as a public service facility), entertainment uses and places of worship will be encouraged to locate in multi-storey buildings and to provide for joint use of parking lots/structures and open spaces to reduce land requirements, where multiple users are located on the same site or in the same building.
- c) A key consideration in the design of institutional uses (that are not identified as a public service facility), entertainment uses and places of worship and any adjacent element of the Pedestrian Realm and Active Transportation Networks is to ensure the efficient and effective

use of land and to encourage residents to walk, cycle or use transit to access the facilities. To achieve this objective, consideration will be given to the establishment of maximum on-site parking requirements, including bicycle parking. In addition, wider sidewalks and bike lanes on key access routes and locations on transit routes may be pursued.

- d) Where an institutional use (that is not identified as a public service facility), an entertainment use, or a place of worship is specifically identified as a permitted use in a designation in this Plan, it shall be permitted only where the use will not cause any traffic hazards, or an unacceptable level of congestion on surrounding roads.

4.1.10 Public Service Facilities, including Elementary Schools

- a) The relevant policies of the VOP 2010 will guide the provision of public service facilities. The City shall ensure that the public service facilities required for development are planned for in accordance with the Active Together Master Plan (ATMP) and secured as a part of the development approvals process and appropriately phased in accordance with the proposed development. The City shall work with relevant agencies to monitor population growth and to ensure the provision of appropriate public service facilities are provided to serve the needs of a growing population.
- b) In determining appropriate locations for public service facilities, the City shall have regard for the type of service provided by the facility, recognizing that some uses will serve a localized population, while others will serve the whole or large portions of the City. Where appropriate, public service facilities are encouraged to be incorporated within both public and private development.
- c) It is desirable that public service facilities be clustered together to promote cost-effectiveness and facilitate service integration. The development of public service facilities shall be provided with proximity to elements of the Pedestrian Realm Network, and with direct connections to both transit facilities and the Active Transportation Network. Where public service facilities are specifically permitted within a designation in this Plan, they will be subject to the specific regulations in the Zoning By-law.
- d) **Schedule 1** identifies conceptually potential locations for 3 elementary schools to serve the population of WESTON 7. Notwithstanding that potential Elementary School sites are conceptually identified; they are specifically identified as a permitted land use within both the Mixed-Use I and Mixed-Use II designations. As such, no Amendment to this Plan shall be required should an Elementary School be located anywhere in a designation where they are specifically identified as a permitted use. No Amendment to this Plan shall be required where a conceptually located Elementary School is not secured as a part of the development approvals process.

The City shall work with the School Boards to ensure that Elementary Schools are provided to serve the needs of a growing population. Specifically, the City will work with the School Boards to develop Elementary Schools that are appropriate within a highly urban context, with a reduced land area, a multi-storey building and/or the opportunity to locate within a mixed-use building, with adjacency to an Urban Park Space, where feasible.

4.2 Built Form Specific Policies

4.2.1 High Quality Development

- a) The intent of the built form policies is to define principles and policy directions that will help manage the physical form and character of new development as part of the intensification of WESTON 7. All developments will require the submission of a Development Concept Report/Plan that that considers the comprehensive planning for an entire Quadrant of the WESTON 7 planning area, and that demonstrates how these policies will be implemented. A particular consideration in the review of the Development Concept Report/Plan will be ensuring smaller block sizes to promote walkability.
- b) The location, massing and design of buildings should include a varied skyline (i.e. a variety of roof forms), and be integrated in an appropriate manner which transitions to surrounding development. Further, a variety of building types is encouraged including Low-Rise, Mid-Rise and High-Rise Buildings. The perceived mass of Mid-Rise and High-Rise Buildings should be reduced through design measures such as the vertical articulation of the facades, building step-backs at the upper floors, and the use of a podium and tower built form. Overall, as WESTON 7 evolves, it will establish an image of well-designed buildings. All development shall:

- i. Ensure excellence in design and demonstrate high quality architectural detailing;
 - ii. Accommodate an appropriate transition from higher building forms to abutting lower scale buildings to ensure compatibility with the surrounding context; and
 - iii. Implement sustainable development and building techniques and technologies.
- c) All development shall be designed to:
 - i. Create a pedestrian-oriented and highly interconnected street and block pattern, with connections to adjacent communities and to public service facilities and the transit network;
 - ii. Limit development blocks to no more than 180 metres in length. Blocks that are longer than this in length shall include mid-block landscaped pedestrian links of at least 6 metres in width;
 - iii. Provide appropriate transition to/integration among adjacent uses/built forms; and
 - iv. Back lotting of any element of the Pedestrian Realm Network shall be avoided.
- d) The design of individual buildings and elements of the Pedestrian Realm and Active Transportation Networks will vary throughout WESTON 7, without making impositions of a particular aesthetic. With respect to architectural design, it is the objective of this Plan to:
 - i. Promote and achieve outstanding architecture;
 - ii. Avoid jarring buildings that negatively impact the visual harmony of the Area; and
 - iii. Provide sufficient flexibility in considering architectural design proposals to support and accommodate variety, without any strict imposition on building 'style'.
- e) The intent of the policies of this Plan is to achieve a balance between a consistency of design as well as individual expression in new developments. This Plan promotes innovation. Rather than requiring a strict level of conformity, the design and architectural quality of development shall be measured according to its level of consistency with the following directions:
 - i. *Identity* - Development shall achieve a unique expressive identity respectful of context. Where applicable, the ground floor of buildings shall be designed to express the individuality of the commercial or residential unit through architectural expression and the inclusion of entrance doors and windows addressing the street. In addition, development shall respect the physical character of its adjacent and surrounding context.
 - ii. *Green Building* - All development shall strive to incorporate green roofs and shall utilize sustainable construction and building technologies and techniques. Green roofs are encouraged as a means of retaining storm water, improving air quality and to add visual interest. All development shall strive to achieve, at a minimum LEED Gold, or equivalent recognition;
 - iii. *Design Excellence* - All development shall demonstrate design excellence and compatibility with its surrounding context. Architectural detailing, landscape treatments, colour and building materials shall be representative of the highest quality possible;
 - iv. *Public Art* - Public art may be considered in all significant public or private developments, or on the adjacent streetscape or key element of the Pedestrian Realm Network, in accordance with the City-Wide Public Art Program;
 - v. *Building Entrances* - The sense of arrival to a building shall be celebrated through the design, detailing and visibility of its entrance. Where appropriate, canopies extending towards the street providing weather protection may be provided;
 - vi. *Mechanical Penthouses* - Vents, mechanical equipment rooms and elevator penthouses shall be integrated with the architectural treatment of roofs and screened from view and excessive noise shall be appropriately mitigated. To create greater interest in the skyline, taller buildings shall introduce articulation in the upper floors to be achieved through the use of terracing and/or architectural appurtenances like projecting roof lines, trellises or other vertical elements;

- vii. *Building Services* - All development shall locate and screen service areas, ramps and garbage storage to minimize the impact on the Pedestrian Realm Network and adjacent residences. It is encouraged that these facilities be located internally within new buildings. The locations for parking, driveways and service entrances and loading areas are to be carefully considered and coordinated with surrounding developments as well as with the locations for pedestrian entrances. The sharing of building services, service entrances and electrical services among buildings, and among development complexes is encouraged, and should be located below grade where possible;
- viii. *Site Access* - Good site access is to be provided from major traffic routes in a safe traffic movement manner on flanking streets or laneways, where available. Any entrances that are placed along said major traffic routes must promote convenient pedestrian access as well as maintain the surrounding streetscape;
- ix. *Adequate Parking* - Adequate parking for residents, visitors and employees must be provided. Parking should be coordinated with surrounding sites to accommodate shared parking facilities;
- x. *Roof Top Gardens* - Where appropriate, roofs and terraces shall be usable for private and communal outdoor patios, decks and gardens. Roof top gardens may also offer opportunities as dog stations;
- xi. *Privacy* - For residential units with direct access from the street, privacy will be enhanced through the creation of a buffer zone. This can be achieved through private outdoor amenity spaces, landscaping, and changes in grade; and
- xii. *Exterior Materials* - Cladding materials shall be high quality and appropriate for the building type proposed and in recognition of the development context in proximity. Vinyl siding, plastic, plywood, concrete block, darkly tinted glass, spandrel glass, mirrored glass and metal siding utilizing exposed fasteners are discouraged.

4.2.2 Low-Rise Buildings

- a) Built forms that are considered to be Low-Rise Buildings include:
 - i. Street, block, back-to-back and stacked townhouse dwellings;
 - ii. Apartment dwellings; and
 - ii. Buildings with a mixture of uses.
- b) Building heights for various locations throughout WESTON 7 are identified on **Schedule 2**. Where Low-Rise Buildings are specifically identified as a permitted built form within any designation in this Plan, the maximum building height shall be 3 storeys, or 11 metres in height, whichever is less. The actual height of any development will be calculated from established grade to the top of the building, including the mechanical penthouse and any roof ornamentation.
- c) The maximum density for any development on any site or block within the Low-Rise Residential designation shall be a Floor Space Index of 1.5.
- d) Low-Rise Buildings shall generally be located on Local Roads. New Low-Rise Buildings that are located adjacent to Arterial Roads, or Collector Roads will be required, wherever possible, to develop in a manner that will minimize direct access to such roads.
- e) The following design policies shall form the basis of an evaluation of Low-Rise Building proposals:
 - i. *Orientation* - Buildings shall be orientated to face the street with setbacks that are compatible with the immediate neighbours;
 - ii. *Front Door/Porches* - The main front door to the building shall be clearly visible from the street. Front porches are encouraged as features that increase the prominence of the front entrance;
 - iii. *Amenity Space* - Provide outdoor amenity space for dwelling units either individually or in a shared space;
 - iv. *Parking* - Driveways and/or garage doors must not dominate the front façade of the primary building or the view from the street; and

- v. *Building Mass* - Building mass should be compatible with buildings in the immediate vicinity.

4.2.3 Mid-Rise Buildings

- a) Built forms that are considered to be Mid-Rise Buildings include:
 - i. Street, block, back-to-back and stacked townhouses;
 - ii. Apartment buildings;
 - iii. Office buildings; and
 - iv. Mixed-use buildings.
- b) Building heights for various locations throughout WESTON 7 are identified on **Schedule 2**. Where Mid-Rise Buildings are specifically identified as a permitted use within any designation in this Plan, they shall be above 3 storeys or 11 metres in height, whichever is greater. Mid-Rise Buildings shall be a maximum height of 8 storeys, or 27 metres in height, whichever is less. The actual height of any development will be calculated from established grade to the top of the building, including the mechanical penthouse and any roof ornamentation.
- c) The maximum density of any Mid-Rise development on any site or block within the Mixed Use I designation shall be a Floor Space Index of 3.75.
- d) For a Mid-Rise Building to achieve the identified maximum height or density on any site, in any designation in this Plan, the City shall be satisfied that that the building is compatible with, and can be sensitively integrated with the surrounding and abutting land uses. The key is the appropriate transition to adjacent residential uses and Low-Rise built forms and the City shall require supporting studies, such as shadow, wind and privacy assessments, and may implement special measures in the Zoning By-law, such as reduced building heights, angular planes, step backs, increased building setbacks, or enhanced landscape buffers to ensure sensitive integration.
- e) Proposed development for a Mid-Rise Building shall meet the following criteria, to the satisfaction of the City:
 - i. *Suitable Site* - Mid-Rise Buildings should be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services. Mid-Rise Buildings shall have frontage onto a Collector or Arterial Road;
 - ii. *Proximity to Amenities* - Mid-Rise Buildings should be located in proximity to the Pedestrian Realm Network, public service facilities and other amenities;
 - iii. *Parking* - For all Mid-Rise Buildings, the City shall require the use of structured parking facilities to accommodate required vehicular and bicycle parking;
 - iv. *Floorplate* - Mid-Rise Buildings shall maintain a floor plate size and massing configuration that permits adequate sky view and minimizes shadow impacts; and
 - v. *Placement and Orientation* - Mid-Rise Buildings shall be sited to align to streets and open spaces to frame these areas. The minimum separation between slabs and other buildings is 15 metres.

4.2.4 High-Rise Buildings

- a) Building heights for various locations throughout WESTON 7 are identified on **Schedule 2**. Where High-Rise Buildings are specifically identified as a permitted use within any designation in this Plan, they shall be above 8 storeys or 27 metres in height, whichever is greater. The maximum heights for High-Rise Buildings in WESTON 7 are subdivided into two categories as follows:
 - i. For locations identified as High-Rise I on **Schedule 2**, the maximum building Height shall be 18 storeys, or 62 metres, whichever is less. High-Rise I Buildings shall have a maximum Floor Space Index of 6.0; and

- ii. For locations identified as High-Rise II on **Schedule 2**, the maximum building height shall be 32 storeys, or 110 metres, whichever is less. High-Rise II Buildings shall have a maximum Floor Space Index of 7.5.

The actual height of any development will be calculated from established grade to the top of the building, including the mechanical penthouse and any roof ornamentation.

- b) For a High-Rise Building to achieve the identified maximum height or density on any site, in any designation in this Plan, the City shall be satisfied that that the building is compatible with, and can be sensitively integrated with the surrounding and abutting land uses. The key is the appropriate transition to adjacent residential uses and Low-Rise or Mid-Rise built forms and the City shall require supporting studies, such as shadow, wind and privacy assessments, and may implement special measures in the Zoning By-law, such as reduced building heights, angular planes, step backs, increased building setbacks, or enhanced landscape buffers to ensure sensitive integration.
- c) Point Towers are the preferred form for High-Rise Buildings that are greater than 8 storeys because they have a reduced negative impact on the Pedestrian Realm Network. High- Rise Point Towers are compact, slim buildings with small floor plates often organized around a central elevator core. This form of building minimizes shadowing and visual impacts from the perspective of the pedestrian, and with appropriate separation, can maximize views between buildings and reduce privacy and over-look impacts. Proposed development for a High-Rise Building shall meet the following criteria, to the satisfaction of the City:
 - i. *Suitable Site* - High-Rise Buildings should be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services. High-Rise Buildings shall have frontage on a Collector or Arterial Road;
 - iv. *Expressive Forms* - High-Rise Buildings shall clearly express a base at the street level, the main body of the building, and a roof form. This will be achieved through various means including setbacks, step backs, textures and materials and other architectural treatments;
 - ii. *Proximity to Amenities* - High-Rise Buildings should be located in proximity to the Pedestrian Realm Network, public service facilities and other amenities;
 - iii. *Parking* - For all High-Rise Buildings, the City shall require the use of underground and/or structured parking facilities to accommodate required vehicular and bicycle parking;
 - iv. *Podium/base* - High-Rise Buildings should be placed on a podium building which is 6 storeys in height, setting the scale of the appropriate street wall;
 - v. *Stepbacks* - The tower portion of the building above the podium structure of any High-Rise Building is required to step back a minimum of 3 metres from the podium façade that forms the street wall;
 - vi. *Massing/Floor Plate* - The tower (the portion of the High-Rise Building above the podium) shall maintain an average gross floor plate size that is no greater than 750 square metres. The maximum dimension of any side of any residential tower shall be 30 metres;
 - vii. *Placement and Orientation* - Where possible and appropriate, the placement of the High-Rise Building should be focused on the corner of two intersecting streets and staggered from adjacent towers. The narrowest width of a tower should be oriented to the primary street frontage; and
 - viii. *Minimum Separation* - The minimum separation between residential towers shall be 25 metres. Where a proposed tower cannot provide an on-site setback of 12.5 metres from any interior side lot line, or rear lot line, legal agreements with abutting, affected landowners shall be required to ensure compliance with required tower separation distances.
- d) Where a high-rise building satisfies all other policies, but is intended to accommodate office uses, or other non-residential uses, the building may have a floor plate greater than 750 square metres. Proposed development for a High-Rise Office Building shall meet all of the relevant design criteria for a High-Rise Building, with the exception of the following criteria, to the satisfaction of the City:

- i. *Stepbacks* - The tower portion of the building above the podium structure of any High-Rise Office Building is required to step back a minimum of 6.5 metres from the podium façade that forms the street wall;
- ii. *Massing/Floor Plate* - The average gross floor plate size for an office, or other non-residential building tower shall not exceed 1,800 square metres. The maximum dimension of any side of an office building tower shall be 55 metres; and
- iii. *Minimum Separation* - The minimum separation between High-Rise office, or other non-residential building towers shall be 15 metres. Where a proposed office, or non-residential tower cannot provide an on-site setback of 7.5 metres from any interior side lot line, or rear lot line, legal agreements with abutting, affected landowners shall be required to ensure compliance with required tower separation distances.

5.0 LAND USE DESIGNATIONS

5.1 The Low-Rise Residential Designation

5.1.1 Intent

- a) Within the Low-Rise Residential designation, it is the intent of the City to promote well-designed and attractive low-rise residential dwellings that acts as a transition to the established residential communities that are adjacent to the boundary of WESTON 7.

5.1.2 Permitted Built Form/Uses

- a) All development within the Low-Rise Residential designation shall be within a Low-Rise Building. The following uses may be permitted on lands within the Low-Rise Residential designation, as shown on **Schedule 1**, subject to the relevant policies of this Plan:
 - i. Residential dwelling units, including apartments and all forms of townhouses;
 - ii. Additional Needs Housing;
 - iii. Live-work Units;
 - iv. Home-Based Businesses;
 - v. Short-term Accommodations; and
 - vi. Day Care Facilities.
- b) In addition to the identified list of permitted uses, uses accessory to any of the identified permitted uses are also permitted.
- c) The list of permitted uses may be further refined through the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community.

5.1.3 General Development Policies

- a) The City may require a Development Concept Report/Plan be prepared prior to the approval of any development application - Draft Plan of Subdivision/Condominium, or Zoning By-law Amendment - within the Low-Rise Residential designation identified on **Schedule 1**. The determination of whether a Development Concept Report/Plan is required shall be to the satisfaction of the City based on an assessment of the scale of the proposed development, its proximity to other lands expected to be developed and the general complexity of the issues that need to be resolved.

5.2 The Mixed-Use I Designation

5.2.1 Intent

- a) The Mixed-Use I designation as identified on **Schedule 1**, is expected to be a focus for a range of commercial uses as well as for residential intensification. Development within the Mixed-Use I designation is intended to be transit supportive, as well as to incorporate the Active Transportation and Pedestrian Realm Networks.

- b) It is the intent of this Plan to promote within the Mixed-Use I designation the development of Mid to High-Rise buildings that include opportunities for retail and service commercial uses, as well as a full range of residential, office, recreational, cultural, entertainment and public service uses and facilities. The lands within the Mixed-Use I designation shall 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.

5.2.2 Permitted Built Form/Uses

- a) All permitted uses within the Mixed-Use I designation shall be developed within Mid-Rise and High-Rise Buildings. Permitted uses on lands within the Mixed-Use I designation may include, subject to the relevant policies of this Plan:
 - i. Retail and service commercial uses and restaurants;
 - ii. Artisan studios and maker spaces;
 - iii. Live-Work uses;
 - iv. Home-Based Businesses;
 - v. Short-term Accommodations;
 - vi. Hotels, including ancillary uses;
 - vii. Convention/conference facilities;
 - viii. Private clubs;
 - ix. Office uses;
 - x. Institutional uses, entertainment uses and places of worship;
 - xi. Public service facilities, including elementary schools;
 - xii. Day care facilities;
 - xiii. Residential Apartments, including Additional Needs Housing; and
 - xiv. Commercial and/or accessory parking facilities at-grade and/or in structures.
- b) In addition to the identified list of permitted uses within the Mixed-Use I designation, the following uses may also be permitted, subject to the Zoning By-law:
 - i. Uses accessory to any of the identified permitted uses; and,
 - ii. Pop-up uses and activities.
- c) The list of permitted uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.2.3 General Development Policies

- a) Buildings and sites throughout the Mixed-Use I designation may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access and stormwater management. Larger sites, abutting sites, or multiple vacant, or underutilized sites may be required to prepare a Development Concept Report/Plan, as identified in this Plan to support development, to the satisfaction of the City.
- b) Stand-alone, non-residential buildings are permitted within the Mixed-Use I designation. Stand-alone residential buildings are prohibited. 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. All development shall incorporate a minimum floor to ceiling height of the ground floor of 4.25 metres.

- c) Where residential development is proposed, it is a requirement of this Plan that no dwelling units be permitted at-grade and a minimum of 75% of the at-grade Gross Floor Area be occupied by non-residential uses, to the satisfaction of the City.
- d) All development shall be designed in a manner that maximizes the use of street and sidewalk frontage along Enhanced Urban Streetscapes identified on **Schedule 3** for retail, service commercial and restaurant purposes. Other non-residential uses, including institutional uses, entertainment uses and public service facilities are permitted at-grade in the Mixed Use I designation.
- e) The design of buildings shall enhance the quality of the Pedestrian Realm Network by including transparent frontages, the articulation of facades and the use of quality materials at the street level. Development in the Mixed Use I designation shall enhance the quality of the pedestrian environment by:
 - i. Requiring articulated façades using quality materials and with window displays or outdoor patios that contribute to a pedestrian friendly street environment and shall provide a high activity use at-grade, such as retail stores and restaurants; and
 - ii. Incorporating wayfinding signage to direct residents and visitors to shops, services and attractions.
- f) The City shall encourage compatible development, redevelopment and rehabilitation throughout the Mixed-Use I designation by supporting development applications that conform to the policies of this Plan, the Zoning By-law and are consistent with any other applicable Design Guideline, Master Plan or Strategy adopted by the City. Further, the Site Plan Approval policies of this Plan shall apply to all development applications in the Mixed-Use I designation.

5.3 The Mixed-Use II Designation

5.3.1 Intent

- a) It is envisioned that the Mixed-Use II designation, as identified on **Schedule 1**, will develop at transit supportive intensities, where new businesses and residents will have access to nearby jobs and services and will be connected to the Active Transportation and Pedestrian Realm Networks.
- b) It is the intent of this Plan to promote within the Mixed-Use II designation the development of Mid to High-Rise buildings that include opportunities for retail and service commercial uses, as well as a full range of residential, office, recreational, cultural, entertainment and public service uses and facilities. The lands within the Mixed-Use II designation are expected to include a diverse mixture of retail and service commercial uses, restaurants, institutional, entertainment, places of worship and public service facilities, as well as office uses and a range of apartment dwellings.

5.3.2 Permitted Built Form/Uses

- a) All permitted uses within the Mixed-Use II designation shall be developed within Mid-Rise and High-Rise Buildings. Permitted uses on lands within the Mixed-Use II designation, may include, subject to the relevant policies of this Plan:
 - i. Retail and service commercial uses and restaurants;
 - ii. Artisan studios and maker spaces;
 - iii. Live-work uses;
 - iv. Home-Based Businesses;
 - v. Short-term Accommodations;
 - vi. Hotels, including ancillary uses;
 - vii. Convention/conference facilities;
 - viii. Private clubs;
 - ix. Office uses;

- x. Institutional uses, entertainment uses and places of worship;
 - xi. Public service facilities, including elementary schools;
 - xii. Day care facilities;
 - xiii. Residential Apartments, including Additional Needs Housing; and
 - xiv. Commercial and/or accessory parking facilities at-grade and/or in structures.
- b) In addition to the identified list of permitted uses within the Mixed-Use II designation, the following uses may also be permitted, subject to the Zoning By-law:
- i. Uses accessory to any of the identified permitted uses; and
 - ii. Pop-up uses and activities.
- c) The list of permitted uses may be further refined in the Zoning By-law to ensure that new development is appropriate in the context of the adjacent and surrounding community in terms of the size, type, and/or phasing of uses.

5.3.3 General Development Policies

- d) Buildings and sites throughout the Mixed-Use II designation may develop as individual sites or as comprehensively planned complexes. Comprehensive planning will promote a unified approach to common issues such as urban design, traffic impact and access and stormwater management. Larger sites may be required to prepare a Development Concept Report/Plan to support development, to the satisfaction of the City.
- e) Stand-alone, non-residential buildings are permitted within the Mixed-Use II designation. Stand-alone residential buildings are prohibited. 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.
- f) The design of buildings shall enhance the quality of the Pedestrian Realm Network by including transparent frontages, the articulation of facades and the use of quality materials at the street level.
- g) The City shall encourage compatible development, redevelopment and rehabilitation throughout the Mixed-Use II designation by supporting development applications that conform to the policies of this Plan, the Zoning By-law and are consistent with any other applicable Design Guideline, Master Plan or Strategy adopted by the City. Further, the Site Plan Approval policies of this Plan shall apply to all development applications in the Mixed-Use II designation.
- h) Where a property within the Mixed-Use II designation abuts the Low-Rise Residential designation, appropriate mechanisms shall be established in the Zoning By-law to ensure compatibility, sensitive integration and an appropriate transition to those abutting properties. Mechanisms may include a reduction in the permitted building height, the implementation of enhanced building setbacks, the requirement for landscape planting strips, shadow assessments, the imposition of a building step back, and/or the imposition of an angular plane.

5.4 The Flood Spill Area Overlay

- a) The Flood Plain Spill Area Overlay is depicted on **Schedule 1**. Prior to any development in conformity with the underlying land use designation, for all properties that are located within the Flood Plain Spill Area Overlay, it shall be a requirement that a site-specific hydraulic analysis be prepared to assess the characteristics of the flood water and develop an appropriate strategy that demonstrates how the flood plain spill condition can be permanently remediated in such a way that there will be no increased flood impacts on adjacent lands upstream or downstream, and that any proposed development is appropriate. The required site-specific hydraulic analysis shall be carried out to the satisfaction of the Conservation Authority.
- b) Where updates to the flood plain spill area mapping are provided by the Conservation Authority, or by development proponents through technical studies completed to the

5.5 The Colossus Drive Corridor Protection Area Overlay

- ## 6.0 THE PEDESTRIAN REALM NETWORK

- a) The Pedestrian Realm Network, identified on **Schedule 3**, in WESTON 7 shall be comprised of various and diverse components, including Urban Parks, Courtyards and Connecting Links and Streetscapes. All of the components play vital roles in connecting and animating WESTON 7. The components included within the Pedestrian Realm Network are significant contributions to the provision of recreational opportunities and for social activity. Specific planning, design and maintenance considerations are required to ensure the vitality and longevity of these spaces.
- b) All development that includes a residential component shall be required to make appropriate contributions to the Pedestrian Realm Network, and all development sites or blocks greater than 1,500 square metres in size shall make a land contribution on-site of at least 5% of the area of the site/block.
- c) The various elements of the Pedestrian Realm Network include:
 - i. Urban Park Spaces; and
 - iii. Streetscapes.

- d) Enhanced maintenance protocols will be established by the City to ensure the ongoing success of these key Pedestrian Realm Network assets.
- e) A healthy and sustainable tree canopy is a fundamental element of the character of WESTON 7. On public lands, the planting and maintenance of the tree canopy shall be the responsibility of the City.

6.2.1 Intent

- October 12, 2023

- c) The Urban Park Space hierarchy appropriate for WESTON 7 is comprised of the following components:
 - i. Urban Squares - The locations for the Urban Squares are identified symbolically on Schedule 1. On Schedule 3 these location, configuration and sizes of the Urban Squares are articulated conceptually;
 - ii. Promenades - Promenades are identified conceptually on Schedule 3; and
 - ii. Pocket Parks - Pocket Parks are not identified on the Schedules to this Plan to provide the flexibility to consider these important elements of the Pedestrian Realm Network on a site specific basis.
- d) All of these Urban Park Space elements will play vital roles in animating WESTON 7. Specific planning, design and maintenance considerations are required to ensure the long-term vitality and longevity of these Urban Park Spaces. Adjustments to the location, configuration and sizes of the elements identified on Schedule 3 can be made through the development application process without an Amendment to this Plan, subject to the City being satisfied that the Pedestrian Realm Network is being achieved.

6.2.2 Policies for Urban Park Spaces

- a) It is the intent of this Plan that between 8 and 10 hectares of land be dedicated/secured for Urban Park Spaces within WESTON 7. All Urban Parks Spaces will:
 - i. *Be safe, secure and accessible* - Be safe, secure and 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;
 - ii. *Be well maintained* - Comprehensive maintenance schedules will be developed for all Park Spaces, including existing and new, to ensure safe, accessible and healthy landscapes;
 - iii. *Prioritize pedestrian comfort* - Access to sunlight and protection from wind and other elements will be considered to support year-round use of the Urban Park Space. Pedestrian amenities, such as backed seating, tables, washrooms, water fountains and waste receptacles shall be of a high quality and readily available within all Urban Park Spaces, where appropriate;
 - iv. *Be designed to the highest standards* - Top quality building materials, informed planting choices, opportunities for Public Art and environmental sustainability are priorities in the design of all Urban Park Spaces; and
 - vi. Promote connectivity - Urban Park Spaces shall be appropriately linked with other elements of the Pedestrian Realm Network, the Active Transportation Network and, where appropriate, public service facilities, including elementary schools.
- b) *Urban Squares* - Urban Squares are the largest element of the Urban Park Space hierarchy anticipated within WESTON 7, and are to be distributed within each of the four Quadrants, as conceptually identified on **Schedule 3**. The following policies apply to Urban Squares in addition to the policies for all Urban Park Spaces:
 - i. Urban Squares are pedestrian spaces that accommodate socializing in a dense urban area. An Urban Square in WESTON 7 is defined as a park space that is a minimum of 0.5 hectares in size (5,000 square metres);
 - ii. It is not acceptable to place visible garbage storage facilities, loading docks or utilities in or directly adjacent to Urban Squares;
 - iii. Urban Squares shall be designed in a manner that is consistent with the following additional criteria:
 - > Have a minimum frontage on a public street of at least 40 percent of its depth. It is encouraged to have multiple public street frontages;
 - > Include high quality, barrier free programmable space that can facilitate socializing, special events and recreation;
 - > Include trees, shrubs and groundcovers;

- > Adjacent built form shall have abutting active frontages; and
 - > Facilities shall include seating and a full furniture program, including lighting, opportunities for outdoor cafés and restaurants and facilities that promote a passive, relaxing atmosphere.
- c) *Promenades* - Promenades are conceptually identified on **Schedule 3**. The following policies apply to Promenades, in addition to the policies for all Urban Park Spaces:
- i. Promenades are elements of the Pedestrian Realm Network that add to the width of the public sidewalk system. Promenades are defined as additions to the required sidewalk space that create opportunities for plazas or forecourts between the face of the adjacent building and the street;
 - ii. Promenades shall be designed in a manner that is consistent with the following additional criteria, in addition to the criteria for all Urban Park Spaces:
 - > Adjacent built form shall have primary and active frontages facing the Sliver Promenade; and
 - > Shall be flexible to accommodate pedestrian movement functions, as well as, potential for spill out retail space, and/or outdoor cafés and restaurants; and
 - > Facilities may include opportunities to enhance the street tree canopy, seating and a furniture program, including lighting.
- d) *Pocket Parks* - Pocket Parks are not identified on **Schedule 3**. The following policies apply to Pocket Parks, in addition to the policies for all Urban Park Spaces:
- i. Pocket Parks are small scaled components of the Pedestrian Realm Network. They are expected to be less than 1,000 square metres in size, but generally greater than 75 square metres;
 - ii. Pocket Parks shall be designed in a manner that is consistent with the following additional criteria:
 - > Shall have frontage on a public street of a minimum of 7.5 metres;
 - > Shall require that adjacent built form have primary and active frontages facing the Pocket Park, where appropriate; and
 - > Shall include facilities that may include seating and a furniture program, lighting, water features and other facilities that promote a passive, relaxing atmosphere. Where appropriate, opportunities for outdoor cafés and restaurants shall be considered.

6.3 Streetscapes

6.3.1 Intent

- a) As identified on Schedule 4, WESTON 7 is expected to accommodate a wide variety of Street types with varying functional purposes, with varying pavement widths and street rights-of-way, which requires a flexible approach to Streetscapes, including expanded Pedestrian Realm Network elements, trees/planting programs, street furniture and lighting. Inherent to this design flexibility, the principles for Complete Streets are to be implemented.
- b) On Schedule 3, two Street Character Types are defined according to existing or anticipated levels of pedestrian and vehicular traffic and adjacent land uses and built form:
 - i. Enhanced Urban Streetscape; and
 - ii. Typical Urban Streetscape.

Streetscapes in WESTON 7 comprise a significant element of the Pedestrian Realm Network and associated Active Transportation Network - which solidifies their importance as a defining feature of WESTON 7. Streets can be engaging and safe outdoor places with beautiful trees and plants, seating, shade and Public Art for everyone to enjoy. Streetscape design shall consider programming strategies that are a key element of street life activation.

- c) How built form interfaces with the Streetscape is important to animating the street and creating a safe, welcoming environment for pedestrians and cyclists. This crucial interface of Streetscape and built form is dependent upon the scale of the buildings, the width and function of the street and the size of the building setbacks. Active frontages correspond to at-grade uses, and the level of animation also define the type of Streetscape that is appropriate. It is the intent of this Plan:
 - i. That the design and maintenance of the range of Streetscapes in WESTON 7 must reflect its high quality character; and
 - ii. To create an enhanced Pedestrian Realm Network and support pedestrian movement and other forms of Active Transportation by expanding the sidewalk width, and employing mid-block access, well designed promenades and intersections and potential new Connecting Links and Courtyards.

6.3.2 Policies for Streetscapes

- a) All streets within WESTON 7 are to be defined by their attractive, tree-lined open space character and by their emphasis on environmental quality. Streetscape design will place an emphasis on creating comfortable and convenient facilities for pedestrians and cyclists, and they may also incorporate transit routes. The following design policies apply to all the various Street Character Types:
 - i. Street furnishings, plantings, materials, and techniques must be consistent in physical form and spacing and be of the highest quality. Pattern and repetition are essential to imprint a recognizable sense of place;
 - ii. The design of streetscapes shall create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic and, where appropriate, opportunities for cycle tracks; and
 - iii. The City-Wide Streetscape Implementation Manual level of service shall guide the design of all new streets in WESTON 7. Generally, all streets will be built with pedestrian zones on both sides, street trees and vehicular and pedestrian scale lighting. Pedestrian zones include sidewalks, street furniture and other hardscaping. In addition, all Streetscapes within WESTON 7 shall:
 - > Be designed on the basis of the principles for Complete Streets, using sustainable infrastructure innovations;
 - > Incorporate pathways and sidewalk space for cyclists and pedestrians; and
 - > Include street trees and create opportunities for environmental cover, such as shrubs, ground cover, and other plants in addition to street trees to enhance the Pedestrian Realm Network.
- b) Enhanced Urban Streetscapes - Enhanced Urban Streetscapes are identified on Schedule 3 where non-residential land uses are required at-grade. The built form shall engage with both the vehicular and pedestrian traffic. The extension of display windows, transparency to the second floor level, and appropriately scaled signage, will all respond well to the significant pedestrian function of these streets. If outdoor cafés are provided, they should be setback, elevated or bounded by landscaping treatment to mitigate noise and air quality from the high levels of vehicular traffic.
- c) Typical Urban Streetscapes - On Typical Urban Streetscapes, also identified on Schedule 3, active, non-residential land uses are permitted and encouraged at-grade. A positive pedestrian experience will rely on the effectiveness of the streetscaping treatment. The built form shall incorporate landscaping treatment to enliven otherwise neutral building edges.

7.0 TRANSPORTATION, SERVICE INFRASTRUCTURE + UTILITIES

7.1 A Multi-Modal Transportation System

7.1.1 Intent

- a) This Plan has been developed concurrent to a comprehensive Transportation Master Plan. It is the intent of this Plan to:
 - i. Maintain a safe, multi-modal, and integrated Transportation System, including Active Transportation facilities, that permits the safe and efficient movement of people and goods within WESTON 7 and beyond;
 - iii. Enhance the Region’s and City's transit system by ensuring that transit routes are connected to the Pedestrian Realm and Active Transportation Networks, public service facilities, and that transit is frequent and reliable enough to serve the needs of WESTON 7 and beyond; and
 - iv. Create and enhance a connected Active Transportation Network that is fully integrated with the Pedestrian Realm Network that serves WESTON 7's anticipated population and business community, and fosters a seamless, multi-modal community where daily travel does not rely primarily on the use of a private automobile.
- b) Planned transportation system improvements shall be implemented through the development process as set out in the VOP 2010, including the conveyance of streets through the Plan of Subdivision, Rezoning and/or Site Plan Approval processes. The City, at its discretion, in exceptional circumstances, may also directly purchase lands for planned transportation system improvements.
- c) The multi-modal Transportation System in WESTON 7, as depicted on **Schedule 4**, consists of three equally important elements: the Road Network, the Transit Network and the Active Transportation Network. The Transportation System serves as the framework on which to provide for travel by all modes, with a focus on, but not limited to, walking, cycling, emerging mobility opportunities and transit.
- d) The Transportation System is premised on the pattern of development and increases in traffic volumes anticipated within WESTON 7 over time. All development, including all public works related to the Transportation System, shall conform with the relevant policies of the VOP 2010 and this Plan. This Plan provides a broad based policy framework with respect to:
 - i. The Active Transportation Network;
 - ii. The Road Network;
 - iii. Public Transit;
 - iv. Parking; and
 - v. Transportation Demand Management.

7.1.2 The Active Transportation Network

- a) The intent of the Active Transportation Network is to provide enhanced connectivity to maximize access to, from and within WESTON 7. The Active Transportation Network is planned to provide a fine-grained and highly connected network, intended to allow Active Transportation options and to have the same or shorter travel times than automobiles.
- b) The Active Transportation Network is fundamentally connected to the Pedestrian Realm Network identified on **Schedule 3** and includes sidewalks and cycle tracks (vertically-separated cycling facilities), as well as the Active Transportation Links identified conceptually on **Schedule 4**.
- c) The Active Transportation Network must be safe and comfortable for all users in support of the City’s Pedestrian and Bicycle Master Plan. This will ensure the greatest amount of encouragement for travelers in WESTON 7 to travel by means other than the private automobile. The Active Transportation Network shall be designed to:

- i. Provide comfortable, pedestrian-friendly and cycling-friendly environments which may include shade trees, street furniture, parking for bicycles, lighting and signed and safe street crossings and other traffic controls;
 - ii. Where possible and applicable, connect to Active Transportation Networks in communities adjacent to WESTON 7 to create a continuous network;
 - iii. Minimize road crossings and, where viable, provide pedestrian overpasses/underpasses constructed where the Active Transportation Network intersects with major roads;
 - iv. Minimize hazard and conflict exposures through the provision of adequate lighting, signage and wayfinding, as well as the management of vehicle speeds where on-road facilities are provided; and
 - v. Incorporate changes in elevation and direction, however, steep grades should be avoided.
- d) *Active Transportation Links* - The Active Transportation Network includes a number of Active Transportation Links which are identified conceptually on **Schedule 4**. Active Transportation Links shall have a minimum right-of-way width of 6 metres. However, the actual location and design of the identified Active Transportation Links will be determined by the City through the development approval process. The following policies shall apply:
 - i. May be publicly owned, or privately owned and publicly accessible.
 - ii. Can be outdoor or indoor;
 - iii. Will be safe, secure and accessible and shall include appropriate lighting;
 - iv. Shall be provided in high pedestrian volume areas, for ease of movement as well as the creation of unique urban spaces;
 - v. Shall include several egress opportunities to the public sidewalk system;
 - vi. Will be located between pedestrian destinations and may become destinations themselves;
 - vii. Shall include opportunities for retail along their length, or alternately a green soft landscape treatment with plantings, furnishings and lighting;
 - viii. Shall be designed to the highest standards. Top quality building materials, informed planting choices and environmental sustainability are priorities;
 - ix. Facilities shall include seating and a full furniture program, including lighting, facilities that promote a passive, relaxing atmosphere, water features and Public Art. Where appropriate, opportunities for outdoor cafés and restaurants shall be considered;
 - x. Shall include comprehensive maintenance schedules to ensure safe, accessible and healthy spaces; and
 - xi. Shall be open to the public for a minimum of 14 hours per day.
- e) The City may adjust the location and/or alignment of the Active Transportation Links identified on **Schedule 4** to accommodate the actual on-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Amendment to this Plan.

7.1.3

The Road Network

- a) The planned Road Network is intended to establish the pattern of development Blocks within WESTON 7. That pattern is expected to be fine-grained with most development blocks having a maximum permitted frontage on a public road of approximately 180 metres. Where a development block exceeds 180 metres on any public road, it shall be provided with a mid-block Active Transportation Link, as identified conceptually on **Schedule 4**.
- b) The planned Road Network identified on **Schedule 4** shall have minimum rights-of-way as follows:
 - i. *Highway 7 - A Regional Rapid Transit Corridor* - The right-of-way width and design of Highway 7 shall comply with the requirements of the Region of York;

- ii. *Weston Road* - A Major Arterial Road - The right-of-way width and design of Weston Road shall comply with the relevant policies of the VOP 2010;
 - iii. *Collector Roads* - Collector Roads shall have a minimum right-of-way width of 26 metres. Collector Roads shall have sidewalks and cycle tracks on both sides of the Road. They shall include 2 travel lanes (1 in each direction) and a centre turn lane, where necessary; and
 - iv. *Local Roads* - Local Roads shall have a minimum right-of-way width of 20 metres. Local Roads where parking is to be provided on one side of the road shall have a minimum right-of-way width of 22 metres. Local Roads and Local Roads with Parking shall have sidewalks and cycle tracks on both sides of the Road. They shall have 2 travel lanes (1 in each direction).
- c) The Road Network provides connectivity within, as well as to and from WESTON 7. Collector and Local Roads form the internal road network, with Local Roads primarily connecting to development and Collector Roads primarily connecting to Highway 7 and Weston Road.
 - d) The Road Network within WESTON 7 should be designed to an appropriate speed limit to minimize the potential for motorist speeding. Speed limits should be reviewed in the context of the City's Speed Limit Policy to encourage lower speed limits on streets, wherever technically justified, to increase safety for vulnerable road users.
 - e) Priority will be placed on providing safe and comfortably designed spaces for pedestrians and cyclists, with streetscapes that encourage users to walk or bicycle.
 - f) The number, type, and design of permitted entrances shall protect the existing, or planned function of the road. Development abutting Collector and Local Roads shall consolidate vehicular accesses wherever possible to minimize conflicts with the Pedestrian Realm and Active Transportation Networks and to limit impacts on traffic flow.
 - g) Vehicular access to development for parking, servicing and pick-up/drop-off shall be provided from local streets unless technically unfeasible. Shared private driveways will provide vehicular and servicing access to development blocks and shall be coordinated within the blocks to give access to multiple buildings. Shared private driveways will be designed to meet technical standards of the City and enhance pedestrian safety through providing adequate lighting, connecting with a street at both ends, and providing sufficient landscaping to buffer from outdoor amenity areas.
 - h) Entrances on to the public road network shall comply with the standards established by the City, the Region, or the Province. All new entrances on to the public road network shall require the approval of the agency having jurisdiction. Changes in land use, or the density of development may also require the approval of the agency having jurisdiction.

7.1.4 Public Transit

- a) WESTON 7 is well served by public transit. **Schedule 4** identifies a number of existing and potential transit opportunities to serve WESTON 7, including a potential enhanced public transit link to the subway facility to the east in the VMC, as well as to the planned 407 Transitway.
- b) This Plan encourages the use of public transit by connecting patrons and residents with transit services through the accommodation of local transit service and the Pedestrian Realm and Active Transportation Networks. The provision of high-quality walking and cycling facilities is encouraged to further increase the potential catchment area of public transit services within WESTON 7.
- c) Vaughan is committed to working with the relevant transit agencies to support public transit service improvements required to ensure the success of WESTON 7. In addition, as part of the development approval process, the City will ensure that lands are secured where appropriate for public transit facilities.
- d) The City shall assist relevant transit agencies in protecting and obtaining lands required for rights-of-way, street widening and other facilities for the provision of public transit services including parking, services and utilities through the development process.

7.1.5 Parking, Access and Service Facilities

- a) It is the intent of this Plan to minimize the amount of surface automobile parking in WESTON 7 in order to realize the intensity of built-form anticipated by this Plan. In accordance with the relevant policies of the VOP 2010, vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.
- b) Adequate parking, loading and garbage collection/storage facilities for all permitted land uses shall be provided on-site. Parking facilities for Low-Rise Buildings are encouraged to be in structure. Parking facilities for Mid-Rise and High-Rise Buildings shall be primarily accommodated in structure and, where possible, so should loading and garbage collection areas.
- c) Where above-ground parking structures front onto a public or private road, or any element of the Pedestrian Realm Network, active ground floor uses are required to provide attractive facades, animate the streetscape and enhance pedestrian and cyclist safety. Any above-ground parking structure shall:
 - i. Incorporate minimum 4.25 m floor to floor height requirements for future conversion of the at-grade parking level to active, non-residential land uses; and
 - ii. Screen parking facilities from view at the sidewalk level. The street frontage wall, where an active use is not provided, shall be enhanced by architectural detailing such and/or, where appropriate, display windows.
- d) It is recognized that surface parking may be provided for development in the Low-Rise Residential designation, or on an interim basis in the early phases of new development in other designations. It is a requirement of this Plan that all applications for development demonstrate the transition to an end state scenario where buildings, rather than parking, become the predominant feature of the streetscape.

Where surface parking currently exists or is proposed as part of an initial phase of development, a phasing plan shall demonstrate how such parking will be eventually minimized. Surface automobile parking facilities shall be designed in a manner which does not impede the Active Transportation components of the transportation network.

Where provided, the design of surface parking shall consider:

- i. Planting strips and landscaped traffic islands, medians, or bump-outs shall be provided within lots to screen these facilities from adjacent streets and to break up the expanse of hard surface; and
 - ii. Pedestrian-scaled lighting, walkways, landscaping, and signage to enhance pedestrian safety, movement and comfort through parking lots to the adjacent sidewalks.
- e) Parking, other than short-term surface parking (taxi, delivery, pick-up and drop-off), for any Mid-Rise or High-Rise Building shall be primarily provided in underground, or in above-ground parking structures. Parking structures shall:
- ii. Have well designed facades which appear as a fenestrated building, with well-articulated openings and high-quality materials above grade;
 - iii. Have entrances off of public or private roads and be integrated with the design of the building; and
 - iv. Have pedestrian entrances to integrated parking structures which are easily identified, well-lit and designed with consideration for CPTED principles.
- f) Service and loading facilities, including garbage storage, shall be enclosed within a building for all Mid-Rise and High-Rise Buildings and in all cases shall be accessed from a Local Road. Where loading and servicing is visible at the rear or side of a building, it shall be screened by the main building, landscape treatment or other screening. Underground loading and service areas shall be encouraged.
- g) Access to parking/loading facilities that are within buildings shall be designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles. In general, loading, garbage collection and parking areas should not be located where they are perceived from the Streetscape and should be hidden from view. Where possible, access to parking, loading and garbage collection areas should be located on the road with the least pedestrian traffic.

- h) Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in proximity to main entrance points or destinations.
- i) The City may consider permitting parking, including access to parking, under Local Roads or under the elements of the Pedestrian Realm and Active Transportation Networks provided the purpose, function and character of these facilities is not materially or qualitatively compromised, and subject to the City's design and construction requirements and a strata title agreement with conditions established to the satisfaction of the City.
- j) Where a development cannot provide off-street parking on its own site, the City may permit the provision of the required parking spaces on an alternative site, provided that the alternative site is within convenient walking distance (200 metres) of the proposed development, and the developer enters into an agreement with the City to ensure the continued availability of the alternative site as a parking area.
- k) The provision of automobile parking shall be encouraged to include the establishment of minimum and maximum parking standards, in accordance with the relevant provisions of the VOP 2010 and the City's Zoning By-law. If through the development approval process relief from either the minimum or maximum parking rates is sought, the proposed rates must be justified by a Parking Study, submitted in association with a Travel Demand Management Plan. Further, and where appropriate, the City may accept cash-in-lieu of parking as an alternative to providing any required parking. Where cash-in-lieu of parking is accepted, the funds generated shall be used to provide additional public parking or the aesthetic and/or functional improvement of existing public parking areas within WESTON 7.
- l) The City shall monitor the need for public parking in WESTON 7 and may prepare a public parking strategy that addresses, among other matters, the role of a municipal parking authority in accordance with the relevant policies of the VOP 2010.
- m) Both short-term street-level bike parking, as well as long-term sheltered bike parking shall be provided. Bicycle parking facilities shall be designed to maximize user convenience in terms of physical location, weather protection, security and ease of use, including but not limited to meeting the provisions of the City's Zoning By-law. Bicycle parking requirements will be identified through the development approval process.

7.1.6 Transportation Demand Management

- a) The City may implement a comprehensive Transportation Demand Management program and may consider reduced parking requirements for development and/or redevelopment where a comprehensive Transportation Demand Management Report is submitted to the satisfaction of the City.

7.1.7 Implementation of the Transportation System

- a) The Road Network identified on **Schedule 4** shall be conveyed to the municipality as a condition of approval of development. The network will be developed in conformity with the relevant policies of the VOP 2010 and the recommendations of the comprehensive Transportation Master Plan. The intent is to ultimately develop a connected and continuous, grid-like network, while recognizing constraints that create barriers which limit the achievement of a completely connected network.
- b) The implementation of the transportation system for WESTON 7 will be planned and designed to accommodate all modes of travel and for universal accessibility, prioritizing walking, cycling and transit, in accordance with the principles for Complete Streets. The planned street network, will balance the needs of all users while recognizing the importance of encouraging a range of active street life during both day and night.
- c) Minor adjustments to the transportation system identified on **Schedule 4**, through the development approval process, will not require an Amendment to this Plan provided the general intent and purpose of this Plan is maintained and the City is satisfied that the role and function of such roads and facilities are maintained.

7.2 Service Infrastructure + Utilities

7.2.1 General Policies

- a) Municipal service infrastructure includes water, wastewater and stormwater facilities that are a critical element in the development of WESTON 7. The objectives of this Plan with respect to municipal service infrastructure are to:
 - i. Provide adequate and sufficient systems of water supply, sanitary sewage disposal and storm drainage to all areas of development in WESTON 7 in accordance with the phasing policies this Plan and based on sound financial planning; and
 - ii. Develop necessary municipal service infrastructure enhancements and undertake improvements to existing servicing infrastructure bearing in mind the ultimate servicing requirements of the municipality, and the municipality’s ability to finance such projects.
- b) Municipal service infrastructure in WESTON 7 shall be planned in an integrated and financially sustainable manner, having regard for the long-term development potential for WESTON 7 and including evaluations of long-range scenario-based land use planning and financial planning supported by infrastructure master plans, asset management plans, environmental assessments and other relevant studies and should involve:
 - i. Leveraging investments in municipal service infrastructure enhancements to direct growth and development in accordance with the policies of this Plan;
 - ii. Providing sufficient municipal service infrastructure capacity for the ultimate intensification of WESTON 7;
 - iii. Identifying the full life cycle costs of municipal service infrastructure and developing options to pay for these costs over the long-term, as determined by the City; and
 - iv. Considering the impacts of a changing climate.
- c) All development within WESTON 7 shall be provided with full municipal service infrastructure, unless otherwise exempted by this Plan.
- d) In planning for the expansion of existing municipal service infrastructure corridors, the City will encourage the co-location of linear water, wastewater and stormwater service infrastructure, wherever possible, subject to any more detailed policies of this Plan;
- e) Planned municipal service infrastructure enhancements shall be implemented through the development *approval* process as set out in the VOP 2010. The City, at its discretion, in exceptional circumstances, may also directly purchase lands for planned infrastructure improvements.
- f) The processing and approval of development applications shall be contingent upon the availability of water and wastewater capacity within the local municipal system in addition to capacity identified by the Region of York.

Before the approval of any application for development, the City must be satisfied that adequate municipal service infrastructure, including overall system capacity, is available or can efficiently and economically be provided to support the proposal, in accordance with the phasing policies of this Plan.

Where adequate municipal service infrastructure does not exist, the City may not approve the application, or may use Holding (H) provisions in the Zoning By-law to regulate the timing of development. Where adequate servicing does not exist to support a proposed development, the City will not be obligated to provide such servicing in advance of development.

7.2.2 Municipal Water and Wastewater Servicing Infrastructure

- a) Servicing infrastructure for water and wastewater shall be planned in a comprehensive manner and shall be guided by the recommendations contained in the City-Wide Integrated Urban Water Master Plan Class Environmental Assessment. Phasing of development shall be coordinated with the phasing of municipal water and wastewater services.

7.2.3 Storm Water Management Infrastructure

- a) Storm water management in WESTON 7 shall be in accordance with the relevant policies of the VOP 2010 and shall be guided by the recommendations contained in the City-Wide Integrated Urban Water Master Plan Class Environmental Assessment.
- b) Both public and private sector development in WESTON 7 is required to incorporate Low Impact Development measures, wherever feasible, to minimize runoff, reduce water pollution and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.

7.2.4 Utilities and Communications/Telecommunications Facilities

- a) Public and private utilities will be permitted in all land use designations and will be installed, where possible, within public road allowances. Where facilities cannot be located in a public road allowance, the provision of easements shall be permitted provided that their location does not detract from the function, amenity or safety of adjacent land uses.
- b) In planning for the expansion of existing and planned transportation and/or infrastructure corridors, the City will encourage the co-location of linear utilities and communication/telecommunication facilities.
- c) All utilities and communication/telecommunication facilities shall be located underground and be grouped into a single utility conduit, where feasible, in a road allowance or easement. Where facilities are required to be located above grade, such as communication/telecommunications towers, the City shall require that appropriate locations are identified in consideration of City policies or procedures and that may take into consideration the location requirements for larger infrastructure elements, whether within public rights-of-way, or on private property.
- d) The City will support the provision of communications/telecommunications technology involving high capacity fibre optics, or other high capacity, high speed networks to enhance telecommunications services.

8.0 IMPLEMENTATION + INTERPRETATION

8.1 Implementation

8.1.1 This Plan

Plan Review

- a) The City will review the policies of this Plan to identify planning issues and trends affecting the ongoing evolution of WESTON 7, to analyze the effectiveness of the policies of this Plan and to allow for adjustments and updating. It is critical to review, update, and consolidate this Plan from time to time to ensure its continued relevance and usefulness.
- b) The City will review existing and future legislation contained in the Planning Act, the Municipal Act, the Development Charges Act and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The City will, where appropriate, amend existing policy and/or By-laws or pass new By-laws to ensure land uses are properly regulated in accordance with the policies of this Plan, relevant legislation and associated regulations.

Monitoring

- c) In order to evaluate the effectiveness of this Plan, the City will monitor development activity and changes in land use and may develop key performance indicators for this Plan. Where it is deemed necessary due to changes in the physical, social or economic makeup of the municipality, or as a result of new Provincial and/or municipal planning policy priorities/directions, this Plan shall be appropriately updated. The monitoring and measuring the performance of this Plan is critical to determine if:
 - i. The assumptions inherent to this Plan remain valid;
 - ii. The implementation of the policies fulfills the overall vision, principles and intent of the policies of this Plan;

- iii. That development is being carried out in conformity with the policies of this Plan and consistent with the associated plans, guidelines and manuals adopted by the City; and
- iv. The priorities identified in this Plan remain constant or require change.

Amendments to this Plan

- d) An Amendment to this Plan shall be required where a policy, designation, Schedule, or principle is added, deleted or significantly altered. The City will consider applications for Amendments to this Plan within the context of the policies and criteria set out throughout this Plan. All Amendments to this Plan shall proceed in accordance with the Planning Act approval requirements set out in the VOP 2010. The responsible approval authority may be assisted in their review of a proposed Amendment by any agency having jurisdiction.
- e) An applicant of an Amendment to this Plan shall be required to submit a Planning Justification Report to demonstrate the rationale for such an Amendment, and shall be required to evaluate and address such matters, including but not limited to:
 - i. Conformity/consistency with relevant Provincial legislation, policies and plans;
 - ii. Conformity to the policies of this Plan, and other City adopted By-laws, plans and guidelines;
 - iii. The need for the proposed Amendment;
 - iv. Suitability of the lands for the proposal;
 - v. Land use compatibility with the existing and future uses and built forms on surrounding lands; and
 - vi. Adequacy of municipal servicing infrastructure, the transportation system and public service facilities to support the proposed use.

Technical Revisions to this Plan

- f) Technical revisions to this Plan will not require an Official Plan Amendment provided they do not change the intent of the Plan. Technical revisions include:
 - i. Changing the numbering, cross-referencing and arrangement of the text, tables, Schedules and maps;
 - ii. Altering punctuation or language for consistency;
 - iii. Correcting grammatical, dimensional and boundary, mathematical or typographical errors; and/or
 - iv. Changing format or presentation.

8.1.2 Consideration of Development Applications

- a) All applications for development within WESTON 7 shall be evaluated in the context of:
 - i. The availability of capacity within the municipal service infrastructure systems and the transportation system;
 - ii. Conformity with this Plan and the relevant policies of the VOP 2010; and
 - iii. Consistency with any applicable Design Guidelines, Master Plans, or any sustainable development standards adopted by the City.
- b) To ensure orderly development of WESTON 7, and the most efficient and economical use of existing infrastructure, justification shall be required with a development application, to the satisfaction of the City that:
 - i. Municipal service infrastructure capacity shall be identified by the Region and the City, City, and the associated capital costs for any enhancements shall not adversely affect the City's budget;
 - ii. Transportation system requirements, including transit, street network, and the Active Transportation Network are in place and/or available within a timeframe deemed

acceptable to the City, and the associated capital costs for any improvements shall not adversely affect the City’s budget;

- iii. The requirements for the Pedestrian Realm Network and the delivery of public service facilities are in place and/or available within a timeframe deemed acceptable to the City, and the associated capital costs associated with the Pedestrian Realm Network and public service facilities required for the development shall not adversely affect the City’s budget; and
 - iv. Adequate school capacity has been confirmed by the school boards including provision of school sites, as required, or such other alternative solution has been agreed upon by the school boards.
- c) As a condition of approval of development in WESTON 7, the City shall require the implementation of appropriate development agreements and other measures which may include front ending agreements and/or cost sharing agreements, to ensure that new development in WESTON 7 is coordinated and that the required commitments of funds, lands and services are secured and/or in place.

These agreements and other measures shall ensure that the reasonable costs of the identified municipal service infrastructure enhancements, transportation system improvements and the delivery of the Pedestrian Realm and Active Transportation Networks and public service facilities are fairly and equitably shared without adverse impact on the City’s financial capability. The agreements and measures permitted by this policy shall be only those permitted by law and otherwise agreed to by the landowner(s) and the City.

8.1.3 Implementing Zoning By-laws

- a) It is anticipated that this Plan will be implemented through a number of Implementing Zoning By-laws that are development site or block specific. Implementing Zoning By-laws shall implement the policies of this Plan by regulating the use of land, buildings or structures in accordance with the provisions of the Planning Act and, where appropriate, may be more restrictive than this Plan. Implementing Zoning By-laws shall:
- i. Include and refine the lists of permitted uses identified in this Plan. It is not the intent of this Plan that every permitted use within each designation necessarily be permitted on every site within the designation;
 - ii. Include regulations for development to ensure compatibility and appropriate transitions between different uses and built forms. Development standards within the Zoning By-law may include, among other matters, building setbacks, build-within zones, step backs, angular planes, lot area, lot coverage, lot frontage, height and gross floor area restrictions;
 - iii. Be approved by the City where the City is satisfied that:
 - > The proposed use and/or building/structure will be compatible with adjacent development;
 - > The proposed use does not pose a danger to adjacent uses by virtue of any defined hazardous nature;
 - > The proposed use will not pollute any water and/or soil or otherwise threaten the environment, including any endangered species or species at risk;
 - > The proposed use conforms to the policies and designations of this Plan, the VOP and the provision of the Planning Act; and
 - > Municipal service infrastructure, including municipal water and wastewater capacity and the transportation system is sufficient and available to support the proposed use.

8.1.4 Site Plan Approval

- a) Site Plan Approval will be used by the City in accordance with the provisions of the Planning Act as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space. Site Plan Approval is one of the key tools for implementing the City’s policies on urban design in accordance with this Plan. Site Plan Approvals shall also be consistent with all applicable studies, master plans, guidelines and standards approved by the City.

- b) All development within WESTON 7, including public buildings shall be subject to:
 - i. Site Plan Approval, with the specific exemption of residential development that includes 10 dwelling units or less; and
 - ii. The City’s design review process, including review by the City’s Design Review Panel, prior to the submission of formal development applications in accordance with the requirements of the Panel.
- c) Notwithstanding b) above, the City may exempt forms of development which would otherwise be subject to Site Plan Approval where it considers such approval to be unnecessary due to the type or scale of development proposed.

8.1.5 Existing Uses

- a) Land uses which legally existed as of the date of adoption of this Plan may be recognized by an appropriate zoning category in the Zoning By-law and extensions to existing uses/buildings and/or the construction of new accessory buildings may be permitted, including:
 - i. Drive-through commercial and/or restaurant facilities;
 - ii. Commercial uses requiring extensive outdoor storage areas; and
 - iii. Auto-oriented land uses including motor vehicle sales, gas stations and car washes.
- b) It is recognized that extensions to existing uses/buildings and/or the construction of new accessory buildings are expected to be comprehensively redeveloped over time, in conformity with the policies of this Plan.

8.1.6 Existing Development Approvals/Complete Applications

- a) Where there is a conflict between this Plan and any existing development approval, the existing development approval shall prevail.
- b) All development applications deemed complete by the City prior to the approval of this Plan shall be subject to the Official Plan policies in place at the time the development application was deemed complete by the City. For further clarity, amendments, extensions or revisions to existing approvals that require applications under the Planning Act after the adoption and approval of this Plan shall be subject to the policies this Plan.

8.1.7 Other Planning Tools

- a) The City shall utilize the planning tools available to them, as they are empowered by the VOP 2010, and as they are refined through this Plan.

Inclusionary Zoning

- b) Pursuant to the Planning Act, Inclusionary Zoning may be implemented by the City within WESTON 7. Inclusionary Zoning would authorize the inclusion of attainable/assisted housing units within buildings or projects containing other residential units, and for ensuring that those attainable/assisted housing units are maintained as such over time.

Parkland Dedication

- c) The City has the authority to require parkland dedication, or cash-in-lieu of parkland dedication under the Planning Act. That authority shall be utilized to acquire the Urban Park elements of the identified Pedestrian Realm Network. Within WESTON 7, all cash-in-lieu of parkland dedication funds resulting from development within WESTON 7, shall be spent by the City to enhance the supply of public parkland, or to fund parkland improvement projects within WESTON 7. Parkland dedication shall be required at the rate of:
 - i. 2% of the land area for industrial or commercial development;
 - ii. 1 hectare per 600 dwelling units for residential development; and
 - iii. 5% for all other forms of development.
- d) Notwithstanding c) above, residential developments and mixed use developments with Development Sites greater than 5 hectares shall make a maximum parkland dedication, or cash-in-lieu equivalent contribution of 15% of the Development Site area. Residential

developments and mixed use developments on Development Sites of 5 hectares or less shall make a maximum parkland dedication/cash-in-lieu equivalent contribution of 10% of the Development Site area.

- e) It is the objective of the City to utilize its parkland dedication authority to acquire/secure the Urban Squares identified symbolically on **Schedule 1** as a first priority. Second priority Pedestrian Realm elements include the smaller scale Urban Park elements identified on **Schedule 3**.
- f) On all development sites or blocks of 1,500 square metres or greater, the proposed development shall include a land contribution with a minimum frontage on a public street of 7.5 metres, and a minimum size of 75 square metres.
- 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, if all of the following requirements have been secured through appropriate legal agreements, to the satisfaction of the City. The subject POPS shall be:
 - i. Designed in accordance with City design guidelines;
 - ii. Maintained in accordance with City maintenance protocols; and
 - iii. Open and accessible to the public for at least 14 hours per day.
- h) Public parkland, or the payment of cash-in-lieu of land, shall be dedicated to the City as a condition of all development approvals. 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, subject to appropriate legal agreement respecting interim use of the lands for parking for existing uses, construction access and staging operations.

Development Charges By-law

- i) To implement specifically the required growth related costs anticipated for the long-term development of WESTON 7 in accordance with the policies of this Plan, the City may prepare a background study and enact an Area Specific By-law under the Development Charges Act, to ensure that the capital costs of growth related services does not place a financial burden upon the City’s existing taxpayers, and to ensure that new taxpayers bear no more than the growth-related net capital cost attributable to providing the current level of services.
- j) The City shall exempt all components of any development that fulfills the attainable/assisted housing target within WESTON 7. Further, the City may exempt some or all of the Development Charge, or exempt certain development or redevelopment from the Development Charge as a means to promote specific development, redevelopment, or revitalization objectives in accordance with this Plan.

Community Planning Permit System

- k) The City may prepare a background study and enact a By-law under the provisions of the Planning Act, to establish a Community Planning Permit System within WESTON 7.

8.1.8 Conveyance/Acquisition of Lands

- a) Where lands have been identified as required for the construction of the street network or for parkland, or for municipal service infrastructure, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act.
- b) It is the intent of the City to work cooperatively with the Region, the Province, the Government of Canada, Land Trusts and private property owners to increase the supply of attainable/assisted housing in accordance with the policies of this Plan.
- c) The City may establish a Land Securement Fund to be used to contribute to the costs of land acquisitions for the purposes of implementing this Plan in accordance with the provisions of the Planning Act. Mechanisms to secure lands within WESTON 7 for the purposes of implementing this Plan in accordance with the provisions of the Planning Act may include, but are not limited to, the following property acquisition tools:

- i. Land dedications/conveyance;
 - ii. Voluntary sale and public purchase through funds allocated in the City’s budget;
 - iii. Land swaps/exchanges;
 - iv. Donations, gifts, bequests from individuals and/or corporations;
 - v. Density transfers; and/or
 - vi. Other appropriate land acquisition methods.
- d) The City may provide an annual budget allocation for a Land Securement Fund and may authorize staff to pursue funding partners and other funding opportunities for the purposes of implementing this Plan.

8.1.9 Municipal Finance

- a) The implementation of this Plan must be fiscally responsible, by ensuring that the required capital expenditures to provide required municipal service infrastructure enhancements and transportation system improvements are paid for in an equitable and appropriate manner.
- b) Development will be monitored to ensure that a balance is maintained between demands for municipal service infrastructure enhancements and transportation system improvements and the overall fiscal capacity of the City.
- c) Where possible, the City will use financial mechanisms available to it under any legislative authority, including the Municipal Act, Development Charges Act, Planning Act and any other applicable legislation, for the purposes of land use planning and the provision of municipal service infrastructure enhancements, transportation system improvements, the Public Realm and Active Transportation Networks, public service facilities and any identified community benefits.
- d) The City may request a Municipal Financial Impact Assessment from the owner/applicant of any development application. The terms of reference of such a study will be determined by the City. The Assessment will be prepared, and may be peer reviewed at the owner/applicant’s expense. Development applications or proposals may be refused or deferred on the basis of financial impact and burden on the City, if suitable mitigation measures are not available.
- e) It is the intent of this Plan that, wherever possible, the City, on the basis of the policies contained within this Plan, establish a staged program for the implementation of municipal service infrastructure enhancements, transportation system improvements, public works and/or any other municipally-assisted projects within WESTON 7. A five-year capital improvement program should be developed to systematically implement necessary capital improvements. This program should be reviewed annually as part of the capital budget procedure.
- f) The City will undertake capital works programs, in accordance with the approved capital budget, to provide the municipal service infrastructure enhancements and the transportation system improvements that are necessary to facilitate the ongoing development of WESTON 7.

8.2 Interpretation

8.2.1 Land Use Boundaries and Roads

- a) The location of boundaries and symbols, including land use designations shown on the Schedules to this Plan, are intended to indicate the general location, except where they coincide with highways, roads, railways, watercourses or other bodies of water, or other clearly recognizable or defined physical features. Future road and Active Transportation Networks shown on the Schedules to this Plan are illustrated in approximate locations only. As such, Amendments to this Plan will not be required in order to make minor adjustments to the approximate land use boundaries, location of roads, or service area boundaries, provided that the general intent of this Plan is preserved. Such minor deviations will not necessarily be reflected on the attached Schedules to this Plan.
- b) Where a parcel of land is subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.

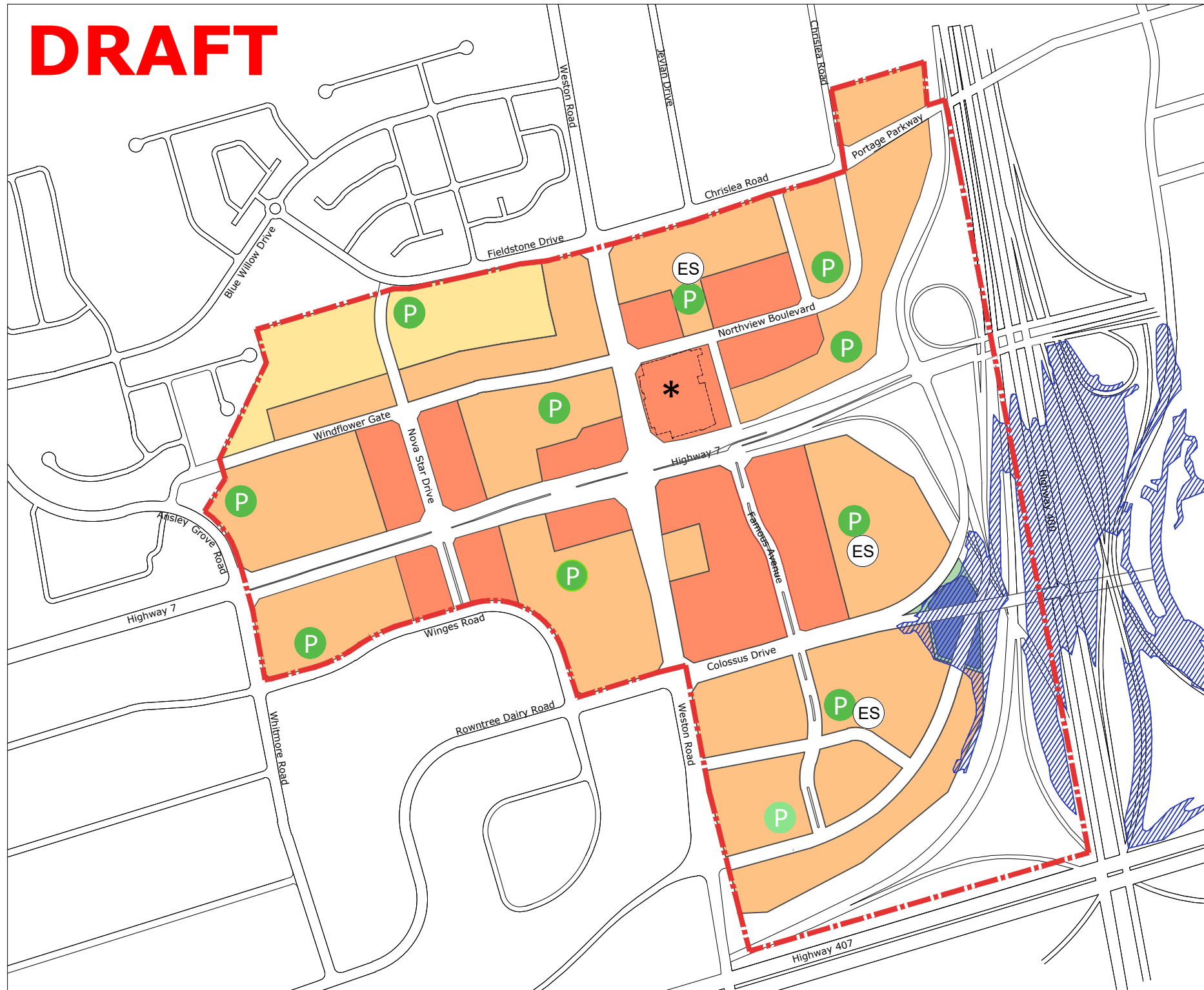
8.2.2 Numeric Standards

- a) It is intended that all numeric standards be considered approximate and not absolute. Amendments to this Plan shall not be required for minor variations from the criteria providing the general intent of this Plan is maintained.

8.2.3 Subsequent Legislation/Companion Documents

- a) Where a Provincial or Federal Act, regulation or guideline is referred to in this Plan, it is intended that such reference be interpreted to include any subsequent legislation, regulation or guideline that may replace the specified Act. Similarly, where reference is made to Region or Provincial Ministries or agencies, it is intended that such reference be intended to include any Ministry, agency or government branch who may assume responsibility for a particular policy/regulation currently administered by the referenced organization.
- b) Where reference is made to the VOP 2010, it is intended that such reference be interpreted to include any subsequently approved Official Plan Amendment, or any approved revised or updated Official Plan.
- c) Where reference is made to any Council adopted Master Plan, Strategy, Guidelines Manual, or municipal By-law, or any Appendix to this Plan, it is intended that such reference be interpreted to include any subsequently revised or updated version, policy, regulation or guideline that may replace the specified companion document, or municipal By-law.

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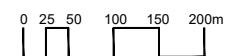
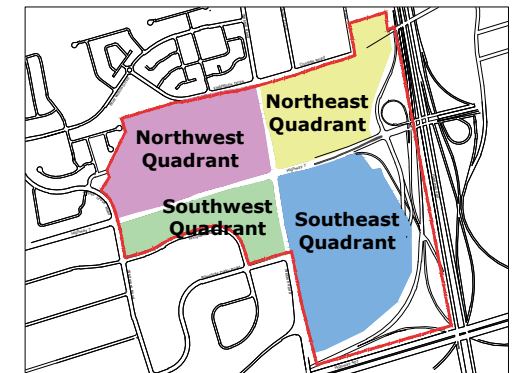


Schedule 1 Weston 7 Land Use Designations

Legend

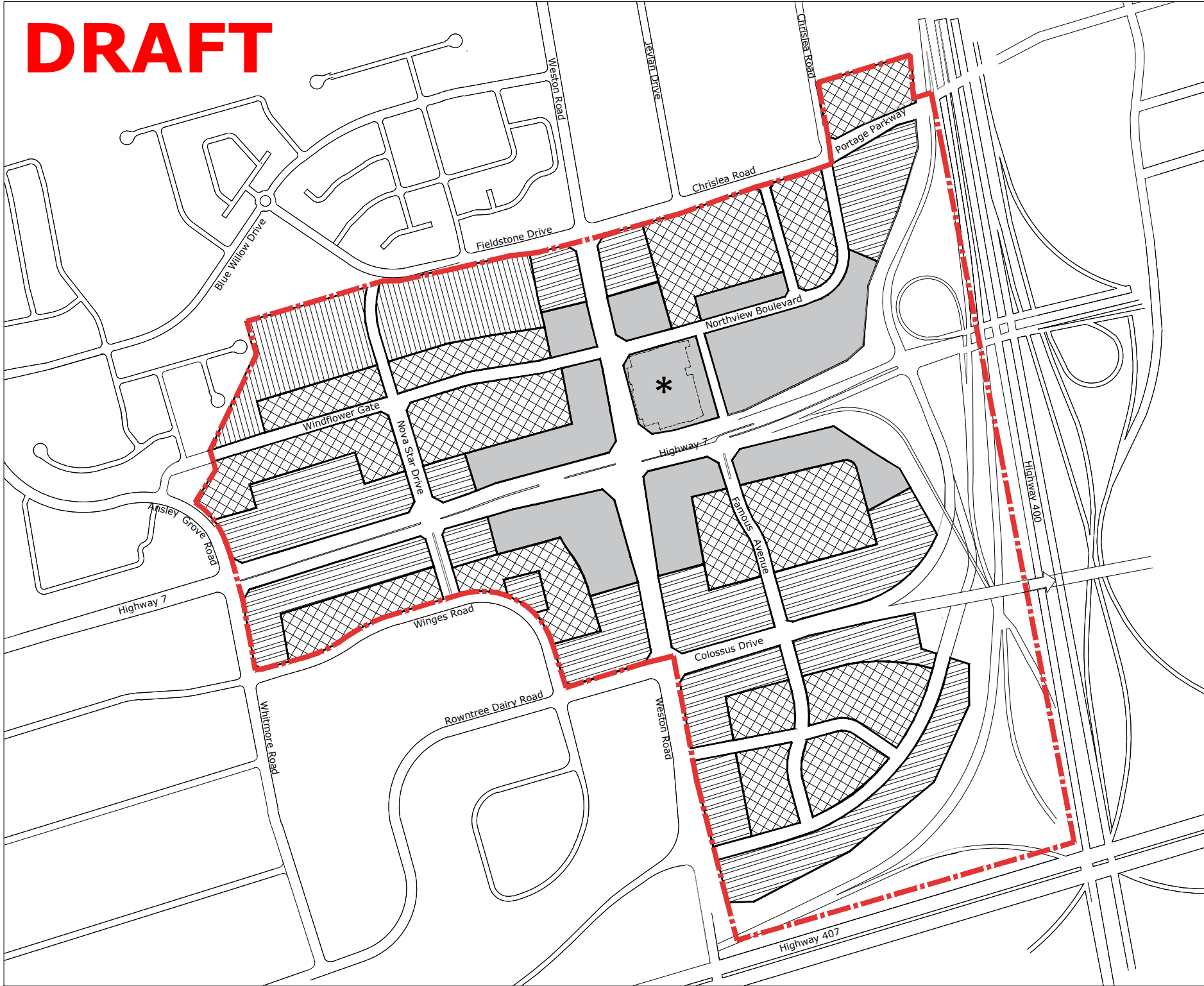
- Secondary Plan Area
- Mixed-Use I
- Mixed-Use II
- Low-Rise Residential
- Parks
- Elementary School
- Existing Stormwater Management Pond
- Flood Plain Spill Area Overlay
- Existing Development (Centro Square)

Quadrants









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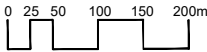
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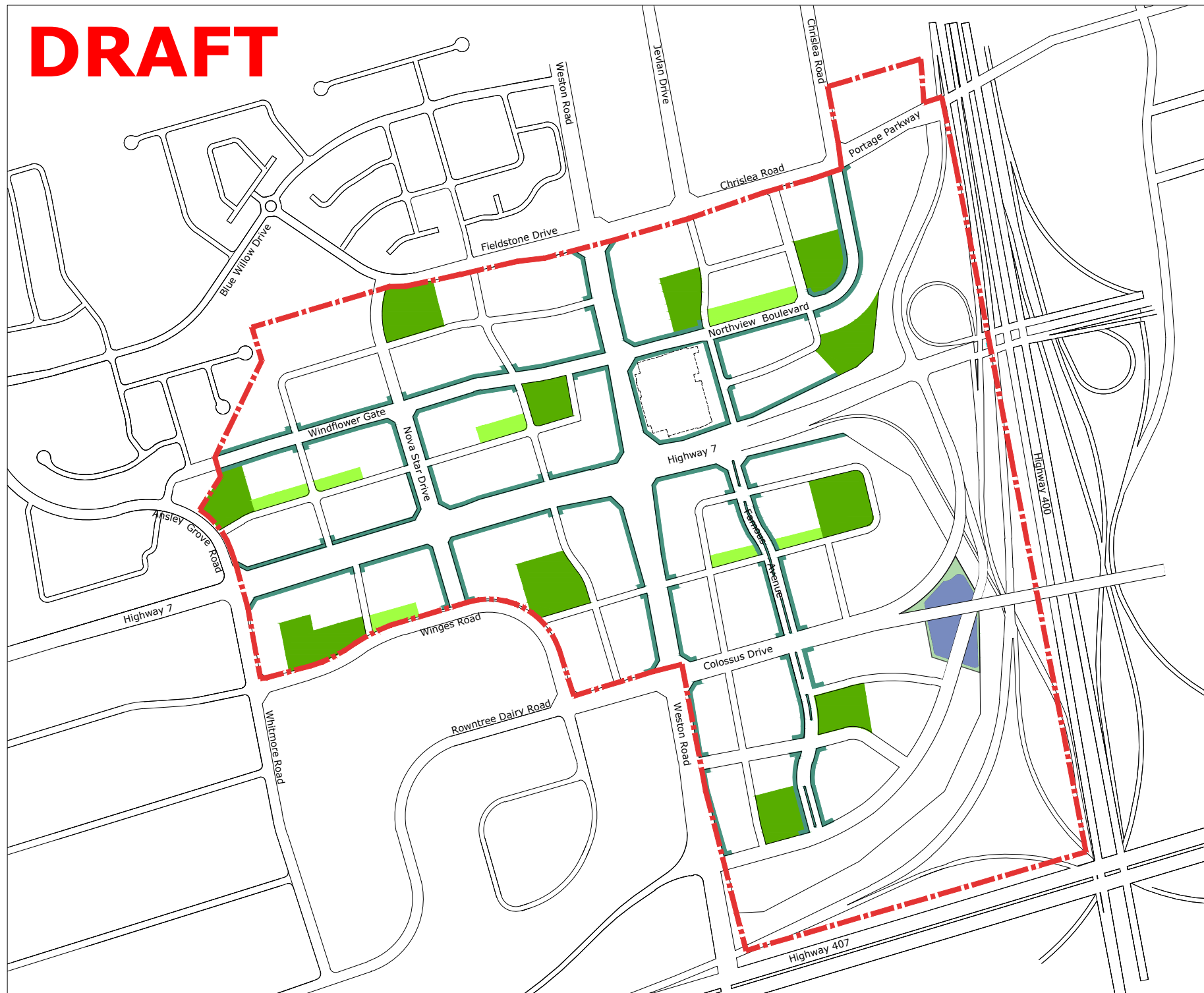
Schedule 2 Weston 7 Building Height

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)



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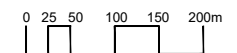


Schedule 3 Weston 7 Pedestrian Realm Network

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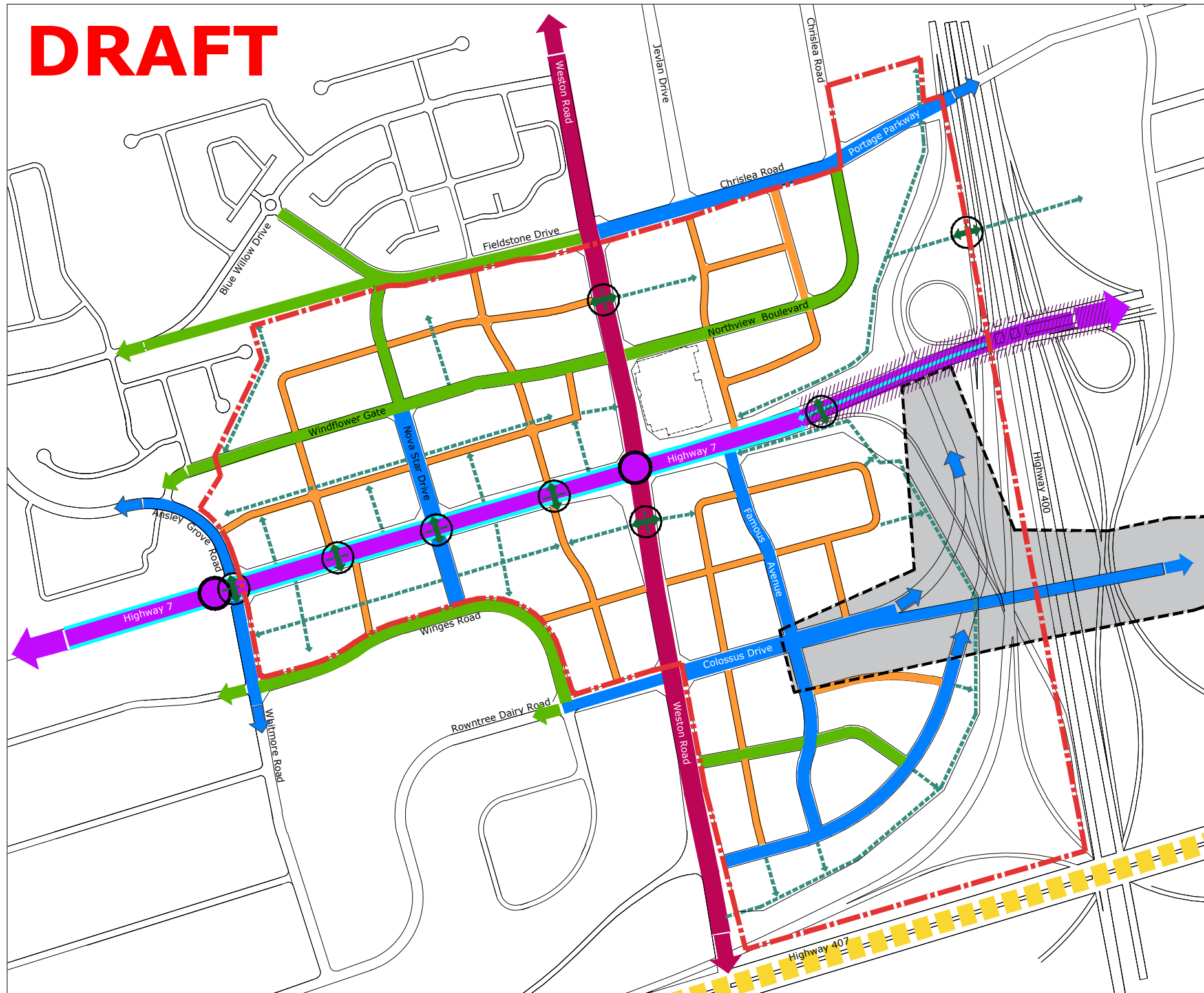
- Secondary Plan Area
- Urban Squares
- Promenades
- Enhanced Urban Streetscape
- Typical Urban Streetscape
- Existing Stormwater Management Pond

Note: Park Locations are Conceptual



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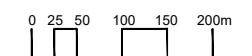


Schedule 4 Weston 7 Transportation System

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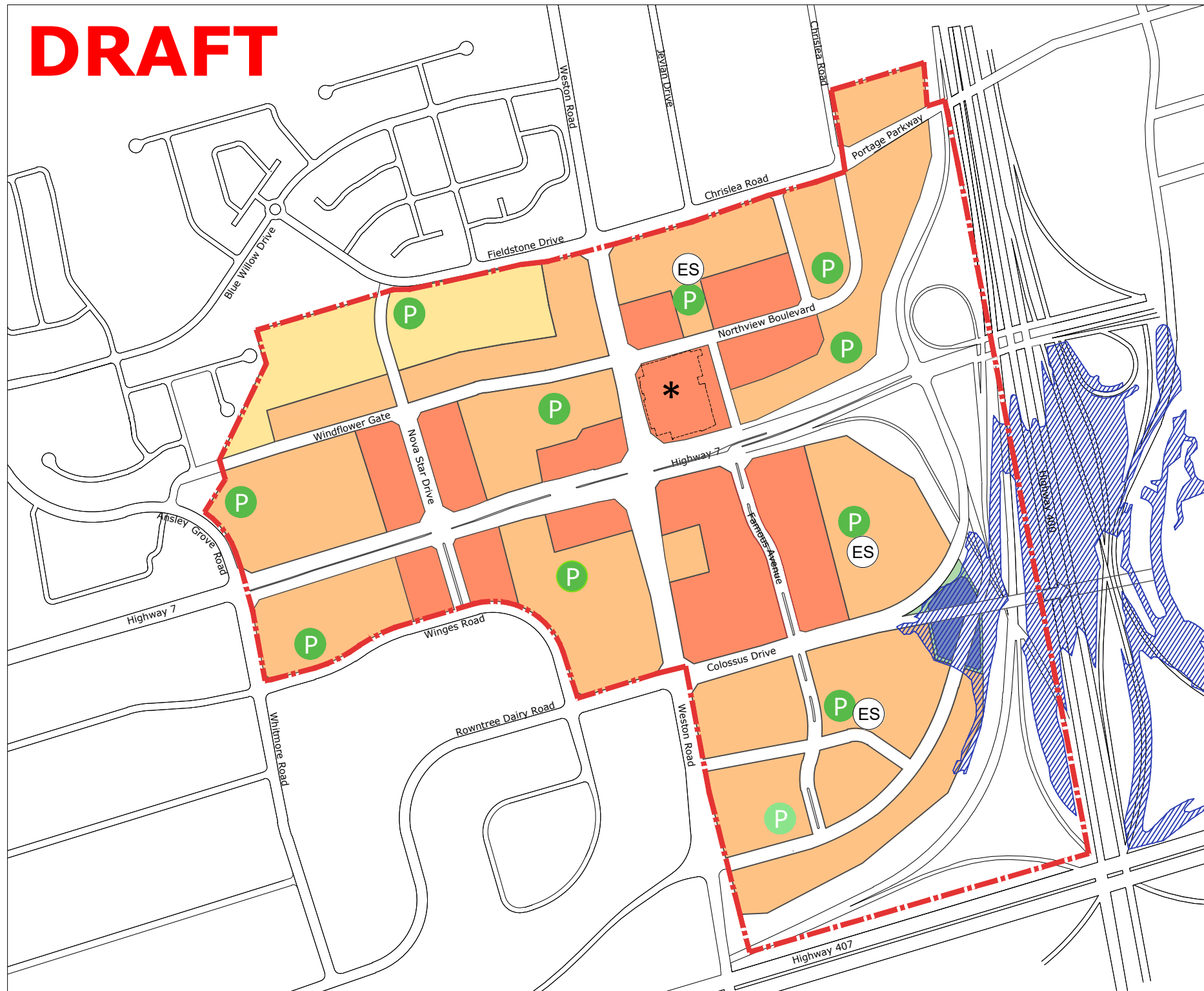
- Secondary Plan Area
- Street and Transit Network**
 - Existing Roads
 - Regional Road 7 - Regional Bus Rapid Transitway
 - Bus Rapid Transit (BRT) Stop
 - Major Arterial Road
 - Major Collector
 - Minor Collector
 - Local Road
 - Colossus Drive Corridor Protection Area
 - Potential Enhancement Link 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

DRAFT

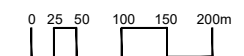
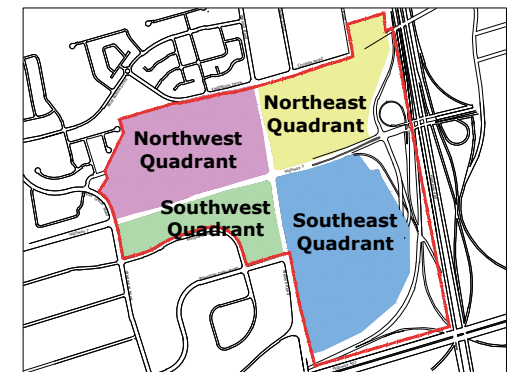


Schedule 1 Weston 7 Land Use Designations

Legend

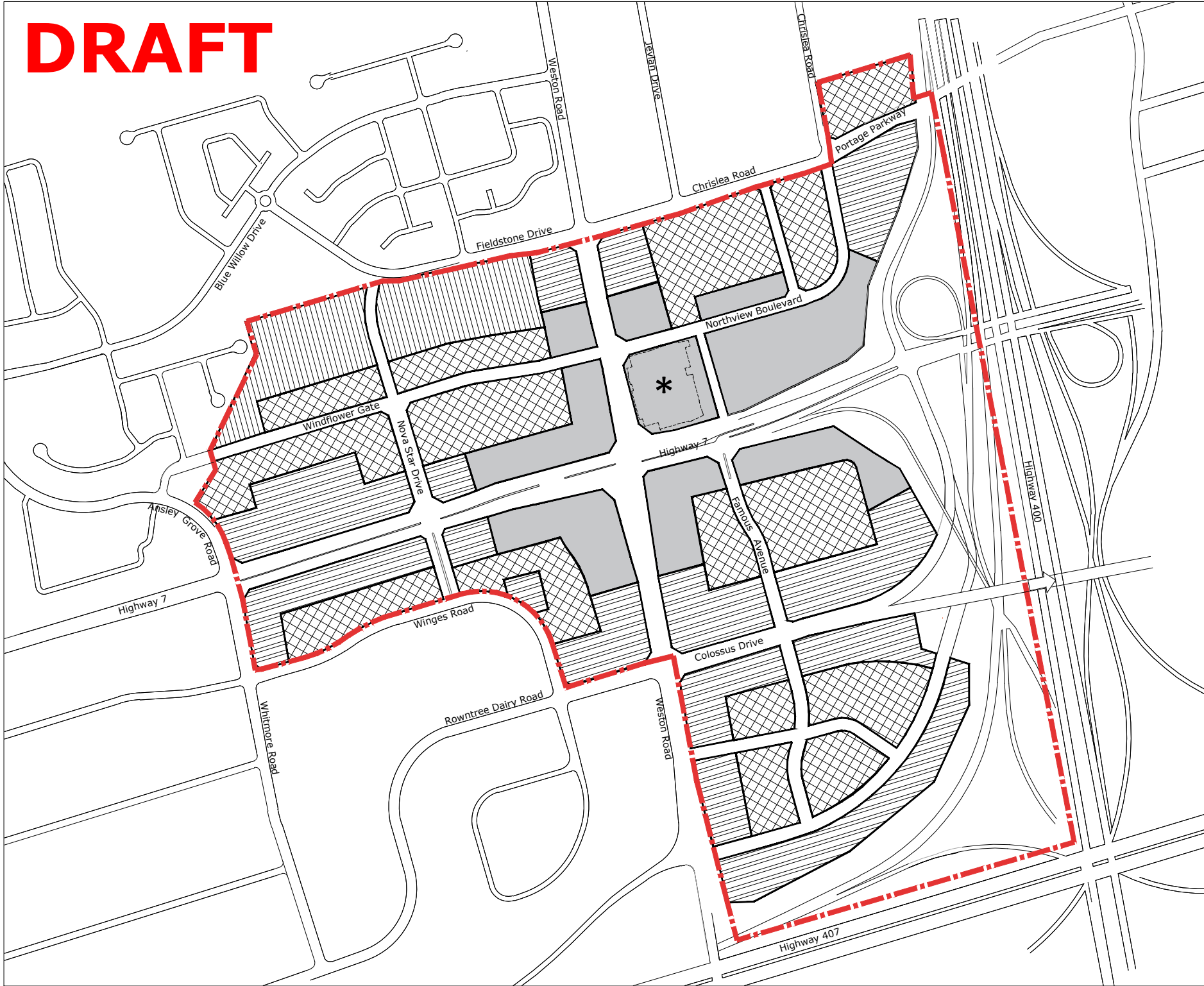
- Secondary Plan Area
- Mixed-Use I
- Mixed-Use II
- Low-Rise Residential
- Parks
- Elementary School
- Existing Stormwater Management Pond
- Flood Plain Spill Area Overlay
- Existing Development (Centro Square)

Quadrants



October 2023

DRAFT









Schedule 2

Weston 7

Building Height

Legend

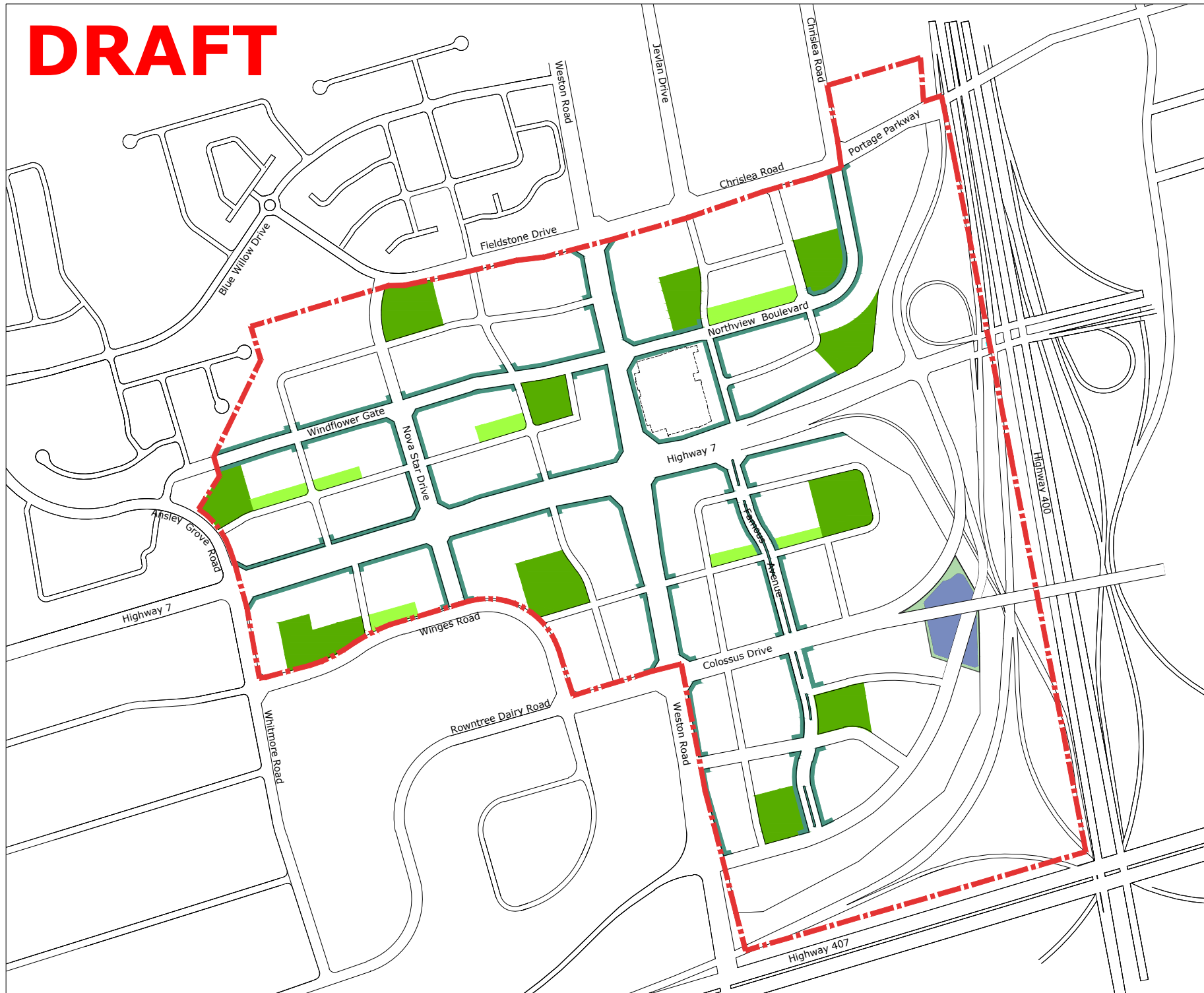
-  Secondary Plan Area
-  Low-Rise - up to 3 Storeys
-  Mid-Rise - up to 8 Storeys
-  High-Rise I - up to 18 Storeys
-  High-Rise II - 19+ storeys
-  Existing Development (Centro Square)

0 25 50 100 150 200m



October 2023

DRAFT

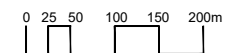


Schedule 3 Weston 7 Pedestrian Realm Network

Legend

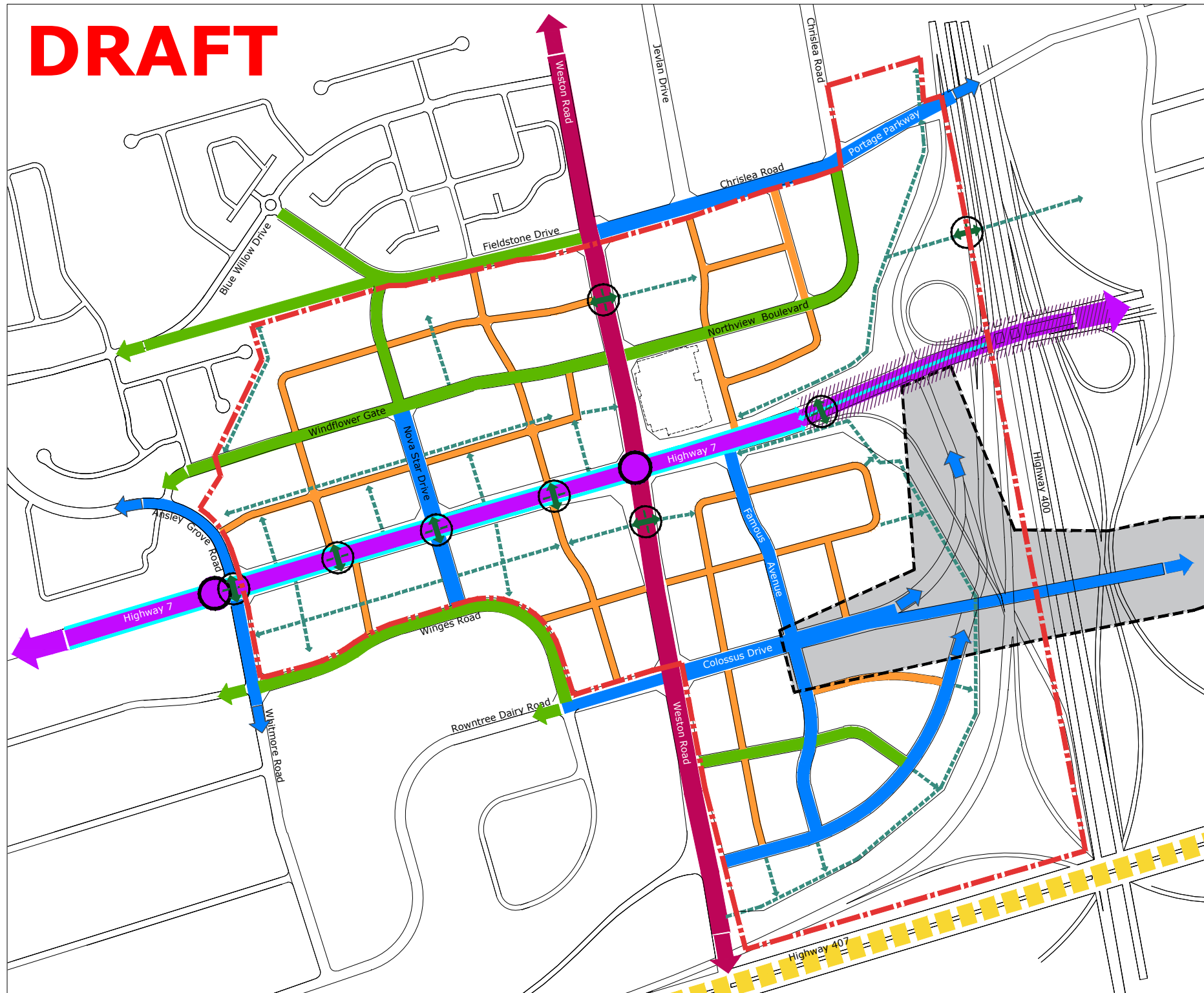
- Secondary Plan Area
- Urban Squares
- Promenades
- Enhanced Urban Streetscape
- Typical Urban Streetscape
- Existing Stormwater Management Pond

Note: Park Locations are Conceptual



October 2023

DRAFT

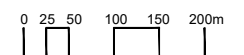


Schedule 4 Weston 7 Transportation System

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

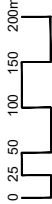
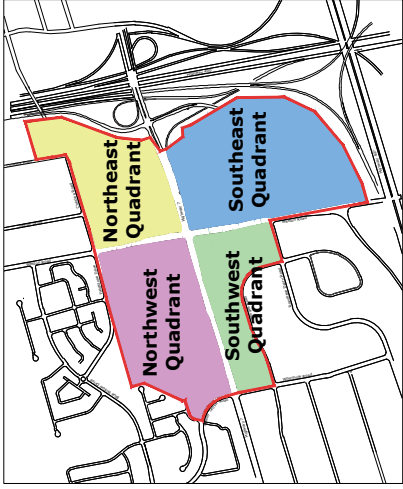
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Schedule 1 Weston 7 Land Use Designations

Legend

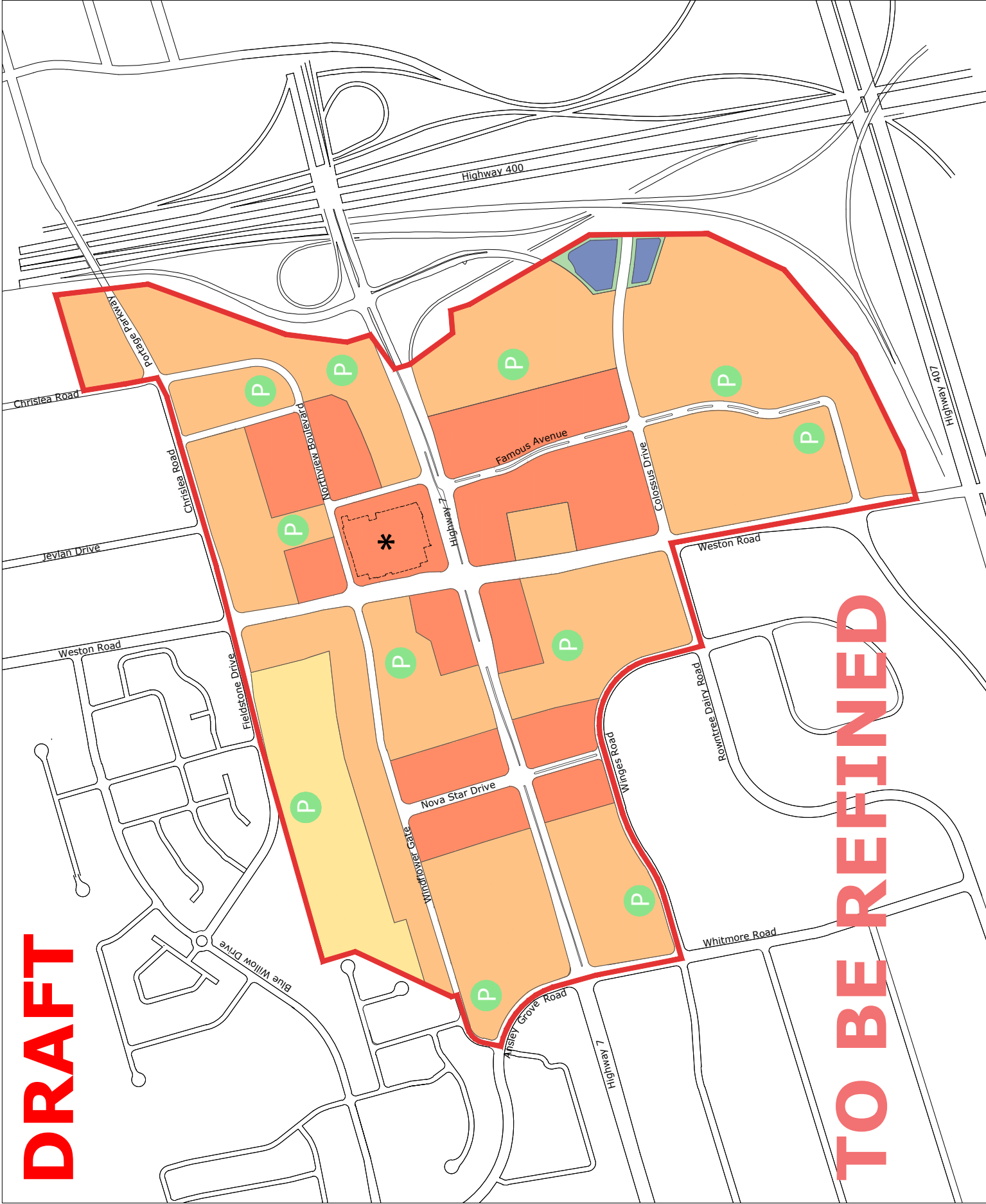
- Secondary Plan Area
- Low-Rise Residential
- Mixed-Use II
- Mixed-Use I
- Parks
- Existing Stormwater Management Pond
- Existing Development (Centro Square)

Quadrants



August 2023

TO BE REFINED

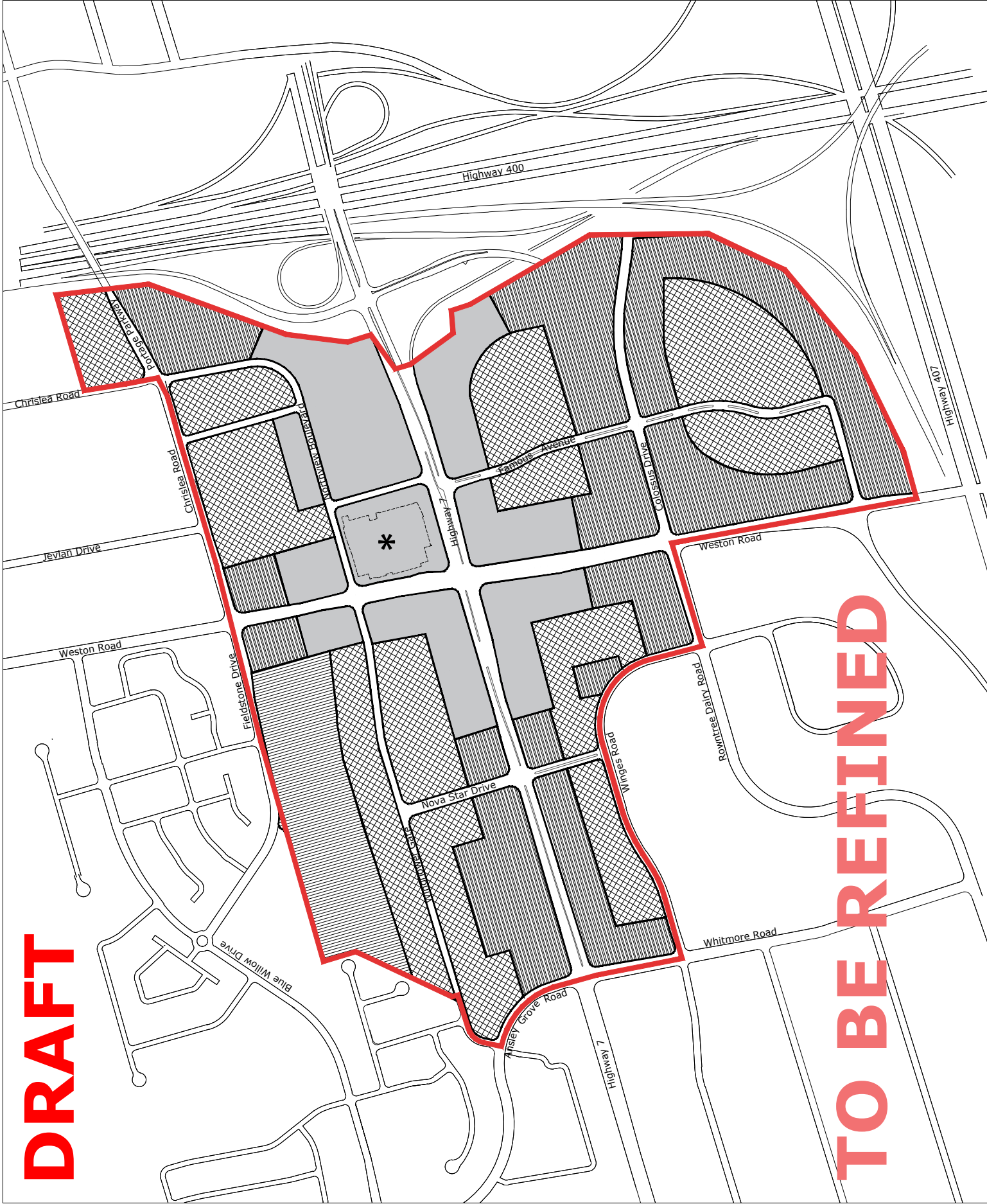


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Schedule 2 Weston 7 Building Height

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) *



TO BE REFINED



0 25 50 100 150 200m

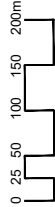
August 2023

DRAFT

Schedule 3 Weston 7 Pedestrian Realm Network

Legend

- Secondary Plan Area
- Urban Squares
- Sliver Parks/Promenades
- Connecting Links/Courtyards
- Pedestrian Connection
- Enhanced Urban Streetscape
- Typical Urban Streetscape
- Existing Stormwater Management Pond

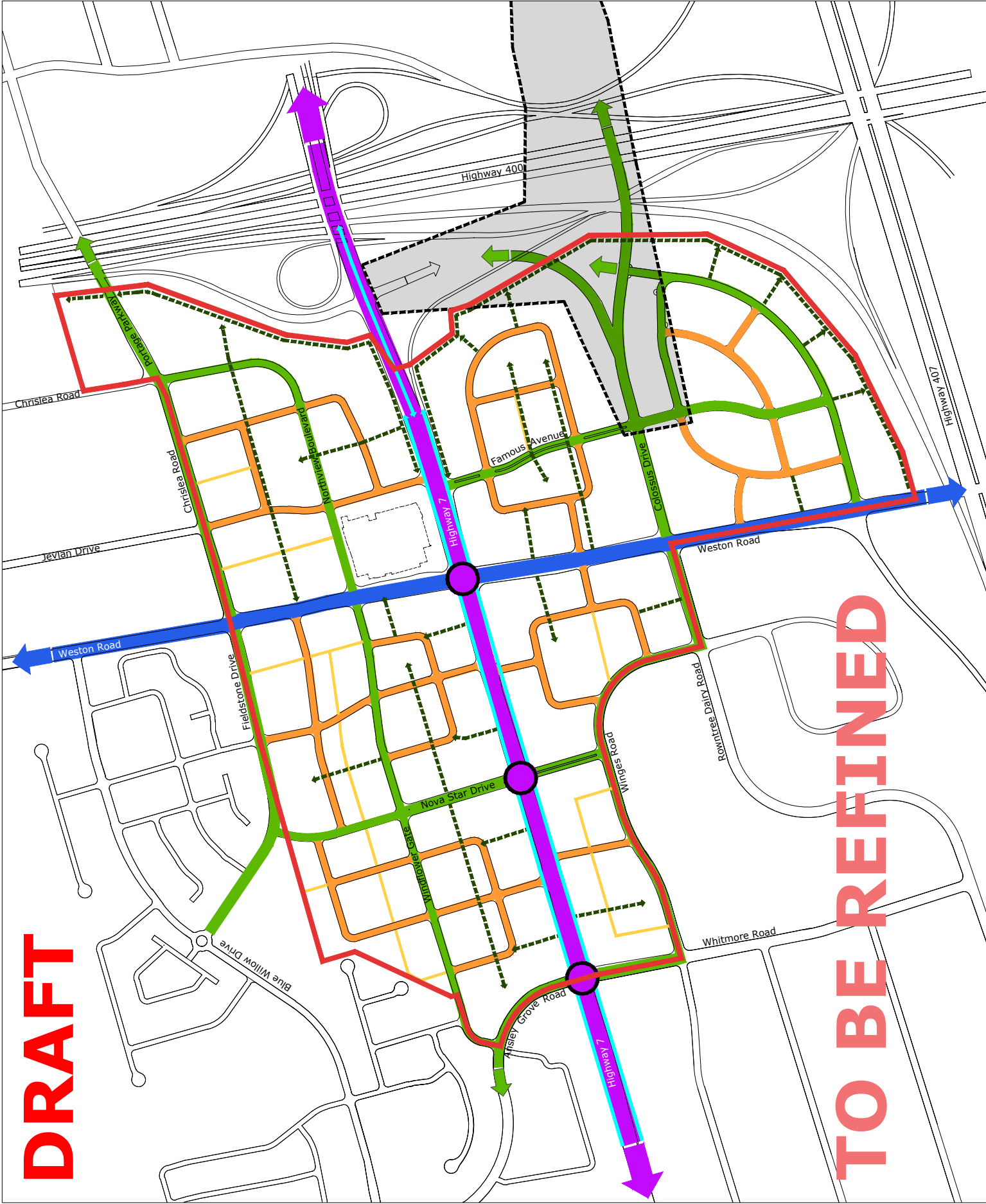


August 2023



DRAFT

TO BE REFINED



Schedule 4

Weston 7

Transportation System

Legend

Secondary Plan Area

Road and Transit Network

Existing Roads

Regional Road 7 - Regional Rapid Transit Corridor

Bus Rapid Transit (BRT) Stop

Weston Road - Major Arterial Road

Collector Road

Local Road

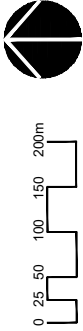
Laneway

Active Transportation Network

Existing Cycle Track

Active Transportation Link

Colossus Drive Corridor Protection Area



FROM THE HOME OF THE

Adorante Family

ASHTON DR., MAPLE, ON

30 October 2023

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

To: <<clerks@vaughan.ca>>

**Re: Official Plan Amendment File OP.23.008
Zoning By-Law Amendment File Z.23.016**

Since 1998 my wife and I, and our 4 children have called this area home. We have watched the area develop into a vibrant mature family area community. Throughout the years, we expected the property in question to complete our neighbourhood with similar family dwellings or supporting community structures (i.e., parks, path access to ravine on other side of Teston, shops or other community amenities) We even dreamed that the pond property which butts onto the ravine may have been donated to the community not to be developed because of its beautiful trees, pond and abundance of wildlife which would act as a legacy to the landowner, who enjoyed and benefitted from that property for many years. This could have been another natural jewel to our community. We have seen this done in smaller communities and have been amazed at the generosity and gratitude of community business owners.

Needless, to say we were shocked to find out that the proposal for the property is a high density development that raises questions of environment, traffic, density, supporting parks and infrastructure, etc. The proposal does not fit or complement our already established neighbourhood. Traffic congestion on Teston Rd. is worsening and will only getting worse with the Walmart distribution centre opening and planned future residential construction on the North side of Teston, where there are presently no homes. This is the present situation without this proposal in the equation.

Succinctly, this is not an appropriate site to rezone to a density of more than R3 and R4 residential. Even with R3 and R4, when Ashton Dr. goes through, it will take on traffic that will become a shortcut from Jane to Teston Rd. or visa versa. This needs to be considered as well. The proposed development does not fit into this mature neighbourhood. The proposed development would be better suited to be within close proximity to a Go Station (proposed Kirby Station?). High density, without some supporting transit makes no sense here.

Our neighbours, Maryann and David Munholland wrote a very detailed and eloquent letter outlining some of their concerns, which are our concerns as well. We will not repeat them here, but we fully support their comments and echo their concerns.

We all understand that minor variances and community needs arise and that our original plans need to be altered. However, considering that there is a lot of yet to be developed land on the North side of Teston Road and along Jane street, where neighbourhoods are yet to be developed, this rezoning and development proposal seems totally out of place and does not address our community needs or respect the plan that was shared with us more than 20 years ago when we moved into the neighbourhood.

We urge the City of Vaughan to carefully consider the concerns of my family and our neighbours and its impact on the city plan.

We thank you for your time.

Sincerely yours,

George and Emilia Adorante

[REDACTED]

[REDACTED]

From: Ass. nta Ferrante
To: Adelina Bellisario
Subject: FW: [External] 3230 King Vaughan Rd
Date: November-01-23 10:38:32 PM

From: IRENE FORD <[REDACTED]>
Sent: Wednesday, November 01, 2023 2:45 PM
To: Clerks@vaughan.ca
Cc: Council@vaughan.ca; OPPI Registrar <registrar@ontarioplanners.ca>; Highway 413 Project Team <project_team@highway413.ca>
Subject: [External] 3230 King Vaughan Rd

Hello,

I am resubmitting my letter from the last public meeting Jun, 2021. Doesn't seem like much has changed. This site has been operating illegally for sometime and put up a prefabricated structure in the absence of building permits and still requires approval long after a temporary by-law would permit - 3 years. Meanwhile the road has been upgraded, unclear what development fees or tax rate they pay. Meanwhile they add additional wear and tear on a road and contribute to the wild west of traffic chaos in the area stemming from unrelenting illegal land use that no authority appears able to anything to stop or deter.

<https://pub-vaughan.escibemeetings.com/filestream.ashx?DocumentId=79221>

If these areas are ever intended for community use Vaughan better ensure they do their due diligence with regard to Record of Site condition.

The Planning consultant does themselves and the entire planning industry a disservice by presenting their application with the development as it was before their client set up operations and failed to get any approvals. How many employees, where do they get water for facilities? There is no servicing did they get well and septic system approved? How if they don't have the land use permissions?

The there is Strada next door, totally unclear what they are approved to be doing and they've clearly changed the landscape and are operating in ways that differ dramatically since they took ownership.

I am sick to death of the misleading nature of development applications brought forward and wonder if Council Chambers need to be treated like a courtroom.

Location Map

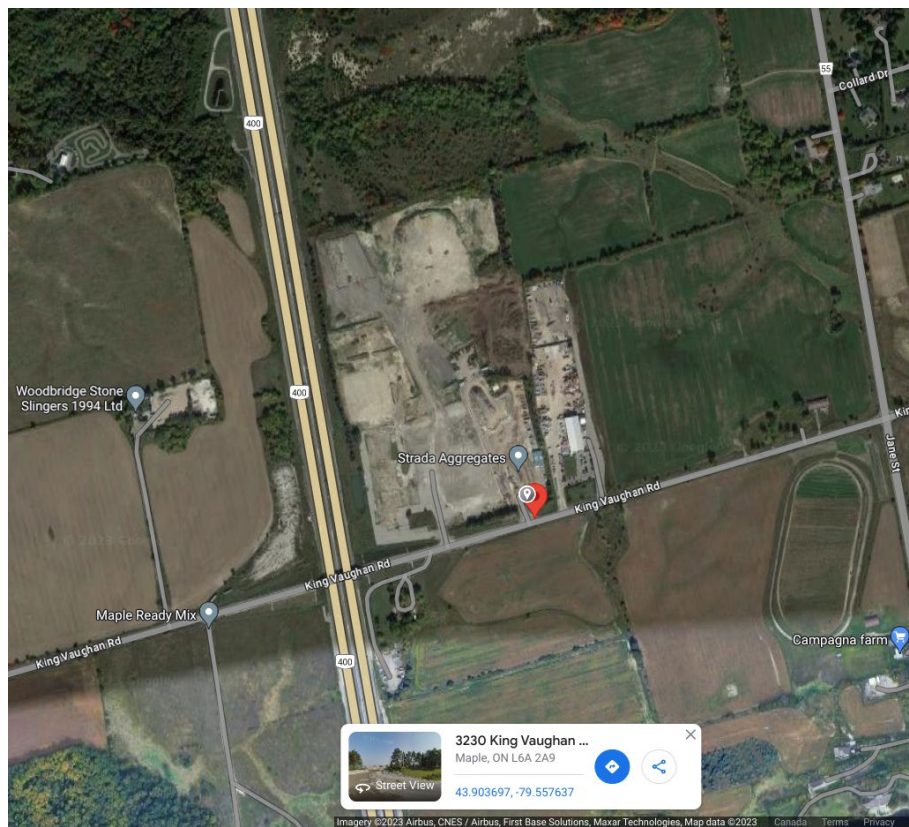


Subject Lands
3230 King Vaughan
Road



3230 King Vaughan Road / Royal King Valley Holdings Inc.
CITY OF VAUGHAN

NOVEMBER 1, 2023



Regards,
Irene Ford

From: [Irene Ford](mailto:irene.ford@yrc.ca)
To: [Irene Ford](mailto:irene.ford@yrc.ca)
Subject: [Irene Ford](mailto:irene.ford@yrc.ca)
Date: November 02-23 9:13:16 AM

From: IRENE FORD <irene.ford@yrc.ca>
Sent: Wednesday, November 01, 2023 2:03 PM
To: Hanqing Xu <hanqing.xu@vaughan.ca>; [Clerk@vaughan.ca](mailto:clerk@vaughan.ca); Brian Caplao <brian.caplao@yrc.ca>; Erin Mahoney <erin.mahoney@yrc.ca>; Noor Javed <noor.javed@yrc.ca>; Kim Zarzour <kim.zarzour@yrc.ca>; Noor Javed <noor.javed@yrc.ca>;
Cc: Paul Freeman <paul.freeman@yrc.ca>; Wayne Emmerson <wayne.emmerson@yrc.ca>; Olo On Info <olo.on.info@yrc.ca>; Integrity Commissioner <integrity.commissioner@vaughan.ca>; Comments <comments@vaughan.ca>; Minister (MMAH) <minister.mah@ontario.ca>; MECP Minister <minister.mecp@ontario.ca>; Joel Wittebel <joel.wittebel@thepointer.com>; Emma McIntosh <emma.mcintosh@thenaywhal.ca>; Francesco Sorbara <francesco.sorbara@parl.gc.ca>; Michael Tiboloco <michael.tiboloco@ncp.ca.org>; Stephen Leccese <stephen.leccese@ncp.ca.org>; Christopher Raynor <christopher.ra.nor@yrc.ca>; Isaac Callan <isaac.callan@globalnews.ca>; research@greenbelt.ca; Joseph Quigley <joseph@newmarkettoday.ca>; OPPI Registrar <registrar@ontarioplaners.ca>
Subject: [External] Incomplete Development Application - Greenbelt Urban River & Valley Land Use Designation is Symbolic on Privately Owned Lands

Hello,

I am dismayed that this incomplete development application is proceeding, I fail to understand what the rush could possibly be and ask the following.

- why are we proceeding with public consultation if the development applications have not yet been deemed complete?
- why are we approving development applications with 'H' if we can't allocate servicing capacity (as indicated in the staff report this still needs to be assessed and would be approved with H holding)?
- why would we proceed in the absence of the Archeological Assessments or the Indigenous Consultation Report given a sensitive history in the same area?

I don't have time or the resources to go through this application in detail but think it is insanely premature & question, under a different planning regime, if it would have even been viable/accepted. I recognize I might be overreacting but given the current process or lack thereof surrounding planning it's hard to know anymore. I recognize that it's a small development proposal but it appears completely ignorant to the presence of natural heritage features and the City of Vaughan's obligations to consult fairly and appropriately with indigenous peoples. I would like to thank the City of Vaughan and the applicant for bringing forward and **rushing through a development application that demonstrates that the Urban River and Valley Greenbelt Land Use Designations don't apply to land owned by private entities. While not part of the 2022 expansions it does demonstrate that this designation is more symbolic than protective.**

- It is unclear to me with all of the provincial legislative changes what were setbacks were versus what they are now or what they would be if the Greenbelt policies applied.
- If these lands were developable why weren't they developed at the time the subdivision was built?
- The notion that Ashton Drive will be connected over a stream of the Don River near/over a PSW with yet another culvert is totally obtuse and ignorant to why the area is protected in the first place with the Greenbelt urban river & valley designation.
- It is unfortunate this planning firm doesn't seem to recognize their obligations under the OPPI Professional Code of Conduct and continually comes to Council only advocating and presenting what advances their clients wills and wants.
- Why would staff proceed if the Archeological Assessment has not been submitted nor the Indigenous Consultation Report given the history of this area? Maybe the site was bulldozed a long time ago, who knows.

First Nations want say in the preservation of important archaeological sites in Ontario

The province must ban the bulldozing of important native sites by developers without the consultation or even notification of First Nations people, says a spokesperson with the Huron-Wendat nation.

"We are not against development, but there should be a duty to consult so we can work together," said Luc Laine, Ontario spokesperson for the Quebec-based Wendake First Nation. "We are pretty upset with what is going on out there, particularly with what is happening at Teston Rd."

Laine's comments came after the archaeological excavation this month of a small soybean field at the northeast corner of Teston Rd. and Jane St. in Vaughan.

- The dewatering permits will be immense b/c the [groundwater table](#) is high & there is the presence of a 'highly vulnerable aquifer' - logically why a PSW is present and supposed to be protected.
- On [Oct 30 an ERO proposal closed](#) that contemplated changing the PTTW approvals process. CELA is at a loss as are many others why the government has put forward such a reckless proposal. Perhaps it's because a developer asked for the removal of the [EASR limit of 400,000 L/D](#) through the ERO on a previous proposal that already reduced oversight and protection.
- Yesterday a [10 year dewatering permit](#) was approved in the same watershed for Rutherford Land Development Corporation at Jane & Rutherford, which was approved by a MZO Nov, 2020. The MZO was approved a few days after a tribunal decision on the VMC Secondary Plan that recognized and protected the existing significant woodlot. Upon approval of the MZO the woodlot was illegally removed 1.2Ha, the consequence was a \$2M fine - seems like a cost of doing business. **I guess Minister Calandra is not considering reversing this MZO if these types of permits are getting approval by MECP.** On top of this Minister Clark didn't recognize the neighbourhood park and expanded the development area by converting employment lands, subject to a different ongoing tribunal appeal, that were never even in the VMC Secondary Plan, to residential. The MZO Developers request is opaque. It is a mystery to me how any Vaughan Council member knew what they were being asked to vote upon back in the Fall, 2020. There was certainly no public consultation, increasingly it appears like Minister Clark approved a whole other phase(s) of development never contemplated ever.
- Vaughan has no servicing capacity to give for storm or sanitary for residential development let alone groundwater extracted?

Ultimately, I am fearful that Vaughan Council and staff are bulldozing approvals through, that will become a legacy for future councils and residents. They are doing this while a provincial government remains in power that is ignorant to climate change, environmental protections, the public, indigenous peoples, servicing capacity constraints and fiscal responsibility spending of taxpayer dollars. It's hard to understand what the rules are anymore. My fear is only compounded by the fact that staff are proceeding with an incomplete application that has a sensitive history surrounding Indigenous consultation in the area.

I suspect that this development as proposed also makes a mockery of the significant and costly efforts to revitalize the mouth of the Don River where it meets Lake Ontario as these are the headwaters of the Don, where protection from urbanization is most important.

Regards,
Irene Ford

York Region/ORMGP – City of Vaughan Groundwater "Areas of Concern" Mapping

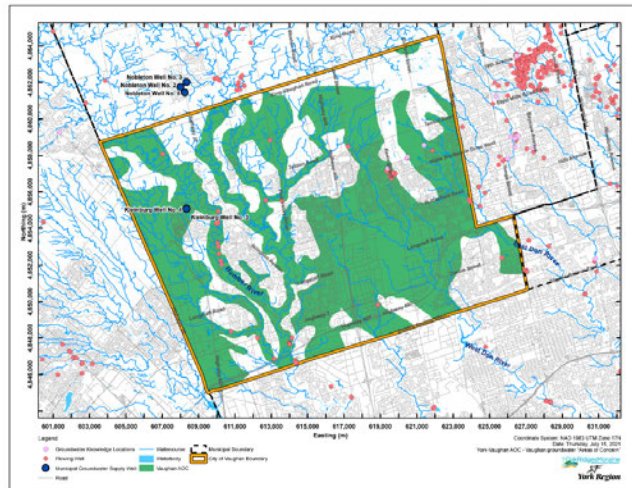
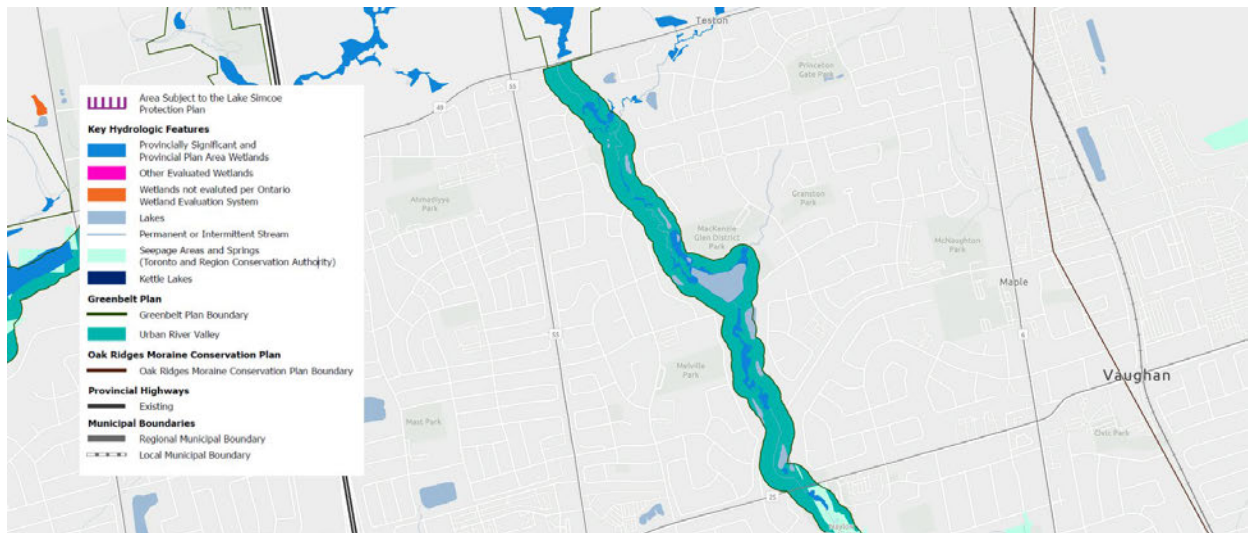


Figure 28: Vaughan study area groundwater "Areas of Concern" (shaded). Given understanding of groundwater flow system presented in this memo, shaded area generally conforms to where interpreted water table is < 4 m below ground surface. Note that the ORAC is interpreted to occur throughout much of the City of Vaughan area.



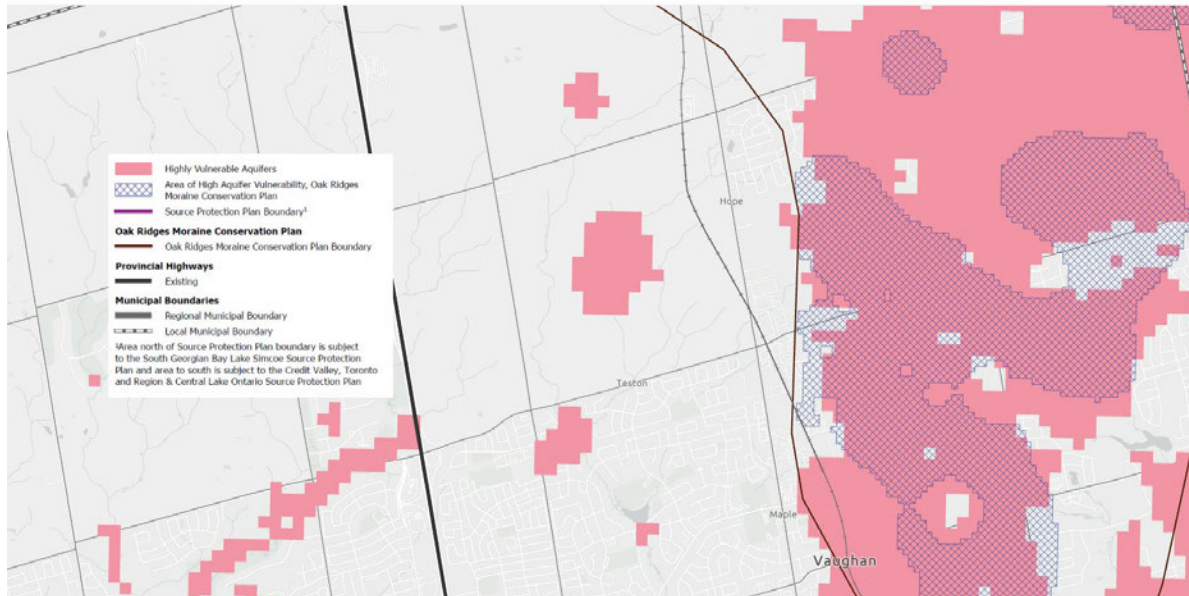
ROP 2022 - Map 4 - Key Hydrologic Features

ROP 2022 - Map 5 - Woodlands

ROP 2022 - Map 6 - WPA & IPA

ROP 2022 - Map 7 - Vulnerable Aquifers within ORMC...

ROP 2022 - Map 8 - Mineral Aggregates





C6
Communication
Council – November 14, 2023
CW(PM) – Report No. 45 Item No. 4

64 JARDIN DRIVE, UNIT 1B
CONCORD, ONTARIO L4K 3P3

T 905.669.4055 **F** 905.669.0097

KLMPLANNING.COM

SUBMITTED VIA EMAIL

File: P-3275

November 1, 2023

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

Attention: Hon. Mayor Del Duca and Members of Council

Re: Response to Weston 7 Secondary Plan – Draft 2
Committee of the Whole – Statutory Public Hearing – November 1, 2023
3790 Highway 7,
City of Vaughan,
Region of York

KLM Planning (“KLM”) is the land use planning consultant representing PEM (Weston) Limited Partnership c/o The Muzzo Group of Companies (the “Client”), owner of the lands known municipally as 3790 Highway 7, City of Vaughan, in the Region of York and generally located north-west of the intersection of Weston Road and Highway 7 (the “Subject Lands”).

We have been actively engaged in the future development of the Subject Lands with a form of development that is generally consistent with the overall vision and policy framework of the ongoing Weston 7 Secondary Plan (“WSSP”). KLM and the Owner have also been actively involved in the evolution of the WSSP and share the collective desire of all stakeholders to advance its final approval so that the area can be developed into a pedestrian friendly, transit-oriented mixed-used community providing much needed housing in Vaughan. It is our hope and desire to work within the framework of the proposed WSSP that would eliminate the need for an OPA to facilitate the proposed site-specific development.

We understand that the City of Vaughan Committee of the Whole is considering a report from the Deputy City Manager, Planning and Growth Management dated November 1, 2023 and is soliciting feedback from members of Council and the public in relation to Draft 2 of the WSSP. We appreciate the opportunity to provide feedback in relation to this ongoing study.

The Subject lands are currently developed with an existing automobile dealership (Pine View Hyundai) and has a site area of approximately 1.48 Ha (3.65 acs.) with frontage on both Highway 7 and Weston Road.

Our client is proposing the redevelopment of the Subject Lands as a high-rise mixed-use development consisting of both retail and residential uses. As proposed and under current the current policy framework, the redevelopment will require applications for Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBA”), Draft Plan of Subdivision (“DPOS”) and a Site Development Application (“SD”). A formal Pre-Application Consultation (“PAC”) meeting was initially held on May 14, 2021, and then a second formal PAC meeting was held on May 8, 2023 to present a slightly revised development concept. The fundamentals of the project have remained the same over the life of the project, being 3 high-rise mixed-use buildings ranging in height from 43 to 45 storeys, all connected by a 6-storey podium. Two (2) new public roads along the west and north sides of the property are proposed and is consistent with the general intent of the WSSP. A new privately owned publicly accessible open space (“POPS”) is proposed at the south east corner of the site with direct frontage on Highway 7. A copy of the conceptual site plan and building elevations are attached for your information.

We provided our initial comments on the first draft of the WSSP on September 13, 2023 (copy attached) in the context of our clients' proposed development concept. While we were not given the opportunity to discuss these comments with staff, nor have staff provided a response to our letter, it appears that the east west road at the north end of the Subject Lands has been shifted slightly north to better align with the proposed development contemplated for the Subject Lands which we are appreciative of.

We have had an opportunity to review the second draft of the WSSP which is included as Attachment #7 to the planning staff report and would like to provide the following high-level comments at this time.

1. Building on our letter dated September 13, 2023, an Official Plan and Secondary Plan is intended to provide overall guidance for stakeholders and landowners regarding the use of land within the City of Vaughan. Under the Planning Act, the Official Plan is then implemented through Zoning By-laws which take into greater consideration local context. In our opinion, the WSSP as currently drafted is very rigid and specific with respect to building heights, densities, setbacks, built form and urban design standards. More flexibility needs to be incorporated into the proposed policies of the WSSP to allow for greater opportunities for consideration of site-specific development applications so they can respond to special and local context over the life cycle of the WSSP, which is intended to be over a longer time horizon. All development will be subject to further Planning Act Development Application approvals such as Zoning By-law Amendments, Site Plan Approval, Draft Plan of Subdivision (if applicable) and potentially Minor Variances and Draft Plan of Condominium Approval. The WSSP should guide this growth in a manner that establishes a vibrant, mixed-use, transit oriented and pedestrian friendly community.
2. The Subject Lands are situated along a Regional Intensification Corridor (Highway 7) as identified in the Region of York Official Plan (Map 1 – Regional Structure), are within a Protected Major Transit Station Area ("PMTSA") No 68 – Weston BRT Station and are further identified within a Primary Centre by Vaughan Official Plan 2010 which is the second highest level of intensification area within the urban structure of the City. The heights and densities proposed within the WSSP including those on the Subject Lands are not reflective of the level of intensification afforded by this policy context and should be increased to support the significant investment in higher order transit that already exists along Highway 7 and cost taxpayers over a Billion dollars to construct.
3. Following Comment #2 above, the Floor Space Index (FSI) for the different land use designations should be based on gross land area, not net land area. The VMC Secondary Plan for instance allows public roads to be included within the calculation of FSI for the purposes of future development. It is not fair that a landowner be penalized for conveying lands for public good (i.e. roads, parks, etc.) which provides a benefit to surrounding lands. We recommend a specific definition or policy be included within the WSSP to clarify that FSI is based on gross land area, and that site layout and building design and massing will continue to be subject to other design and height permissions within the WSSP.
4. Our clients' lands appear to be split designated Mid-Rise and High-Rise II, however the policy framework within the WSSP appear to permit minor modifications to the land use designations without an amendment to this plan. We would like staff to confirm that the boundary of the High-Rise II designation is intended to follow the limit of the new east-west public road located on the north side of the property.
5. We note in draft 2 of the WSSP, that building heights now include the mechanical penthouse of all buildings. This is inconsistent with the Vaughan Comprehensive Zoning By-law 001-2021 and needs to be corrected.

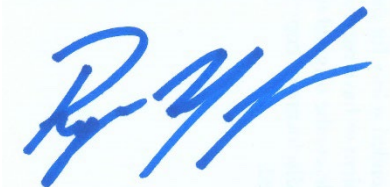
We believe that there is an opportunity to work together with all stakeholders to deliver a realistic plan that takes into consideration the development aspirations of the landowners that are participating actively in the WSSP process and that further opportunities for collaboration on the delivery of the necessary infrastructure to provide for increased housing which we all know is in critically low supply.

We would be more than happy to sit down with staff and discuss in greater detail opportunities to clarify or improve wording within the WSSP as required. We continue to request formal notification of all future meetings in relation to the WSSP and associated studies.

If you have any questions or concerns, do not hesitate to contact the undersigned.

Yours truly,

KLM PLANNING PARTNERS INC.

A handwritten signature in blue ink, appearing to read 'R. Mino-Leahan', is written over a light blue rectangular background.

Ryan Mino-Leahan, B.U.R.PI, MCIP, RPP
PARTNER

CC: Haiqing Xu, City of Vaughan,
Christina Bruce, City of Vaughan
Alannah Slattery, City of Vaughan,
Alexander Puppi, The Muzzo Group of Companies

File: P-3275

September 13, 2023

Via email: lina.alhabash@vaughan.ca and weston7@vaughan.ca

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

Attention: Lina Alhabash, MCIP, RPP
Senior Planner, Policy Planning & Special Programs

Re: Response to Weston 7 Secondary Plan – Draft 1
3790 Highway 7,
City of Vaughan,
Region of York

Dear Ms. Alhabash,

KLM Planning Partners Inc. (“KLM”) is the land use planning consultant representing PEM (Weston) Limited Partnership c/o The Muzzo Group of Companies (the “Client”), owner of the lands known municipally as 3790 Highway 7, City of Vaughan, in the Region of York and generally located north-west of the intersection of Weston Road and Highway 7 (the “Subject Lands”).

Our Client is proposing the redevelopment of the Subject Lands as a high-rise mixed-use development consisting of both retail and residential uses. As proposed and under current the current policy framework, the redevelopment will require applications for Official Plan Amendment (“OPA”), Zoning By-law Amendment (“ZBA”), Draft Plan of Subdivision (“DPOS”) and a Site Development Application (“SD”). A formal Pre-Application Consultation (“PAC”) meeting was initially held on May 14, 2021, and then a second formal PAC meeting was held on May 8, 2023 to present a slightly revised development concept. The fundamentals of the project have remained the same over the life of the project, being 3 high-rise mixed-use buildings all connected by a 6-storey podium and with the introduction of a new public road along the west and north sides of the property. A copy of the conceptual site plan and building elevations are attached for your information.

We have been actively engaged in the future development of the Subject Lands with a form of development that is generally consistent with the overall vision and policy framework of the ongoing Weston 7 Secondary Plan (“WSSP”). KLM and the Owner have also been actively involved in the evolution of the WSSP and share the collective desire of all stakeholders to advance its final approval so that the area can be developed into a pedestrian friendly, transit-oriented mixed-used community providing much needed housing in Vaughan. It is our hope and desire to work within the framework of the proposed WSSP that would eliminate the need for an OPA to facilitate the proposed development

We have now had an opportunity to review the first draft of the WSSP in the context of our clients proposed development concept and would like to offer the following comments at this time:

1. The WSSP should provide the high-level fundamentals of where growth should occur and what uses are appropriate. It is intended to provide general guidance to all landowners and stakeholders, which are then further supported by other policy documents and guidelines. While the draft WSSP does a fairly good job of setting out the vision and objectives of where and how growth should occur, the City should focus on removing numerical standards such as setbacks, densities and heights to allow applications to be reviewed organically through future site-specific zoning by-law amendment and site plan applications. For example, while we recognize that the policies within the WSSP encourage greater heights and densities in the Vaughan Metropolitan Centre (“VMC”) in response to Vaughan’s intensification strategy, we note that most if not all applications in the VMC exceed the heights and densities provided in the VMC Secondary Plan. Further, the VMC Secondary Plan includes policies that allow for increases in heights and densities without an amendment to the VMC Secondary Plan, subject to appropriate density bonusing. We would ask that staff confirm that draft policies in Section 8.2.1 and 8.2.2 of the WSSP would allow for increases in height and density without an amendment to the WSSP subject to appropriate analysis to support that increased height and density.
2. Our request for changes to numerical standards would also apply to the maximum non-residential GFA required in all mixed-use buildings. We appreciate the desire to create complete communities by allowing opportunities for allowing the widest range of uses and encouraging a greater mix of uses. However, allowing for flexibility to minimum and maximum numerical standards to account for market conditions, site context, etc. is very important in a broad range policy document such as the WSSP. Can staff please confirm that the draft policies in Section 8.2.1 and 8.2.2 of the WSSP would allow for site-specific reductions to the non-residential GFA based on appropriate analysis including but not limited to a market assessment?
3. We note that there is a very abrupt change in building heights between the “Mid-Rise (i.e. up to 8 storeys) and “High-Rise II” (i.e. 19 + storeys) designations on Schedule 2. A flexible approach to height and density as noted above would allow for a more organic approach to massing and built form at the site-specific zoning and site plan approval stage which can be informed by the already existing City-Wide Urban Design Guidelines.

4. Similar to the above comment, we would like for staff to confirm that the location of future roads (i.e those which are not already constructed) can be modified and/or deleted without an amendment to the WSSP subject to the submission of an appropriate Transportation Impact Study. Further, where roads are permitted to be relocated or deleted through a future development application without amendment to this plan, we would appreciate staff confirming that the proposed policies in Section 8.2.1 and 8.2.2. would allow for the boundaries between land use designations to follow the boundary of any newly realigned road through future site-specific Zoning By-law Amendment and Site Development Applications.
5. The Floor Space Index (FSI) for the different land use designations should be based on gross land area, not net land area. The VMC Secondary Plan for instance allows public roads to be included within the calculation of FSI for the purposes of future development. It is not fair that a landowner be penalized for conveying lands for public good (i.e. roads, parks, etc.) which provides a benefit to surrounding lands. We recommend a specific definition or policy be included within the WSSP to clarify that FSI is based on gross land area, and that site layout and building design and massing will continue to be subject to other design and height permissions within the WSSP.
6. Finally, we offer some preliminary comments regarding the proposed parks within the WSSP. The proposed policies in Section 6.2.1 state that the Urban Squares and Sliver Parks are identified symbolically on Schedule 1 and conceptually on Schedule 3. We would like staff to confirm that the policy in Section 6.2.1d) would allow Urban Squares and Sliver Parks on Schedule 1 and Schedule 3 to be relocated and changed in size without an amendment to this plan provided the general intent of the Plan is achieved.

While we appreciate the direction of the WSSP to support the creation of an intensification area with a wide range of uses, heights and densities is proposed within the WSSP, we believe that some additional focus on providing flexibility to allow the area to grow over the life cycle of the plan being over 25 years is an appropriate consideration for staff to review at this time.

We are appreciative of this opportunity to provide feedback and we look forward to working with the City and its consulting team to advance the approval of the WSSP in the fall of 2023. We would be more than happy to sit down with staff and discuss in greater detail opportunities to clarify or improve wording within the WSSP as required. We continue to request formal notification of all future meetings in relation to the Weston and 7 Secondary Plan and associated studies.

If you have any questions or concerns, do not hesitate to contact the undersigned.

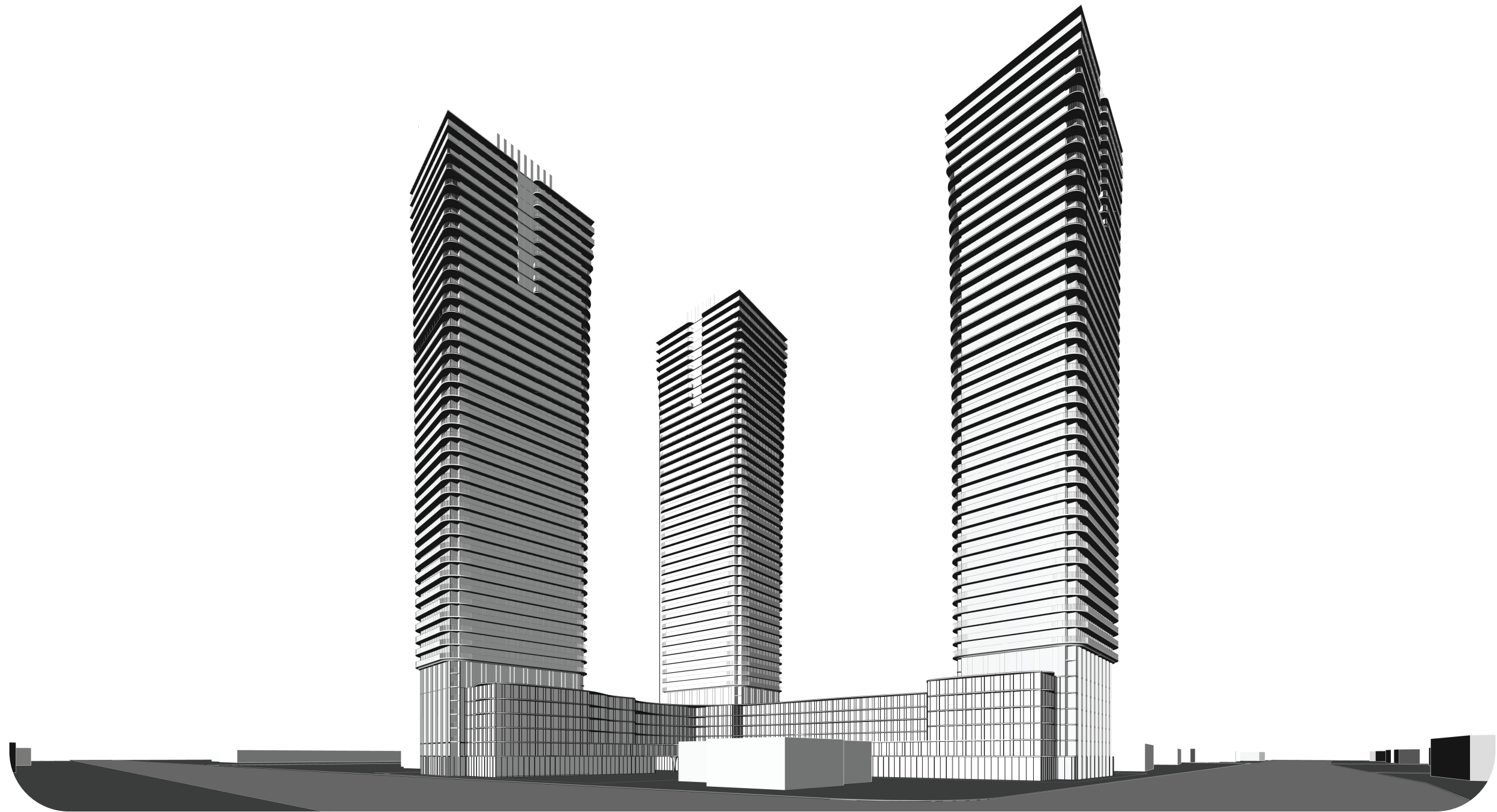
Yours truly,

KLM PLANNING PARTNERS INC.



Ryan Mino-Leahan, B.U.R.Pl, MCIP, RPP
PARTNER

CC: Haiqing Xu, City of Vaughan,
Christina Bruce, City of Vaughan
Alannah Slattery, City of Vaughan,
Alexander Puppi, The Muzzo Group of Companies

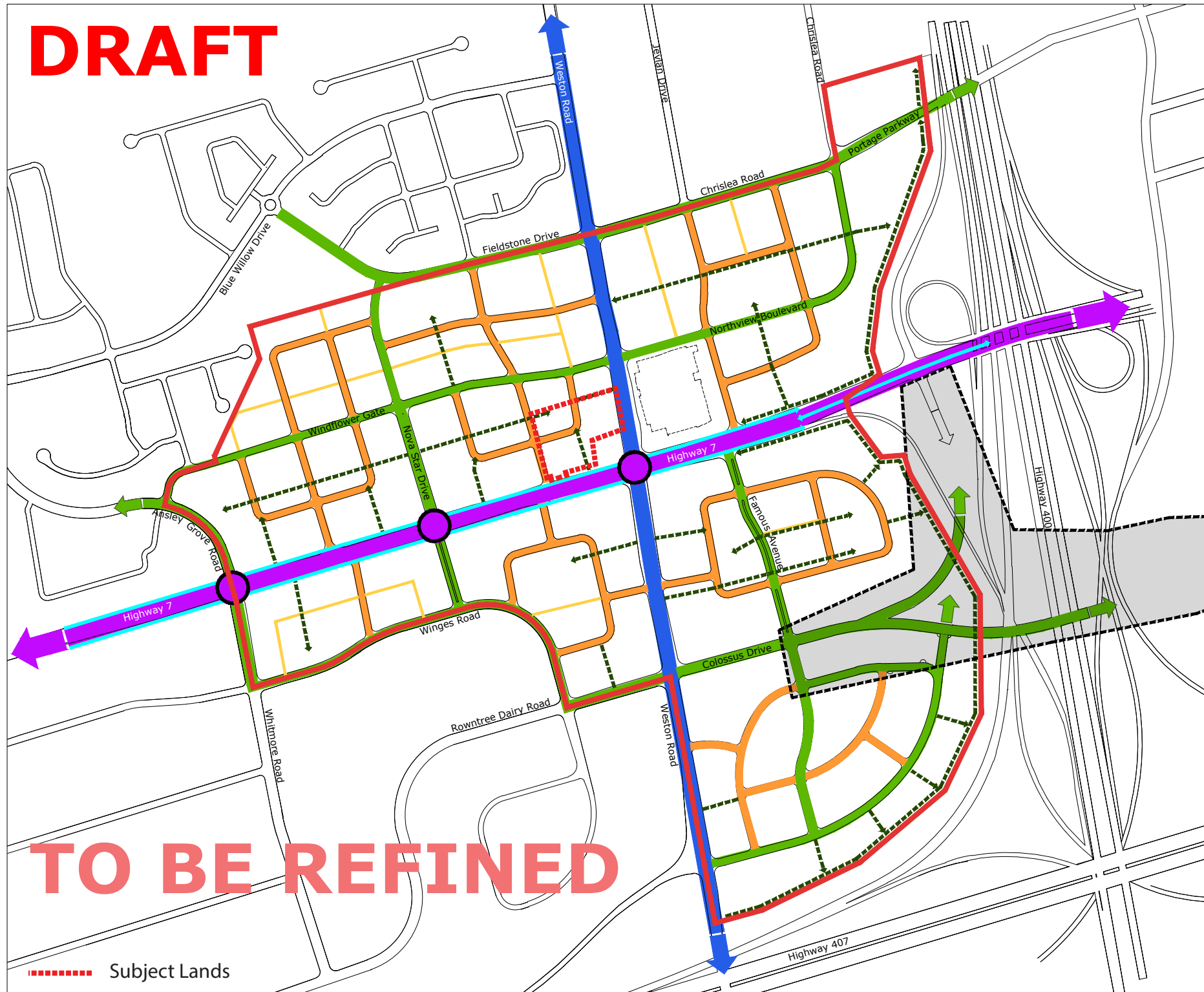




DRAFT

TO BE REFINED

..... Subject Lands



Schedule 4 Weston 7 Transportation System

Legend

- Secondary Plan Area
- Road and Transit Network**
 - Existing Roads
 - Regional Road 7 - Regional Rapid Transit Corridor
 - Bus Rapid Transit (BRT) Stop
 - Weston Road - Major Arterial Road
 - Collector Road
 - Local Road
 - Laneway
- Active Transportation Network**
 - Existing Cycle Track
 - Active Transportation Link
 - Colossus Drive Corridor Protection Area

0 25 50 100 150 200m

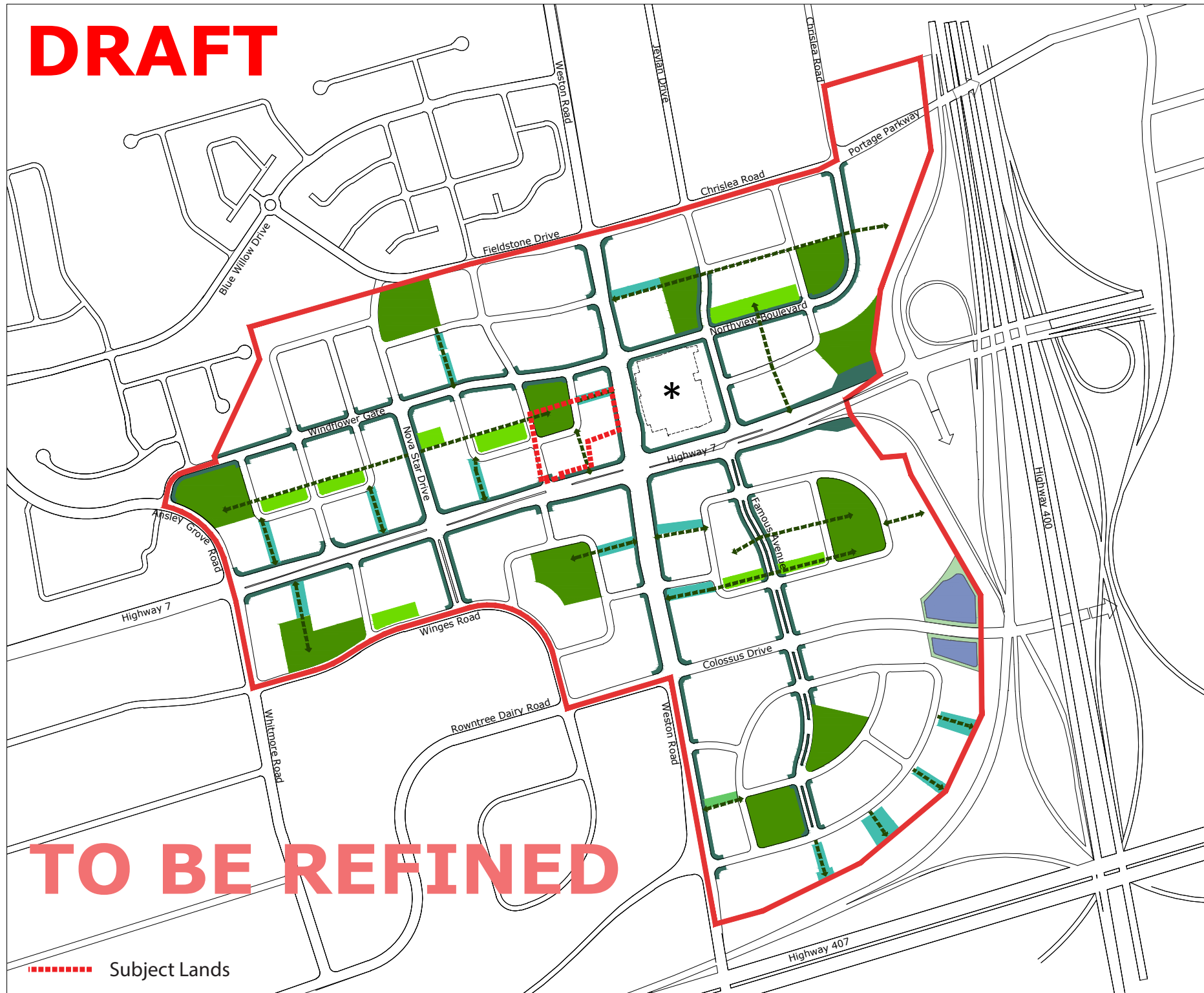


August 2023

DRAFT

TO BE REFINED

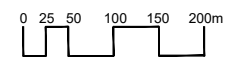
..... Subject Lands



Schedule 3 Weston 7 Pedestrian Realm Network

Legend

- Secondary Plan Area
- Urban Squares
- Sliver Parks/Promenades
- Connecting Links/Courtyards
- Pedestrian Connection
- Enhanced Urban Streetscape
- Typical Urban Streetscape
- Existing Stormwater Management Pond



August 2023







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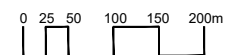
TO BE REFINED

..... Subject Lands

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)

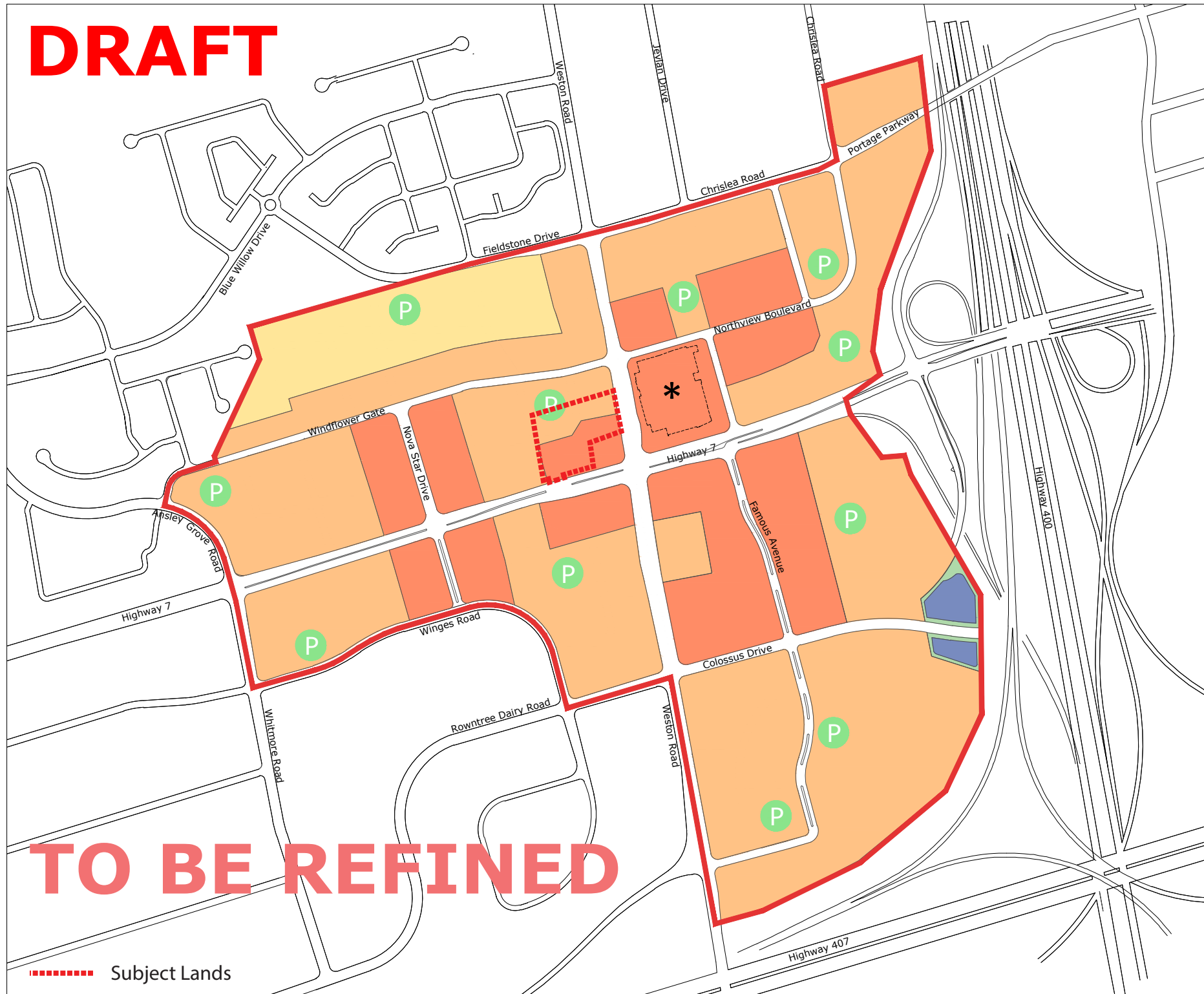


August 2023

DRAFT

TO BE REFINED

..... Subject Lands

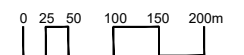
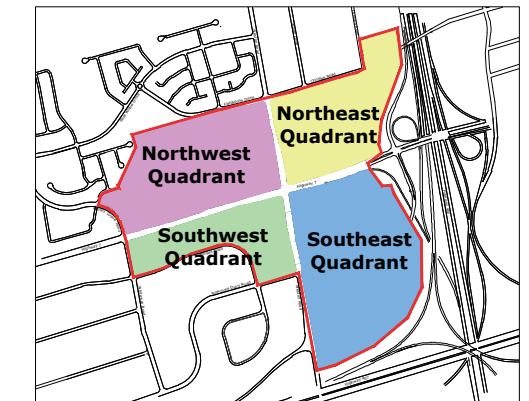


Schedule 1 Weston 7 Land Use Designations

Legend

- Secondary Plan Area
- Low-Rise Residential
- Mixed-Use II
- Mixed-Use I
- Parks
- Existing Stormwater Management Pond
- Existing Development (Centro Square)

Quadrants



August 2023

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] official plan amendment file OP.23.008 zoning By Law amendment file Z.23.016
Date: November-10-23 11:12:37 AM

From: LaMarca account [REDACTED]
Sent: Friday, November 10, 2023 11:02 AM
To: Clerks@vaughan.ca
Subject: [External] official plan amendment file OP.23.008 zoning By Law amendment file Z.23.016

Attention to : City of Vaughan council and city clerks office

My name is Connie LaMarca along with my husband Joe attended the Nov 1 City Council meeting . After listening to the proponents plan, the local residence deputations and local councilors questions, we **strongly oppose** the proposed development plans by the Teston Road Development Group that was presented that night as well as any amendments that would support such a development plan.

We have lived in our Home at [REDACTED] Ashton drive for over 15 years. Like most who buy a home next to vacant lands we did our due diligence and inquired about future zoning and use of that such vacant property. We were told that it was designated residential single units. So we knew that one day Ashton would connect to the other Ashton which is located on the other side of the vacant property. So we are not objecting to the development of these lands rather the exaggerated intensification of homes, types of homes, lack of parking and over all disregard for the community (people) being affected by this proposal.

This proposal is sandwiched between two already existing subdivisions. As such its considered an infill. Infills should match or align with the existing character of the landscape and homes currently in place. This proposal takes none of this in consideration. Imagine you live on Queensberry and you will open your door now to a 45 foot institutional looking stack housing dwelling 8 meters away. Is this good urban planning? On the North Part of Teston where development is planned, it has no existing subdivisions so appropriate intensification makes sense .

Parking and traffic congestion are a main concern for most who live in urban centers. It ranks at the top of most municipal survey from residence to City council as needing the most attention. Cramming over 1200 new residence in this small area will only exacerbate this problem . Ashton will be used as main artery to cross form Jane to Keele st.. You also have at least three elementary schools that will be impacted by this influx of traffic.

Parking is already a an issue with our current state. Adding appromitley 800 vehicles is only going to make this worse. These number don't include visitors particularly during celebratory calendar events. Think of holiday season, long weekend celebrations birthdays sporting events. Where will people park? The underground proposal is not sufficient and will everyone park underground? Will their visitors? What happens when the garage door needs repair or needs maintenance where will they go ?

I was also concerned about the liability to the tax pair ultimately if the storm water retention tanks fail or need repair after the builder leaves the site and the repairs to the undergrounds parking lots who pays for that ?

I would like to be kept aware of all meetings correspondence regarding this file.

I hope the solution for those like me who have contributed to this community and Council is not just "move". I hope to have meaningful dialogue for a reasonable resolution that keeps people at the center.

Thank you

Sent from [Mail](#) for Windows

DATE: November 10, 2023

TO: Mayor and Members of Council

FROM: Haiqing Xu, Deputy City Manager, Planning and Growth Management

RE: COMMUNICATION – Council, November 14, 2023

By-law 180-2023

Vaughan Metropolitan Centre (VMC) Parking Pilot Update

Background

As per the October 4th, 2023, Vaughan Metropolitan Centre (VMC) Sub-Committee approval of the above noted report (the “Report”), which was subsequently approved at the Committee of the Whole (1) on October 31, 2023, the City of Vaughan will be moving forward with implementing paid on-street parking on additional streets, as part of the VMC parking pilot project. As a result of recommendation #3 in the Report, the City’s Parking By-law 064-2019 was to be amended to add and delete a number of different roads to and from schedules of the Parking By-law that address “No Parking”, “No Stopping” and “Metered On-Street Parking”.

This was done in anticipation of those roads being available to be added or deleted from the City’s Parking By-law schedules. However, since the Report was brought forward to the VMC Sub-Committee staff have determined that many of the roads mentioned in the Report (and specifically in the draft by-law amendment found at Attachment 2 of the Report) are not yet available. As a result, the amendments to the City’s Parking By-law that were proposed in the Report, need to be altered. The roads not included or addressed in the altered Parking By-law amendments, will be addressed by subsequent by-law amendments once those roads are available with staff relying on the same authority granted in recommendation #3 of the Report.

Staff is also providing a supplementary attachment (Attachment 1A) which is attached to this memo. Attachment No. 1A revises the map found at Attachment 1 of the Report to identify only the parking pilot streets that will be addressed with the current By-law amendment, whereas Attachment No.1 to the Report continues to show all of the parking pilot streets that will eventually be addressed in subsequent amendments to the City’s Parking By-law.

Furthermore, the Report recommended (at recommendation #4) that Traffic By-law 284-94 be amended to address cycling facilities and power assisted micromobility vehicles. However, this amendment is no longer required as the Traffic By-law has already been amended since October 4, 2023, to address these matters through the recently approved By-law 160-2023 (endorsed on October 17, 2023). Therefore, Attachment 3 to the report

which contained the Traffic By-law amendments is no longer required and those amendments will not be brought forward.

For more information, contact Christina Bruce, Director Policy Planning and Special Programs, ext. 8231

Respectfully submitted by

A handwritten signature in black ink, appearing to read 'Haiqing Xu', written in a cursive style.

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Attachments








1A. VMC On-Street Parking Pilot Location Map.

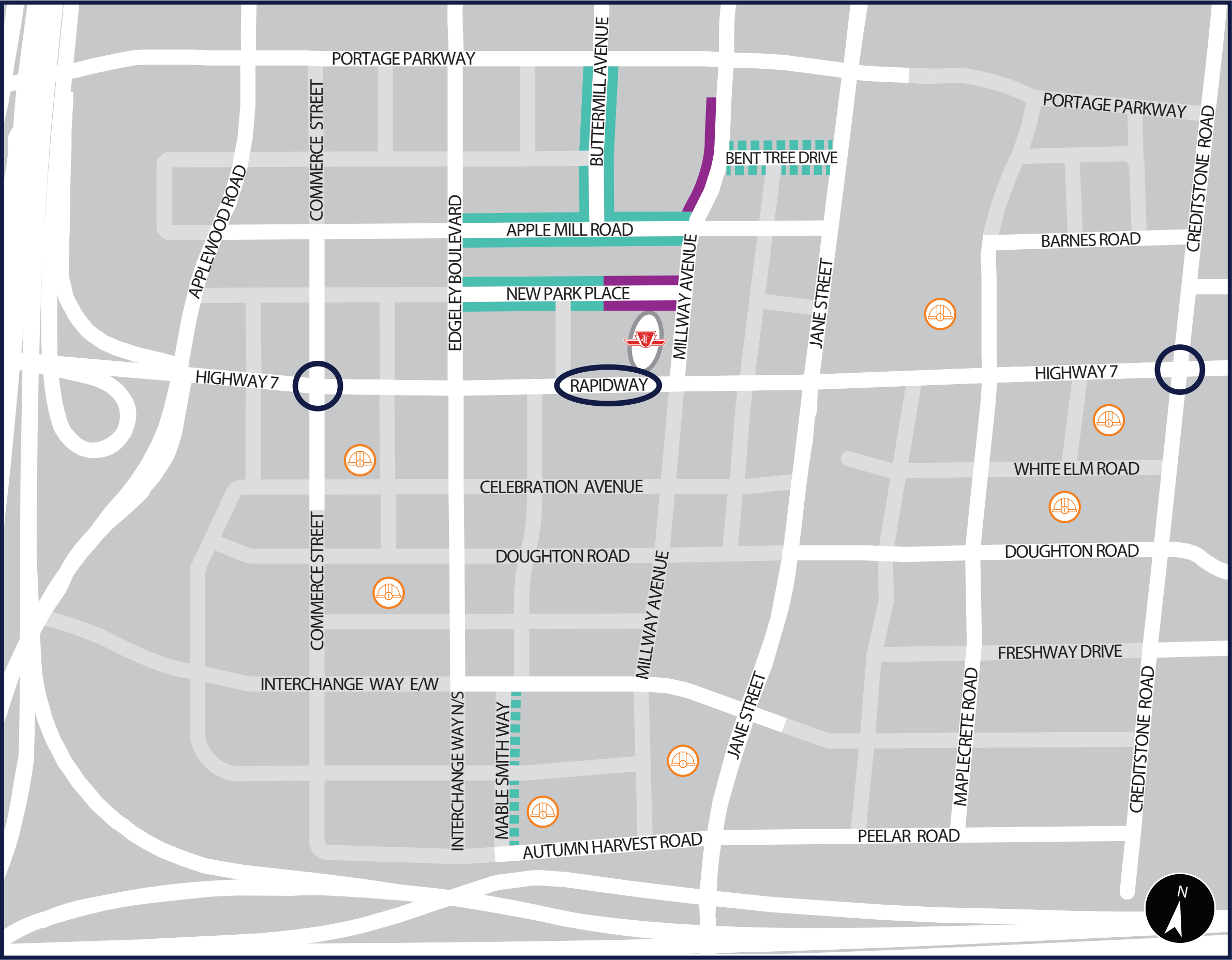
Prepared by

James Norris, Development Engineering Review Coordinator, ext. 8557.

Musa Deo, Manager, VMC Development Engineering, ext. 8295.

LEGEND

-  EXISTING PAID ON-STREET PARKING
-  PROPOSED PAID ON-STREET PARKING
Monday to Sunday
6 a.m. - 2 a.m.
\$1.25 per 20 min.
3-hour max. / \$11.25 max. payment
2 a.m. – 6 a.m. No Parking
-  PASSENGER PICK-UP AND DROP-OFF
(Limit 10 minutes)
-  FUTURE ROADS
-  UNDER CONSTRUCTION
-  SUBWAY STATION AND BUS TERMINAL
-  YRT, VIVA AND ZÜM RAPID TRANSIT STATION



ON-STREET PARKING PILOT LOCATION MAP

NOTE: Map not to scale.

C10

Communication

Council – November 14, 2023

CW(PM) – Report No. 45 Item No. 2

10 November 2023

To: Office of the City Clerk, City of Vaughan

Re: Development Plans, for 2863, 2889, and 2901 Teston Road

My wife Patty and I submitted an initial response to the Teston Road development plans when the City's notice of the meeting to occur on November 1st was received. We attended that meeting, received, and examined all attachments provided, and have had conversations with neighbours seeking their views. We are aware that many of them are communicating their opinions directly to the city in advance of the Nov 14th Council meeting.

We remain very strongly opposed to the development plans as proposed by the Developer. The most serious problem is the excessive density which is being introduced. That creates most of the other problems that were brought up at the Committee of the Whole from the perspective of the City Planning Department and community representatives who spoke at the meeting or sent in written communications. Those include huge and inevitable traffic issues of both volume and flow, inadequate parking, lack of snow removal plans, front facing garbage bins, little common play or leisure space, significant safety issues for pedestrian movement and unavoidable use of roads for child play.

Beyond our concerns for the development as a whole, the plans for the west side of Queensberry Crescent are most egregious and offensive to us. Here the development hugs the property line on the west side of the street, blocking natural light to the east side and leaving the east side residents looking out on a 4 story "wall" right across the street. There are no trees or greenspace, and outside garbage containers are in front of every unit. There is a parking ramp planned for the north end of Queensberry which will only add to the congestion on this short and narrow road, as well as present significant and ongoing noise pollution, and must be relocated. The building design is totally incompatible with the homes on the east side of the street, and it is obvious the designer made no attempt whatsoever to have this fit into the community or received instructions not to do so.

To be clear, what we want is for the west side of Queensberry Crescent to be completed with two-story free-standing homes that blend with the rest of the street and adjacent neighbourhoods. Each of the properties should be set back from the street with their own driveways, garages, and modest yards with trees. There should be a fence separating this full Crescent from the rest of the development. These new homes should be sold on the open market and not be part of the remaining condo development.

The rest of the condo development then needs to reduce the density by about two thirds. The development should meet all the City's existing requirements and bylaws. The proposed townhouse condos on the north side along Teston Road should not have individual sidewalk access as there is nothing like this allowed elsewhere along Teston Road.

Thank you for your consideration of our requests.

Patty and Cliff Nordal
Queensberry Crescent

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Re: Teston Road Development Proposal - Official Plan Amendment File OP.23.008/Zoning Bylaw Amendment File Z.23.016
Date: November-10-23 6:07:58 PM

From: Michael Sherman [REDACTED]
Sent: Friday, November 10, 2023 5:44 PM
To: Clerks@vaughan.ca
Subject: [External] Re: Teston Road Development Proposal - Official Plan Amendment File OP.23.008/Zoning Bylaw Amendment File Z.23.016

Hello,

We would like to express our opposition to the development plan, since we don't like the idea of the 400 extra houses being built in adjacency to us and all the traffic that it will generate.
We want to keep our street quiet the way it is.

Furthermore, we'd like to be informed of further developments related to the matter.

Michael Sherman / Luiza Rahimova
[REDACTED] Ashton Drive,
Maple, Ontario
[REDACTED]

From: [pina.serrao](mailto:pina.serrao@vaughan.ca)
To: Clerks@vaughan.ca
Subject: [External] Re: Development plans, for 2863,2889, and 2901 Teston Road
Date: November-11-23 9:23:59 PM

On Fri, Nov 10, 2023 at 10:35 PM pina.serrao [REDACTED] > wrote:

----- Forwarded message -----

From: pina.serrao [REDACTED]
Date: Fri, Nov 10, 2023 at 10:35 PM
Subject: Development plans, for 2863,2889, and 2901 Teston Road
To: <clerks@vaughan.ca>

November 10, 2023

To: Office of the City Clerk, City of Vaughan
Re : Development Plans, for 2863, 2889, and 2901 Teston Road
Official plan Amendment File OP.23.008
Zoning By-law Amendment file Z.23.016

My husband Domenic Serrao and I, Pina, live at [REDACTED] Queensberry, cres and moved to this house 22 years ago.

We searched for a bungalow and we wanted to live in Maple . We found it, we are so happy and blessed. We like our community and our family friendly neighbourhood . When we purchased our home we were told that Queensberry Cres was proposed to continue with the same style of homes , single dwelling homes . We hoped that day would never come. The previous owners of that property ,were beautiful people, kept the property immaculate, the pond , (we were told by the previous owners and by the City of Vaughan before we purchased our home that was a small natural pond , that was modified) it attracts geese, and many beautiful birds,the beautiful mature trees,it sold us and attracted many people to want to move to this street. The previous owners also told us that when they sold their property ,that it was sold with the intentions of continuing the subdivision with the same type homes. When we received the notice of the proposed excessive density by the developer. We were thrown back, to see this application of primarily densely double back to back stacked townhouses, condos.The stacked back to back townhomes in RM1, we haven't seen build , in Maple in the 22yrs . Especially in a small subdivision, these are small condos and don't belong here. The plans for the west side of Queensberry Cres, are egregious and offensive to us.

My husband and I both grew up in the city, after we got married and had our first child we decided to move to a quite, spacious ,not densely populated city.

So , we decided to move to York Region, we first moved to Concord, then moved to Richmond Hill and then we realized that we liked the city of Vaughan, we moved to Maple and have been ever since. If we wanted to be next to a congested, noisy , polluted ,over built neighborhood, we would have stayed in the City of Toronto. These were the reasons we moved to York Region.

We oppose this application on several grounds including:

1. The proposed building design is not at all consistent with the style of homes of the

neighbourhood.

2. Why is RT1, block D1 and block D2, which is supposed to be a court are only townhomes?

A court that doesn't exist proposed to have just townhomes, no back to back stacked townhouses and our street to be disfigured by these stacked back to back townhouses, where did they get their architect, who obviously has no clue how to design a subdivision. It is obvious that they are condo developers and have no right to build in this small area.

This is the last land of a Existing and Mature neighbourhood, left on the south side of Teston road, we are asking that this be respected and be maintained to the best of your ability, please complete the subdivision properly. They can develop those types of structures on the north side of Teston Rd. that could accommodate such a high density development like this, which is already proposed.

3. The existing natural pond, what is the impact of digging a huge hole to create an underground concrete walled parking lot on the natural flow of groundwater?

It cannot be ignored as it may have an impact on our homes. Our homes sit on a water table., we already have a lot of dampness in our basements. Who will be responsible if we get water back up in our homes?

4. Snow plowing is already an issue for us. With the winters getting worse each year and with major snow falls make driveway clearing a major problem.

We don't have wide front properties, making it necessary to move snow to the west side of the road. The city snowplows also use the west side of the road, to deposit the snow. Every year we have to call City works to come and remove the snow or salt our street. Sometimes it takes a couple of days for them to come and at times only half of the street is completed and again have to call to have it done properly.

Have they considered the reality of our winters and how it will be handled.

5. As mentioned above, the beautiful nature that we are exposed to, the geese birds, mature trees and pond to be destroyed by this overdeveloped area, which will be blocking our natural light to the east side and leaving us the east side residents looking out on a 4 story "Wall" right across the street.

There is a planned parking ramp right in front of our house, which will have ongoing noise, traffic and pollution. The traffic and noise on Teston road is bad, now adding 380 homes and at least 2 cars per family, will make it unbearable. From a quiet and peaceful natured neighbourhood to a noisy, busy, inadequate parking, polluted and overcrowded neighbourhood, is definitely not acceptable.

6. We will be also facing garbage bins, which will smell especially in the summer and attract rodents. Definitely a Very Big Concern. We won't be able to sit outside in the summer due to smell, pollution and noise. Garbage bins don't belong on this subdivision and are not acceptable.

7. Safety, for the children who will be walking to school or waiting for a school bus, need sidewalks. The proposed site doesn't provide any sidewalks.

With the underground parking garage ramps and cars going in and out, garbage trucks and deliveries, CREATE A SERIOUS SAFETY CONCERN, both for children and adults walking.

This proposal, of this building design is totally incompatible with the existing homes on the east side of Queensberry Cres. It is very obvious the builder made no attempt whatsoever to have this fit into the neighborhood .

We were made aware in September, that the street sign was changed from Queensberry Cres. to Queensberry Acres. We were not notified about the change. Way was it changed and why weren't we notified about the change? Do we need to change our addresses.?

Does this change have anything to do with the proposed site, that the City of Vaughan has already passed this proposal and just leading us to believe that we might stand a chance to fight this ridiculous and offensive proposal?

We want the west side of Queensberry Cres to be completed with two story free standing homes that blend with the rest of the street and adjacent neighborhoods.

Sincerely

Pina and Domenic Serrao

P.S. please excuse the previous email send on Friday November 10, 2023.
It was sent accidentally and it was not complete.

From: [Craig Yaffe](#)
To: Clerks@vaughan.ca
Subject: [External] Re: The Teston Road Development Proposal
Date: November-11-23 3:17:37 PM

To Whom it may concern,

I was not present at the November, 1st, 2023 Public Meeting of the City Council, regarding the Teston Road Development Proposal. I was, however, given details from several neighbors who were in attendance and strongly opposed the proposed development.

My Family and I also **strongly oppose** this project for a number of important reasons. We are immediate neighbors to this proposed project and have lived in this community for over 21 years. We have enjoyed the quiet and non-congested peace and quiet of this mostly single-family residential neighborhood, with few mid-density dwellings nearby. People who have moved to this area appreciate the quiet streets, cul-de-sacs, and ravines that define this community.

Developing "Stacked Townhomes" would drastically change the complexion of this community adversely for a number of reasons, which I'm sure have been voiced...Including over 380 units with approximately 1200 people and 800 cars, causing additional congestion, traffic, and parking issues in our quiet peaceful neighborhood, not to mention the change in demographics as a result of most of these townhomes becoming rentals. These lands are not designated for this type of development in the official plan and should remain reserved for larger lot developments...

We have already been subjected to an increase in traffic and development from The New Walmart Distribution Centre and future 400 North Employment lands and the future proposed opening up of Teston Rd. between Keele and Dufferin...

I believe that these projects are necessary, to help with the housing shortage issues we face, but feel that this particular type of project would be better suited in the Vaughan Metropolitan Centre plan or near Vaughan Mills, where higher density projects already exist and transit for all these new residents will be readily available without clogging up established single-family communities.

Regards,

Craig L. Yaffe
Sales Representative/
Senior Partner
Sam McDadi Real Estate Inc.
905-502-1500
416-910-2475(direct)
craig@mcdadi.com
www.mcdadi.com

*Not intended to solicit Buyers or Sellers currently under contract with a Brokerage.

C14

Communication

Council – November 14, 2023

CW(PM) – Report No. 45 Item No. 2

From: [Marco Baldesarra](#)
To: Clerks@vaughan.ca
Subject: [External] Official Plan Amendment Files OP.23.008 and Z.23.016
Date: November-11-23 6:44:49 PM

To whom it may concern,

I am a homeowner at [REDACTED] Ashton Drive, and a resident in the close proximity of the above mentioned Development Proposal. I would like to express my opposition to this proposal. Please include me in any relevant future communications and updates regarding this Development Proposal.

Regards,

Marco Baldesarra

Sent from my iPhone
on the Bell Network

From: [Paula Gennara](#)
To: Clerks@vaughan.ca
Subject: [External] Teston Road Development Proposal
Date: November-12-23 6:09:58 PM

The lots subject to development are designated as "large lot neighbourhoods" in the Vaughan Official Plan. This designation prohibits the lots from being developed into stacked row townhouses as proposed. The lands have this designation because they add significant value to the landscape of the area. The developer purports that the designation was an administrative error because no other lots in the area have this designation. We disagree.

The traffic and noise study has been inappropriately studied and doesn't reflect the true impact of:

- opening Ashton Drive
- the anticipated infill of Block 27 (on the other side of Teston)
- the current environmental study to open Teston Road between Keele and Dufferin
- the truck traffic associated with the infill of the Hwy 400 North Employment Lands including the new 550,000 sq. ft. Walmart Distribution Centre, and
- the future development of Jane as a priority transit network

There are significant safety and noise concerns.

The development has insufficient parking despite having proposed underground facilities. The consequences will inevitably be an influx of on-street parking on streets nearby the development, eg. Queensberry, Ashton and Cooper Creek.

The proposed roadway entrance from Teston seems too small to accomodate entry from an arterial road like Teston, likely resulting in congestion along Teston or redirection of traffic along other roadways, eg. Ashton. Teston also has a multi-use path along it with the intent of promoting healthy active living activities in accordance with Vaughan's Pedestrian and Bicycle Plan Master Update. The development unnecessarily introduces impediments to that use.

We continue to stress the importance of this topic to City Council.

Regards,

Paula & Walter Gennara

■ Cooper Creek Crt.

Maple, ON ■

From: [Luigi Mancini](#)
To: Clerks@vaughan.ca
Cc: [Franca Gullace](#)
Subject: [External] The Teston Rd Development Proposal - Official Plan Amendment File OP.23.008, Zoning Bylaw Amendment File Z.23.016
Date: November-11-23 9:28:36 PM

Dear Council,

Firstly, thank you for taking the time to review our concerns regarding the The Teston Rd Development Proposal - Official Plan Amendment File OP.23.008, Zoning Bylaw Amendment File Z.23.016

Our names are Lui Mancini and Franca Gullace. We live at ■■■ Queensberry Crescent which directly faces the proposed development. We are writing to vehemently oppose The Teston Rd Development Proposal - Official Plan Amendment File OP.23.008, Zoning Bylaw Amendment File Z.23.016 and request that City Council decline this application and take into account our concerns.

Prior to purchasing our home in March of 2007 we inquired with City of Vaughan about the future development plan for the proposed area. We learned that Teston Rd would be developed through the proposed area and the development was imminent. However the future proposed development was to build low density single family dwellings similar to the ones we live in. Knowing this, we proceeded with the purchase our home as we loved the neighbour hood. This was exactly the place we wanted to raise our daughter. We are a tight community and we all look out for each other. Approving the proposed high density stacked townhomes will greatly compromise the character of our neighborhood and we will lose the comradery of our neighborhood we have come to love over the years.

Some of our concerns with the proposed high density housing plan is in such a small area, where will all these people park, where is the designated play area and leisure area. We need to consider that this will also increase the amount of through traffic. There will be constant incoming and outgoing traffic going in and out of Teston Road which is a major road that lead to Highway 400, Jane Street and Keele Street. Being also located on main intersection there will be more crime. There will be parking violation as there is not enough parking spots for all residence, guest and service vehicles not to mention deliveries coming in and out. The traffic will also generate more noise pollution as the traffic will be driving by our home from Ashton, Queensberry as we live in the corner home. This congestion also worries us with regards to our safety. We also have a concern with the accumulation of garbage being left around the neighbourhood and the large bins that will attract rodents given the limited road access to the stacked townhomes. What is the city's plan to remove snow give the density. Currently the city piles the snow at the end of the street which obstructs the street given the volume of snow. It saddens us that we will be loose the beautiful greenery that exist today Having a low density, quiet and peaceful atmosphere and natural landscaping of the neighbourhood are very important to us all. This proposal will also bring down the value of our home. We also request the city look into the precedence being set with the units being built on top of the water tanks. What are the long term effects and financing impact, safety and financial impact of failure in the future.

We are fully aware of the impact this proposal will have on us because our daughter, son in law and our 1 year old granddaughter just moved in with us. They purchased a stackable town home/condo located in Woodbridge at Pine valley & Hwy 7 area similar to the proposed plan just over 2 years ago and have firsthand experience of all reasons they do not want to raise their daughter in the environment. They have just moved back ith us because they could not live any more in that type of environment. They found it to be very congested, not enough parking for the residence and guests. They found living in their own home with their one year old was not safe as the other residences

would smoke marijuana as well as smoking, and the smoke and the smell of marijuana would travel into their unit. They indicated that the garbage would pile up which was located in a common area of the units and you would here the lid constantly banging open and shut as residences would drop off their garbage. They found there was a lot of noise and pollution. Another issue they had was the high volume of deliveries dropping off parcels, food all hours of the day and late into evenings. There was also a fair amount of crime as the residence cars were being broken into in the underground parking where you require a fob or code to get into. The underground parking would also have flooding and accumulated water just sitting there. Not to mention a lot of these properties are rental properties and renters do not respect the properties like home owners do. I also like to address the dog poop left behind when the dog owners would take their dogs out and would not pick up after their pets. It is very common to see dog poop everywhere. For this reason our granddaughter, daughter and son-in-law are living with us to provide them with safe, clean environment for our granddaughter where they can take. Their home is currently up for sale.

We understand that there is a right to develop as the law permits and that the province of Ontario is encouraging intensification. We are requesting that the character of the area maintain as single family homes, low density. The issue as indicated above is not just character or density, but also the height of the proposed development.

We also ask that council include us on all future correspondence, notices regarding this proposed plan.

Thank you for hearing us.

The residence of [REDACTED] Queensberry Crescent.

From: [Anthony Di Marco](#)
To: Clerks@vaughan.ca
Subject: [External] The Teston Road Development Proposal- Official Plan Amendment File OP.23.008, Zoning ByLaw Amendment File Z.23.016
Date: November-12-23 10:31:48 AM

Subject: Urgent: Concerns Regarding Proposed Teston Road Development Plans - Official Plan Amendment File OP.23.008, Zoning By-Law Amendment File Z.23.016

Dear City Council,

My name is Anthony DiMarco, and I, along with my family of four, have been proud residents of Maple for the past 24 years. I am writing to urgently express my concerns about the proposed Teston Road Development Plans covered under the Official Plan Amendment File OP.23.008 and Zoning By-Law Amendment File Z.23.016.

I want to begin by stating my understanding and appreciation for the necessity of development in our city. I acknowledge the inevitability of changes to our landscape over time. However, upon reviewing the proposed plans, it becomes apparent that there are significant deviations from the initially projected vision, raising serious concerns.

As a long-time resident, I have witnessed the evolution of our community. While I recognize that new legislation may necessitate adjustments, it is equally important that proposed developments align reasonably with the initially projected vision. The suggested changes, particularly the heightened density and alterations to the architectural landscape, not only deviate significantly from what was initially anticipated but also raise serious concerns about the overall character of our cherished neighbourhood. This departure from the initial projections is drastic and warrants careful consideration.

I wish to clarify that my intent is not to oppose development outright. Instead, I am reaching out to advocate for a more thoughtful and considerate approach that prioritizes the preservation of the unique qualities that make our community special. I firmly believe that a collaborative effort between the city council and residents can result in a more balanced and mutually beneficial plan.

I kindly request that the city council thoroughly review the proposed Teston Road Development Plans, taking into account the valid concerns of long-standing residents like myself. Open dialogue and collaboration are pivotal in achieving a development that not only meets the evolving needs of our city but also preserves the essence of our community.

Additionally, I kindly request to be kept abreast of any news or updates regarding the Teston Road Development Project. Please include me on any mailing lists or notifications related to this project. Staying informed is crucial for residents, and I appreciate your efforts in ensuring transparency throughout this process.

Thank you sincerely for your time and consideration. I am hopeful for a positive and constructive discussion on this matter.

Sincerely,

Anthony and Donna DiMarco
[REDACTED] Ashton Drive
Maple, Ontario [REDACTED]

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C18

Communication

Council – November 14, 2023

CW(PM) – Report No. 45 Item No. 2

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Teston Road Development Proposal
Date: November-13-23 9:23:45 AM
Attachments: [To Whom it may concern.pdf](#)

From: Maurizio Ballardini [REDACTED]
Sent: Monday, November 13, 2023 8:29 AM
To: Clerks@vaughan.ca
Subject: [External] Teston Road Development Proposal

To Whom it may concern,

I was not present at the November, 1st, 2023 Public Meeting of the City Council, regarding the Teston Road Development Proposal. I was, however, given details from several neighbors who were in attendance and strongly opposed the proposed development.

My Family and I also **strongly oppose** this project for a number of important reasons. We are immediate neighbors to this proposed project and have lived in this community for over 15 years. We have enjoyed the quiet and non-congested peace and quiet of this mostly single-family residential neighborhood, with few mid-density dwellings nearby. People who have moved to this area appreciate the quiet streets, cul-de-sacs, and ravines that define this community.

Developing "Stacked Townhomes" would drastically change the complexion of this community adversely for a number of reasons, which I'm sure have been voiced...Including over 380 units with approximately 1200 people and 800 cars, causing additional congestion, traffic, and parking issues in our quiet peaceful neighborhood, not to mention the change in demographics as a result of most of these townhomes becoming rentals. These lands are not designated for this type of development in the official plan and should remain reserved for larger lot developments...

We have already been subjected to an increase in traffic and development from The New Walmart Distribution Centre and future 400 North Employment lands and the future proposed opening up of Teston Rd. between Keele and Dufferin...

I believe that these projects are necessary, to help with the housing shortage issues we face, but feel that this particular type of project would be better suited as quoted by federal government (**It will allow for high-density development near public transit, including GO train and subway stations**) which are not be readily available in this area.

Regards,

Maurizio Ballardini

■ Cooper Creek Ct
Maple, ON ■

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] The Teston Road Development Proposal - Opposition
Date: November-13-23 9:47:41 AM
Importance: High

From: Alex Gileppo [REDACTED]
Sent: Monday, November 13, 2023 9:42 AM
To: Clerks@vaughan.ca
Subject: [External] The Teston Road Development Proposal - Opposition
Importance: High

Good morning

This is to advise you that my husband and I are totally against this Teston Road Development and would appreciate our voices being heard.

Regards,

[Alexandra & Roberto Gileppo](#)
[REDACTED] [Klamath Court](#)
[Maple, ON](#) [REDACTED]

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] The Teston Road Development Proposal - Official Plan Amendment File OP.23.008; Zoning Bylaw Amendment Z.23.016
Date: November-13-23 10:09:48 AM

From: RYAN KIMENS [REDACTED]
Sent: Monday, November 13, 2023 10:08 AM
To: Clerks@vaughan.ca
Subject: [External] The Teston Road Development Proposal - Official Plan Amendment File OP.23.008; Zoning Bylaw Amendment Z.23.016

I am a resident of Ashton Drive in Maple and live near the proposed development initiated by the Teston Road Development Group. I am opposed to the proposal submitted by the Teston Group for the addition of 380 stacked townhouses as it would be totally against the design and infrastructure of the existing neighborhood.

This community has existed and thrived for 20 plus years and the pride of ownership is evident as you drive along Ashton. The addition of close to 1200 new occupants along with likely over 800 personal vehicles in such a condensed space feels extremely short sighted and profit driven.

I appreciate that there is a significant demand for new housing in Ontario, but a mature and existing single family dwelling style neighborhood is not a blank canvass to stuff and stack as many people and units in as possible.

I would like to be advised of any and all future communications or correspondence relating to this project.

Thank you,

Ryan Kelly

C21

Communication

Council – November 14, 2023

CW(PM) – Report No. 45 Item No. 2

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Teston Road Development Opposed
Date: November-13-23 10:54:02 AM

From: ALEXANDRA GILEPPO [REDACTED]
Sent: Monday, November 13, 2023 10:41 AM
To: Clerks@vaughan.ca
Subject: [External] Teston Road Development Opposed

Good morning

This is to voice my opposition in regards to the Teston Road proposal.

Regards

Ermelinda Gileppo
[REDACTED] Pine Hollow Crescent
Maple, ON [REDACTED]

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Teston Road Development Proposal
Date: November-13-23 10:54:11 AM

From: Quyen Do [REDACTED]
Sent: Monday, November 13, 2023 10:31 AM
To: Clerks@vaughan.ca
Subject: [External] Teston Road Development Proposal

Good morning,

We understand that The Teston Road Landowners Group Inc. intends to develop 380 townhouse units in the southeast quadrant of Teston Road and Jane Street. Despite the information provided during the public council meeting on November 1, 2023, we are still deeply concerned about the effects of this development on the surrounding neighborhood.

380 townhouse units would mean an increase of approximately 750 cars and 1200 people in the condensed living area. We are worried that the proposed underground parking area will not be sufficient leading to the overflow of cars parked on the surrounding streets of the development. We already have an issue with cars driving above the speed limit in the area. With the opening of Ashton Road as a result of the development and the increase in volume of through traffic in the area, this will increase the risks for pedestrians in the neighborhood. Also, the proposed roadway entrance from Teston road seems too small to accomodate entry from a major arterial road which will likely result in congestion along Teston or an increase of traffic along other roads like Ashton as a result of re-direction.

Lastly, we do not believe that the traffic and noise study reflects the true impact of the area and its anticipated developments: opening of Ashton road, the anticipated infill or Block 27 (on the other side of Teston), truck traffic associated with the Walmart distribution centre, the future development of Jane as a priority transit network, etc.

We hope that the developers will be able to address these concerns before proceeding further.

Sincerely,

Quyen & Derek Bradley
[REDACTED] Cooper Creek Court

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Development Plans for 2863, 2889, and 2901 Teston Road
Date: November-13-23 11:56:27 AM
Attachments: [Nov 1, 2023 Address to Council Members .pdf](#)

From: Anna Cavaliere [REDACTED]
Sent: Monday, November 13, 2023 11:41 AM
To: Clerks@vaughan.ca
Subject: [External] Development Plans for 2863, 2889, and 2901 Teston Road

Good day,

Further to my address to Council Members at the meeting on November 1, 2023 (written copy of which is attached), please be advised that my husband Richard Thomson and I, remain very strongly opposed to the development plans as proposed by the developer.

We wish to stress our opposition to both the excessive density proposed by the developer, which will create a number of issues and problems for the residents of the neighbourhood and the general area, as well, as the type of housing proposed by the developer, which is completely uncharacteristic of the houses in the existing neighbourhood.

Moreover, as an immediate neighbour of the subject lands (being a resident of Queensberry Crescent), a plan for anything less than the type of housing on our street, is most offensive to us.

To even entertain a proposal by the developer to not at least continue appropriately-characteristic housing on the west side of Queensberry Crescent is extremely upsetting to all the residents currently residing on the east side of Queensberry. The mere consideration of having the said residents potentially have to look out upon a development consisting of the side construction of high density housing, with all the unsightly results and parking garage access, is absolutely mind-boggling to us.

Again, as I stressed in my address to Council Members on November 1, 2023, the land in question is an infill land piece which should remain consistent with the surrounding development and area. However, if this is not entirely possible, at the very, very least, the development should include the continuation of Queensberry Crescent, characteristic of the current homes on Queensberry Crescent.

Please consider the existing residents of this neighbourhood, in any further consideration and/or decisions relating to any further proposals put forth by the developer.

I am once again appealing to the Council Members to please consider how each of you would feel if this was happening in your neighbourhood, or worse, on your street. Please do not be swayed by the guise that any high density, uncharacteristic housing is in the best interests of any citizens, existing Vaughan residents or future, when it is abundantly clear that any such proposals by the developer is strictly for more profit.

Thank you kindly for your consideration.

Sincerely,

Anna Cavaliere and Richard Thomson

■ Queensberry Crescent

Good evening Council Members

My name is Anna Cavaliere and my residence is ■■■ Queensberry Crescent, which is directly east of the lands for which the said application has been put forth.

My husband Richard Thomson and I, along with our daughters, and many friends and neighbours, many of which are here this evening, have enjoyed living in our neighbourhood for the past 20 years, ALWAYS knowing full well that the lands in question would one day be developed.

Therefore, we gather here this evening not to oppose the development of the subject land, but rather to oppose the application/proposal to build 380 townhomes.

What is being proposed by the developer/applicant is NOT what was the intended plan for the subject property.

Moreover, the developer/applicant was aware of this when they purchased the property.

Our neighbourhood has a distinct low density, large, single-detached housing character, and the subject property has always been intended to be part of that character.

This application is about a 'wholesale' change to negatively alter that character.

The proposal is extremely too dense and completely inconsistent and contrary to the existing character of our neighbourhood.

As an immediate neighbour to the subject lands and the proposed development, I vehemently oppose this proposal by the developer/applicant.

Yes, the Province wishes to build more housing for Ontarians, BUT they have also maintained that such development must be at the right locations. The said lands is absolutely the WRONG location for the type of housing being proposed by the developer/applicant. I would like to emphasize that this is an infill land piece which should remain consistent with the surrounding development and area.

We are all very aware of the housing shortfall in this province, however it is simply not true that allowing this proposal for high density housing in an already established neighbourhood, and perhaps setting a precedent for similar proposals in the future, are the only options, when it is clear that there are vacant lands available elsewhere for such high density developments.

What is abundantly clear is that such a proposal/application serves the applicant/builder to build a high density development STRICTLY for more profit, and with complete disregard for the existing neighbourhood and community, as such a high density development would create a host of problems for the existing neighbouring residents.

Should this proposal go forward it will call for the serious scrutiny of the decision and it will undoubtably call into question the integrity of this process as well as the intentions of this council.

I am appealing to you all, Council Members, to please consider ending this proposal/application outright at this time. Please consider how each of you would feel if such a development was occurring in your neighbourhood?

Thank you kindly Council Members for your time.

From: Clerks@vaughan.ca
To: [Adelina Bellisario](#)
Subject: FW: [External] Re: File numbers OP.23.008, Z.23.016, and 19T-23V003
Date: November-13-23 11:56:53 AM
Attachments: [Letter to the City of Vaughan.pdf](#)

From: Mary Battaglia [REDACTED]
Sent: Monday, November 13, 2023 11:46 AM
To: Clerks@vaughan.ca
Subject: [External] Re: File numbers OP.23.008, Z.23.016, and 19T-23V003

Dear Mayor Steven Del Duca, Council Members, and City Officials,

Attached please find a formal written submission for file numbers OP.23.008, Z.23.016, and 19T-23V003 owned by The Teston Road Landowners Group Inc.

Kindly confirm receipt of this email and attached letter.

Thank you,
Mary Battaglia

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

RE: NOTICE OF OFFICIAL PLAN AMENDMENT, REZONING AND DRAFT PLAN FOR
SUBDIVISION

Dear Mayor Steven Del Duca, Council Members, and City Officials:

Please accept this letter as a formal written submission for file numbers OP.23.008, Z.23.016, and 19T-23V003. On October 11, 2023, a notice board was posted on Queesberry Crescent to inform residents of an official plan amendment, rezoning, and draft plan for a proposed subdivision. The notice board indicated that The Teston Road Landowners Group Inc. is seeking approval to build 347 stacked back-to-back units and 33 street townhouse units for a total of 380 townhouse units spread across four blocks.

We understand that the City of Vaughan, the province, and the country at large are currently in a housing supply crisis where the need to build has never been more dire. Many Ontarians are unable to afford a home due to housing prices and rising interest rates. We are also aware that the City of Vaughan is under significant pressure from both the provincial and federal governments to get shovels in the ground and build more homes as fast as possible, however, this does not mean the City of Vaughan should override where certain types of units are built. The mandate to build, endorsed by other levels of government, does not mean municipalities across the province should build as many units as possible on all parcels of land that are shovel ready. The City of Vaughan needs to be prudent and diligent when selecting parcels of land to develop.

The most important factor to consider is that the proposed development is situated in between existing neighbourhoods that contain single-detached homes. This property is considered an infill land piece and should be subject to conforming to what is already built in the surrounding area. The application is extremely dense and completely inconsistent with the existing character of our neighbourhood. The original official plans designated these lands to contain single-detached homes not stacked townhouses which the developer was aware of when the company purchased the land. If the town would like to increase the number of units in the surrounding area, the concession on the north side of Teston Road offers acres of developable land that can accommodate these types of units.

We are also concerned about the significant increase in traffic and parked cars that come with high-density proposals like this one. It is fair to assume that each unit will have multiple vehicles that will need parking space somewhere close to home and will likely resort to parking on the street. We have seen what this type of development does to communities across Ontario and it does not match what is existing in the surrounding area.

We strongly oppose these applications to make an official plan amendment, rezoning change, and proposal for a high-density draft plan. We hope that the City of Vaughan takes the concerns outlined above into consideration when making a decision on the proposed applications put forward by The Teston Road Landowners Group Inc.

Sincerely,

The Battaglia Family

■ Ashton Drive

Maple, ON ■

Mary Battaglia - ■