

Committee of the Whole (Working Session) Report

DATE: Wednesday, June 05, 2019

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**TITLE: WESTON ROAD AND HIGHWAY 7 SECONDARY PLAN STUDY–
PHASE 1 STATUS UPDATE (FILE 26.2)**

FROM:

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ACTION: FOR INFORMATION

Purpose

To provide Council with an update on the Weston Road and Highway 7 Secondary Plan Study regarding the work completed to-date, public consultation process, and draft emerging conceptual land use scenarios. In addition, this report sets out the next steps for Phases 2 and 3 of the Weston Road and Highway 7 Secondary Plan Study.

Report Highlights

- The Weston Road and Highway 7 Secondary Plan is identified as a “Required Secondary Plan Area” on Schedule 14-A of Vaughan Official Plan 2010
- An update on the Phase 1 process, including the results from the background report and supporting studies, study area vision and guiding principles, and the public consultation process to-date is provided
- Emerging conceptual land use scenarios were developed for the Weston 7 Plan to express its character based on the findings of the background analysis, consultation process and current policy planning framework
- The recommended next steps in proceeding with Phases 2 and 3 of the Weston Road and Highway 7 Secondary Plan will require additional studies and analysis; these include the establishment of a preferred land use scenario, completion of a transportation master plan and the development of the Secondary Plan
- The preferred land use scenario in Phase 2 will establish the appropriate land uses, heights and densities to support the area’s character and function

Recommendations

1. THAT the presentation by Urban Strategies Inc. entitled “Phase 1 Weston Road and Highway 7 Secondary Plan Committee of the Whole Working Session Presentation (June 05, 2019)” BE RECEIVED.
2. THAT the Working Session Report and associated appendices, including the Weston 7 Phase 1: Final Report, BE RECEIVED.
3. THAT staff proceed to prepare and issue a Request for Proposal for completion of Phases 2 and 3 of the Weston Road and Highway 7 Secondary Plan, based on the findings of the Phase 1 report, input received during this Working Session and Council’s further direction.

Background

The Weston Road and Highway 7 Secondary Plan Study (Weston 7 Plan) area is located in a key area of the city

The Weston 7 Plan area is in an important, prominently located existing commercial area immediately west of the Vaughan Metropolitan Centre (VMC) and the TTC subway. The western edge of the VMC is approximately 200 metres east of the study area along Highway 7, while the VMC subway station is 1 kilometre away at the northwest corner of Highway 7 and Millway Avenue. The Weston 7 Plan area is located on approximately 126 hectares (311 acres) of land in Ward 3. It is bounded by Fieldstone Drive and Portage Parkway to the north, the Highway 400 corridor to the east, the Highway 407 corridor to the south, and Ansley Grove Road/Whitmore Road to the west (Attachment 1). The area includes regionally-significant retail destinations, office buildings, and new high-rise mixed-use residential buildings.

The Region has identified two proposed Major Transportation Areas (MTSA’s) within the Weston 7 Plan area

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, May 2019 (“A Place to Grow”) provides the direction and framework for where and how to manage growth in the Greater Golden Horseshoe until 2041. A Place to Grow identifies Highway 7 as a ‘Priority Transit Corridor’ on Schedule 5. Both the Weston Road and Ansley Grove VivaNext Bus Rapid Transit stations have been identified as Major Transit Station Areas (MTSAs) along Highway 7 by York Region.

Section 2.2.4 of A Place to Grow provides specific policy direction for MTSAs on priority transit corridors. Section 2.2.4 3b of A Place to Grow requires that “*Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density*

target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit”. York Region, in consultation with the City, will need to approve the delineated the boundaries of the identified MTSAs and determine an appropriate density to support transit use within walking distance of the stations.

Vaughan Official Plan 2010 (VOP 2010) identifies this area a ‘Primary Centre’

Schedule 1 – Urban Structure of VOP 2010 identifies this area as a ‘Primary Centre’ which are intensification centres expected to evolve over time to accommodate greater densities and a broader range of uses. Primary Centres are planned to be served by the local and provincial road network, with higher-order transit along the Highway 7 Corridor (VivaNext) currently under construction. The Weston 7 plan will be an important component of the City’s urban structure and is expected to play an important role in the future growth and evolution of the City. It is intended this area will compliment and develop in conjunction, but not compete with, the Vaughan Metropolitan Centre (VMC) to its immediate east which has been identified as the City’s “downtown”. Section 2.2.21.1 d of VOP 2010 provides direction that the VMC will have the tallest buildings and most intense concentration of development. The Weston 7 Plan will provide the basis for this Primary Centre’s long-term growth and evolution.

Primary Centres are intended to support intensification by accommodating a wide range and mix of uses that when developed would support transit. They would also serve the residents of the Primary Centre, surrounding neighbourhoods and the City as a whole. Through the inclusion of retail uses, institutional uses, office uses, *community facilities* and human services, Primary Centres are designed to be transit-oriented, pedestrian-friendly places.

Schedule 14-A of VOP 2010 identifies this area as “Requiring a Secondary Plan”. The overall Weston 7 Plan consists of three phases:

- Phase 1 Background: A background review, public consultation, development of the vision, guiding principles and conceptual land use scenarios
- Phase 2 Secondary Plan Development: Preferred development land use alternative, plan development, testing and draft secondary plan
- Phase 3 Approvals: Final Secondary Plan approvals process (Public Hearing, Committee of the Whole, Council)

Phase 1 is now complete. Phase 2 (Plan Development) and Phase 3 (Approvals), will be completed concurrently through a separate RFP process. It is anticipated that Phase 2 and 3 will take approximately 18-24 months to complete once a consultant team has been retained.

Phase 1 (Background) Overview Process:

Phase 1 (Background) of the Weston 7 Plan was awarded in April 2018 to the consulting firm Urban Strategies Inc., as the City's lead consultant. A team of multi-disciplinary sub-consultants were hired to assist in the background review, needs assessment, including a preliminary transportation assessment, and land-use scenarios. The sub-consultants specialized in matters related to transportation, sustainability, growth management, servicing, and telecommunications.

The objective of Phase 1 (Background) of the Weston 7 Plan was to identify and address potential opportunities and constraints imposed by the area's current conditions and other influences. This included an overview of the existing policy planning framework (Provincial, Regional and Local), existing land uses, existing transportation network capacity, identification of existing barriers to connectivity, existing servicing and sustainability issues. In addition, Phase 1 also included the development of a long-term vision, set of guiding principles and a draft of three conceptual emerging land use scenarios providing a vision of how the character and function of the area can develop in the future.

The Phase 1 study took place over the course of approximately 12 months and is now complete. Phase 2 (Plan Development) and Phase 3 (Approvals Process) will be initiated through a separate Request for Proposal (RFP) process in Q3 2019.

Phase 1 (Background) included a three-stage approach that examined the elements needed for successful growth in this identified intensification area. The three-stage process included:

- Stage 1 – Project Kick-Off (May 2018)
 - Stage 1 included project start-up meetings and a site visit with the consultant team, internal departments and external agencies
- Stage 2 – Background Review and Needs Assessment (May 2018 – September 2018)
 - Stage 2 included initial mapping and background data collection, policy planning framework review, needs assessment related to transportation, population and employment outlook and commercial use assessment, sustainability, community energy, community facilities and services, water, wastewater and stormwater servicing and telecommunications, case studies and best practices review and final background report
- Stage 3 – Visioning and Development of Planning Framework (November 2018 – June 2019)

- Stage 3 included the development of the Weston 7 vision statement, guiding principles, draft emerging conceptual land use scenarios and a preliminary transportation analysis framework for the conceptual land use scenarios

Previous Reports/Authority

Previous reports dealing with the Weston 7 Plan can be found at the following links:

Finance and Administration Committee Report January 31, 2012 Item 3, Report 1
http://meetingarchives.vaughan.ca/extracts_2012/pdf/01Finance0116ex-12.pdf

Committee of the Whole Report - May 2, 2017
http://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0502_17_1.pdf

Finance, Administration and Audit Committee Report – April 3, 2018
https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance_0403_18_8.pdf

Analysis and Options

What were the results of Background Review and Needs Assessment?

The Weston 7 Plan Background Report contains an overview of the existing land use planning context (refer to Appendix 2 of Attachment 2). The Background Report provides an overview of the existing policy context including the Provincial Policy Statement ('PPS'), Growth Plan for the Greater Golden Horseshoe 2017, the York Region Official Plan ('YROP') and VOP 2010 that guide the future development of this intensification area.

The following additional studies and reports were reviewed as part of the background analysis:

- York Region Transit Oriented Development Guidelines (2006)
- York Region Best Practices for Planning Centers and Corridors
- City of Vaughan Active Together Master Plan (2018)
- City of Vaughan Zoning By-Law 1-88
- Vaughan City-Wide Urban Design Guidelines
- Green Directions Vaughan
- Vaughan City-Wide Streetscape Implementation Manual
- City of Vaughan Parks Redevelopment Strategy
- York Region Transportation Master Plan (2016)
- VMC and Surrounding Areas Transportation Study (2013)
- 7777 Weston Road Area Wide Transportation Study (2012)

Phase 1 of the Weston 7 Plan included a needs assessment review that produced a series of background reports prepared by the consultant team (refer to attachments found in the Final Report). This background information provides the context of the existing conditions in the Weston 7 area and elements requiring further analysis and future study through the Phase 2 process. These background reports included:

- A Transportation Needs Assessment Report, HDR (2018)
- Population and Employment Outlook and Commercial Use Assessment, Hemson Consulting (2018)
- Sustainability Analysis, Urban Equation (2018)
- Community Energy Plan, Urban Equation (2018)
- Planning Policy Analysis, Urban Strategies (2018)
- Community Facilities and Services Study, Urban Strategies (2018)
- Preliminary Water, Wastewater and Stormwater Servicing Analysis, TMIG (2018)
- Telecommunications Memo, RTG (2018)

The Existing Conditions of the Weston 7 Area Vary

The Background Review Report includes an analysis of the existing conditions and land use context of the Weston 7 Plan area. The report concludes:

- the Weston 7 Plan area is composed of primarily retail commercial uses, with some employment and office uses. Some of the existing retail commercial uses include many stand-alone, auto-oriented 'big box' uses and strip plazas
- the Weston 7 Plan area is beginning to show its potential evolution as a mixed-use primary centre with the recent at the northeast corner of Weston Road and Highway 7. The site consists of 30-storey and 33-storey high-rise mixed-use condominium apartment buildings and a 10-storey office building on a shared podium
- there is an existing low-density residential neighbourhood located adjacent to the Weston 7 Plan area at the north-west corner consisting of low-rise with single-detached dwellings and townhouses. The policy framework should ensure new development in the Weston 7 Plan area includes appropriate transition policies are in place from this existing neighbourhood and providing future connections to and from the community
- the existing transportation network is primarily auto-oriented with wide streets and intersections, such as Weston Road (43 metre right-of-way) and Highway 7 (45 metre right-of-way) that act as barriers for pedestrians and cyclists crossing these streets. The current road network presents challenges from a traffic, safety and connectivity perspective. Multi-modal network improvements to establish a fine-grained transportation network, based on proposed land uses, are needed to enhance mobility for transit users, pedestrians, cyclists, and drivers

What were some of the Planning Issues and Opportunities in Weston 7?

The Background Report identified potential issues and opportunities to better understand the role and function of the Weston 7 Plan area and its future redevelopment potential. This included the following:

Issues

- Streets and Blocks – congestion within each quadrant and on both Highway 7 and Weston Road, and the challenges faced by pedestrians/transit users and cyclists in travelling to and from the area
- Parks and Open Spaces – there are currently no parks or open spaces within the Weston 7 Plan area
- Transition to Adjacent Uses – the north-west boundary of the Weston 7 abuts an existing low-density stable neighborhood. Future redevelopment in this area will require sensitive transition of higher heights and densities
- Active Transportation –there is no current bicycle infrastructure in the study area. Future improvements to the mobility network, including potential community and neighbourhood bike lanes, will be needed to increase active transportation options throughout Weston 7

Opportunities

- Distinguishing Weston 7 from the Vaughan Metropolitan Centre (VMC) – the role of Weston 7, defined as a Primary Centre, should complement and not compete with the VMC (the city's downtown) for development. A balanced approach is needed to maintain the relationship of these two intensification areas
- Streets and Blocks- opportunity exists to manage existing roadway congestion and create a fine-grained, multi-modal transportation network. To realize the potential of the area, users must be provided with more convenient, safe and accessible choices to travel to, and travel around, the area
- Parks and Open Space- the Weston 7 Plan, through future phases of work, will need to define a parks and open space network to support the future community
- Sustainable Communities – realizing opportunities for sustainable development opportunities such as green buildings, sustainable water management, energy efficiency and sustainable waste management
- Developable Land – there is redevelopment potential of the current low-density commercial uses and large surface parking lots in the plan area

- A Place for Growth - transit-oriented development is needed to support the Highway 7 VivaNext Bus Rapid Transit corridor, the two identified Major Transit Station Areas (MTSAs) within the study area and their connection to the TTC Subway in the VMC

An extensive public consultation process was undertaken to gather feedback and inform Phase 1 of the Study

The public consultation strategy included a number of meetings with various key internal and external stakeholders including the public. The purpose of the consultation strategy was to seek feedback on the current role of the area and develop an understanding of its strengths, weaknesses, challenges, and opportunities. In addition, staff received input on the area's future vision from current landowners which included their future plans for long-term redevelopment.

The Phase 1 public consultation process included:

Technical Advisory Committee Meetings

- June 13, 2018 - Technical Advisory Committee Roundtable Summit, with representatives from key agencies and City of Vaughan departments including:
 - Policy Planning and Environmental Sustainability
 - Cultural Heritage
 - Development Planning/Urban Design
 - Economic and Cultural Development
 - Infrastructure Delivery
 - Parks Development
 - Vaughan Public Libraries
 - Development Engineering
 - York Region
 - Toronto and Region Conservation Authority
 - Viva Next York Region Transit
 - York Region Public and Catholic School Boards
 - Ministry of Transportation (MTO)
- October 2, 2018 - Technical Advisory Committee Vision and Guiding Principles Roundtable Discussion
- March 12, 2019 - Technical Advisory Committee Land Use Scenarios Roundtable Discussion

Landowner Meetings

- June 2018 – August 2018 - a series of key stakeholder interviews with area landowners and their representatives
- March 18, 2019 - landowner meeting on the conceptual land use scenarios-

Public Open House Meetings

- June 27, 2018 - Ideas Workshop attended by members of the public and development industry representatives. The objective of this workshop was to establish a context for growth and change in the area, where they go in Weston 7 and enjoy or have concerns, and to hear the community's ideas for the future
- November 7, 2018 - Vision and Principles Open House presenting the draft vision and principles for Weston 7. The objective of this open house was to review the overall vision for the Weston 7 Secondary Plan and review the eight guiding principles
- March 25, 2019- Conceptual Land Use Scenarios Workshop presenting and receiving feedback on the 3 draft emerging conceptual land use scenarios

City of Vaughan Website

- project website updates providing information about the project

Interviews with Local and Regional Councillors

- June and July 2018 - interviews were held with Local and Regional Councillors on their ideas for the future of Weston 7

A Vision Statement and set of Eight Guiding Principles Emerged through the Public Consultation Process

A vision statement, as well as a set of eight (8) Guiding Principles for Weston 7 were developed as a result of the consultation process. The vision statement for the Weston 7 Plan is:

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. The area 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.

The Weston 7 vision statement will be supported by the following eight key guiding principles:

1. Role - Develop a significant commercial, cultural, and entertainment destination that builds upon current assets and strengthens the local economy by:
 - enhancing the area's current role as a commercial and entertainment center
 - creating a public cultural destination within Weston 7

- establishing policies that reinforce no net loss of commercial floor space over time
 - supporting prosperity by encouraging opportunities for local employment
2. Multi Modal - Establish a connected multi-modal community that supports choice of movement for cars, pedestrians, cyclists and transit users by:
 - establishing a fine-grained, connected street network to create more choices for movement and to help reduce existing congestion
 - building a transportation network with safe and comfortable infrastructure for pedestrians, cyclists and drivers
 - establishing a pedestrian network for easy access to public transit
 3. Public Realm - Create a diverse and a high-quality public realm that supports urban vibrancy and civic gathering by:
 - creating a memorable, high-quality environment that enhances Weston 7's sense of identity and provides opportunities for place-making
 - encouraging a range of connected public parks and open spaces, as well as at-grade, privately owned, publicly accessible open space to create new green network for Weston 7
 4. Housing - Encourage variety in housing types and tenures to meet the housing life-cycle needs of people of all ages by:
 - supporting housing types and tenures to serve Vaughan's changing demographics and to foster a dynamic community for all ages including housing for seniors, singles, families, and affordable housing
 5. Well Being - Encourage an inclusive community with a built environment that fosters social connection and cohesion by:
 - including services, amenities and gathering places to enhance community cohesion for all who work, live or visit Weston 7
 - promoting health and wellness and connection to nature through a high-quality open space system
 - supporting Crime Prevention Through Environmental Design (CPTED) principles in the development of buildings and open spaces in Weston 7
 6. Sustainable - Create a place that is rooted in sustainability and considers impacts to future generations by:
 - demonstrating best practices in sustainable urban development, minimizing resource and energy use, working towards the achievement of a low-carbon community
 - encouraging sustainability by making efficient use of existing infrastructure and other resources

7. **Balanced Intensification** - Develop a balanced approach to growth and density that capitalizes on transit investment while respecting the ability of other Vaughan centers to also grow and evolve by:
 - taking a coordinated approach to understand and reinforce the role of Weston 7 in relation to other Vaughan Centers, particularly the VMC
 - establishing appropriate development densities within walking distances to Major Transit Station Areas (MTSAs)
8. **Design Excellence** - Focus on high quality place making and design excellence to distinguish Weston 7 within the region and Greater Toronto Area by:
 - framing and activating the public realm through new development
 - creating balance between built form and open spaces
 - promoting high quality architecture and public spaces

A wide range of comments and feedback was received at the Vision and Guiding Principles Open House

On November 7, 2018, the City hosted a public open house to receive feedback from stakeholders, landowners and members of the community on the vision statement and set of guiding principles for Weston 7. Some of the comments received from the public included the need to:

- create new green spaces in the area while providing new landscaping and an increased tree canopy
- ensure transit access to the VMC and the TTC subway, as well as connections to other transit systems
- support for the role of the area as a cultural and commercial destination
- address concerns and frustrations about current traffic congestion in the area today
- address concerns regarding the walkability of the area and the desire for a safer and easier to use pedestrian network
- provide local streets in close proximity to residential areas to allow the existing community to walk to the area
- provide cycling connections and implement new cycling infrastructure throughout the area to address connectivity and safety concerns
- meet the desire for mid-rise buildings that are connected to transit
- limit the amount and type of higher density development
- encourage activities through the winter months

Three high-level draft land use scenarios were developed to express potential options for Weston 7 based on its thematic role and character

City Staff, together with Urban Strategies Inc., worked collaboratively to establish a series of draft land use concepts for the Secondary Plan that considered the

background analysis, vision statement and guiding principles, and current planning context (Attachment 2- Final Report). Using the current VOP 2010 land use designations as a basis, conceptual draft land use scenarios were developed to provide alternative approaches in expressing Weston 7 as a Primary Centre, with each scenario consisting of various precinct character areas. Each of the precincts within the draft scenarios have an intended theme to better understand the role of those precincts within Weston 7. The three draft scenarios developed include the following:

- Scenario 1- Four Corners Central Node
- Scenario 2- Two Nodes Retail Focus
- Scenario 3- Mixed-Use Entertainment Precinct

Scenario 1- Four Corners Central Node

Scenario 1 (attachment 3) consists of six precincts, including an office-integrated mixed-use central node at the study area's epicenter, the Weston Road and Highway 7 intersection. The four corners of Weston Road and Highway 7 are surrounded by high-rise mixed-use development and transitioning to mixed-use neighbourhood precincts further from the centre. The central node would encourage office uses in podium levels of high-rise mixed-use buildings at the four corners of Weston Road and Highway 7. A greater emphasis is placed on main-street type retail uses in the mixed-use neighbourhood precincts in the northwest and southeast corners. An entertainment precinct is located at the south east corner of Weston 7 proposing mid-rise mixed-use development.

Scenario 2- Two Nodes Retail Focus

Scenario 2 (attachment 4) consists of six precincts, including a main corridor with retail uses (at-grade) linking both of the proposed Major Transit Station Areas (MTSAs) at Weston Road and Ansley Grove along Highway 7. The retail nodes are surrounded by high-rise mixed-use development and transitions to mixed-use neighbourhood precincts further from the retail nodes. An entertainment precinct is located between Weston Road and Highway 400, south of Highway 7, and includes a retail high street, potential public plaza/square and high-rise and mid-rise mixed-use development.

Scenario 3 – Southeast Mixed-Use Entertainment Precinct

Scenario 3 (attachment 5) consists of five precincts and carries the most intense mix of uses with office priority areas, entertainment uses in the "Entertainment/Office Precinct", and at-grade retail streets all between Weston Road and Highway 400, south of Highway 7. Other precincts in this scenario include mixed-use neighbourhood precincts with high-rise and mid-rise mixed use. Opportunities for retail focus uses are also identified in the northwest precinct, north of Highway 7.

The purpose of the draft scenarios is to express the area's identity and function. Phase 2 will analyze a preferred scenario and establish appropriate land uses, heights and densities to support that function. Each of the scenarios identified above includes a conceptual transportation network with existing and potential future network connections including the Colossus Drive overpass over Highway 400 that connects to the VMC. The future primary network connections and a secondary transportation network will be developed, analyzed and tested as part of Phase 2 of the Weston 7 Plan to establish the appropriate network connections, which may include additional streets, pedestrian mews, separated cycling facilities, and other components needed to support the future growth of this area.

These conceptual land use scenarios also identify potential locations for parks, understanding that specific park typologies, locations and configurations will be determined once the ultimate population and jobs for Weston 7 is established through Phase 2.

Comments and feedback were received from landowners in Weston 7 on the conceptual land use scenarios

A landowner meeting was held on March 18, 2019 and included a presentation of the Phase 1 process to-date and an introduction of the conceptual land use scenarios. The following is a high-level summary of the comments received by the landowners on the scenarios:

General

- all three land use scenarios include the east-west connection of the Colossus Drive Overpass over Highway 400 connecting to the VMC; this will allow all users to access these vibrant mixed-use areas
- consideration should be given in all scenarios to revitalizing and improving the existing stormwater management pond in the southeast quadrant to integrate a park or open space
- each of the precincts need to be treated differently, but also work together to be walkable
- park locations should be positioned in key locations to serve a high number of residents
- Portage Parkway should be considered as another gateway location to Weston 7
- concerns raised over land use scenarios designating large areas as homogenous commercial zones and that alternate land use designations not currently in place in VOP 2010 be explored for certain locations. Some landowners support re-designating properties for high-rise mixed-use. Some landowners, however, expressed that all land use scenarios should continue to align with the existing VOP 2010 land use designations and proposed no modifications

Scenarios

- Scenario 1 proposes too much office space which may compete with the VMC but also may not be feasible from a market perspective
- Scenario 1 includes two potential park locations and a school/community hub in the northeast precinct. The school/community hub should be located closer to the existing residential community in the northwest precinct and the need for two parks in this precinct should be further evaluated
- Scenario 2, with the inclusion of the public squares and retail focus streets in the entertainment precinct, will draw people to the area and promote a place for people to live, work and visit by walking and creating focal points
- Scenario 2 may provide true mixed-use development along Highway 7, with lower level commercial development and upper level residential and office in mixed-use buildings. However, some blocks in Scenario 2 may be too shallow or irregular to allow for mid-rise or high-rise mixed-use development
- the retail nodes proposed in Scenario 2 may require economic incentives to be fully realized
- Scenario 3 provides the most balanced approach with a good mix of uses, with a retail and entertainment focus that is closest to Weston Road and Highway 7
- Scenario 3 conceptual park locations are close together and away from existing residents
- attracting significant office uses in Scenario 3 may again compete with the VMC or not materialize over the long-term

Landowners also provided feedback on what is needed for future phases of the Weston 7 Plan. The following summarizes some of the key points:

- many existing retail commercial uses remain successful and have no relocation or redevelopment plans in the short-term
- land use compatibility between existing uses and new land uses, such as residential, needs to be reviewed with respect to any access and noise issues. This may include transition policies adjacent to employment areas and highways
- future park and school locations should be determined and reviewed based on the future population and in areas that serve the most residents
- a development phasing strategy is needed for the development of the area to ensure logical and orderly development, on the understanding that there may be short-term and long-term landowner redevelopment opportunities
- the future road network needs to be comprehensively reviewed (in consultation with appropriate agencies including MTO) and should consider existing property boundaries when developing new network connections, as well as looking at private streets, mews, and laneways to achieve a finer-grained network that is based on appropriate development blocks
- Mid-rise Mixed Use and Community Commercial Mixed-Use designated sites in Weston 7 could emulate similar heights and densities found in the lower designations in the VMC Secondary Plan but higher than the current height and

density limits of the Mid-Rise Mixed-Use and Employment-Commercial Mixed-Use land use designations surrounding the Weston 7 Plan area

An open house on the emerging conceptual land use scenarios was held to receive feedback from the community

A Public Open House was held on March 25, 2019 and included a presentation of the Phase 1 process to-date and an introduction of the conceptual land use scenarios. The following is a high-level summary of the comments received on the scenarios:

Scenario 1

- the office focus seems to 'take over' the intersection and loses the community feel; the office space should be contained and not too high
- the entertainment district is too far away from Highway 7 and transit and should be moved further north
- there seems to be a good layout of green spaces but lacks a common space for community gathering and engagement

Scenario 2

- there is a need for more locations for civic engagement, but the entertainment district is in a good location and closer to transit
- the retail node at Ansley Grove stretches the business/retail area too far and should be contained to the Weston Road and Highway 7 area
- there is support for the neighbourhood transition areas

Scenario 3

- the entertainment precinct is in a great location with many retail streets and a public square
- the area needs more greenspace
- any new high-rise development should be closer to Weston Road

Additional studies and analysis are required in Phase 2 of the Weston 7 Plan to establish an ultimate land use plan and to develop a draft Secondary Plan

The emerging conceptual land use scenarios have been developed to build on the vision statement and guiding principles to define the role, function and primary intended mix of uses for the Weston 7 area. Through additional analysis in Phase 2, employment and residential targets, built form, density, parks and open spaces, and the proposed transportation network and servicing capacity will need to be evaluated to determine a preferred land use scenario. The preferred scenario will also have to be evaluated against the vision statement and principles established for the Weston 7 Plan.

The preferred land use scenario should consider elements of the three conceptual land use scenarios. As a Primary Centre with existing VOP 2010 mixed-use land use

designations, uses such as office and retail should be permitted in the Weston 7 Plan, however the location and amount of these uses needs to be further analyzed in Phase 2.

Further evaluation is required to determine the preferred character that best suits the role of the Weston 7 Plan area. This will be informed by the feedback provided from Phase 1, in addition to further internal and external stakeholder engagement to test and analyze the work completed to date. Additional analysis is required with respect to market demand and uptake, economic development objectives and long-term landowner redevelopment plans. Phase 2, in developing the Weston 7 Secondary Plan, will need to provide clear policy direction to implement the secondary plan through appropriate development phasing over the long-term.

The following additional studies and deliverables are required through Phase 2 and 3 of the Weston 7 Secondary Plan:

- Transportation Master Plan (analysis, testing and recommended transportation network and policies)
- Preferred land use plan (including heights, densities and built form)
- Parks and Open Space Network
- Community services
- Municipal servicing
- Major Transit Station Areas (MTSAs) delineation and population and employment recommendations
- Urban design principles and policies
- Draft Final Secondary Plan

Transportation

- The Transportation Master Plan will involve the assessment of the conceptual land use scenarios, analysis and identification of a preferred alternative and supporting policies for implementation. The study framework will meet the following primary objectives (see attachment in the Final Report for Preliminary Transportation Assessment Report):
 - Complete a Transportation Master Plan which satisfies Phases 1 and 2 of the Municipal Class EA process, in conjunction with the Secondary Plan process
 - Test grid street network options in concert with land use / growth to maximize connectivity and efficiency
 - Evaluate an active transportation network that is comfortable and safe
 - Use a Multimodal Level of Service approach to evaluate network connections and infrastructure
 - Evaluate the impacts of new mobility options

- Develop a travel demand management and parking strategy

Land Use

- The preferred land use plan will need to establish the appropriate overall population and employment yields for Weston 7. In order to determine the ultimate maximum density for Weston 7 various built form typologies will need to be established through demonstration plans and massing models based on prescribed heights and densities
- Modifications to the existing mid-rise mixed use or commercial mixed-use land use designations could be considered if there is a demonstrated need, achieved through a land use needs assessment study
- If changes were to be considered to the community commercial designation, a minimum non-residential depth should be established from 400 series highway corridors to buffer residential uses
- The outcomes from the York Region MTSA review with respect to the area's two MTSA's will need to be incorporated and tested against the transportation network. The role and growth potential of these MTSA's, in relationship to other higher-order transit stations and intensification areas in Vaughan, is to be considered in conjunction with Vaughan's Official Plan review process
- The ultimate density for Weston 7 should also be evaluated in relationship to the land use mix recommendations, policy-based people and job targets, landowner expectations, long-term development plans, and public and stakeholder feedback

Servicing

- An assessment of servicing capacity and storm water management infrastructure requirements in relationship to the targeted population and final land use scenario is required to understand impacts to infrastructure

Community Services

- A preliminary assessment of impacts to Community Services was performed as part of the Background Study. The Phase 2 work will require an assessment of the proposed densities on the community services and what, if any, impacts they would have on the area's soft services

Parks and Open Space

- Park and Open Space sizing and role will need to be confirmed and the appropriate long-term parkland provision target for the intensification area determined. Open space connections will also need to be confirmed along with pedestrian walkways and cycling connections

Outcomes of the work above may feed into an infrastructure phasing strategy where development is tied to the provisions of new hard and soft services required to meet the needs of the population.

Financial Impact

A separate Request for Proposal (RFP) process is needed to secure consulting services for Phases 2 and 3 of the Weston 7 Plan. These funds have been approved through 2019 departmental budgets.

Broader Regional Impacts/Considerations

Staff from York Region have been consulted and continue to participate in the study process as members of the Technical Advisory Committee. Representatives from Transportation and Community Planning Departments have been involved throughout the process to-date.

Conclusion

Phase 1 of the Weston 7 Plan is complete. An extensive background analysis and needs assessment was undertaken to develop a vision statement, guiding principles and a series of emerging conceptual draft land use scenarios. The Phase 1 consultation process included meetings with the Technical Advisory Committee (TAC), landowners, and members of the public, providing valuable feedback on the Weston 7 Plan area.

The vision statement, guiding principles and emerging conceptual draft land use scenarios will be further reviewed in detail and tested in Phase 2. Additional analyses and studies are needed with respect to transportation, land use, urban design, community services, parks and open space and servicing to develop the secondary plan and policies. The results of the Phase 1 Final Report will guide and inform the scope and basis for Phase 2 of the Weston 7 Secondary Plan.

The City will continue to meet with commenting agencies and TAC members such as School Boards, Ministry of Transportation (MTO), Toronto Region and Conservation Authority (TRCA), Parks Development, Economic and Cultural Development, Urban Design, and Transportation, and other agency representatives to assess future requirements and needs. Staff will also continue to consult with landowners, stakeholders, and the public through Phase 2 of the process.

As Phase 1 of the Weston 7 Plan is now complete, staff are recommending that the Request for Proposal (RFP) for Phase 2 and 3 be prepared and issued to retain a qualified consultant team to develop the preferred land use alternative, transportation master plan and final Weston 7 Plan.

For more information, please contact: Frank Marzo, Senior Planner, Policy Planning and Environmental Sustainability, ext. 8063

Attachments

1. Location and Context Map – Weston Road and Highway 7 Secondary Plan Study Area
2. Weston 7 Secondary Plan – Phase 1 Final Report, Urban Strategies, May 2019
3. Scenario 1 - Four Corners Central Node
4. Scenario 2 - Two Nodes Retail Focus
5. Scenario 3 - Southeast Mixed-Use Entertainment Precinct

(A hard copy of Attachment 2 referred to in the foregoing has been forwarded to each Member of Council and a copy thereof is also on file in the Office of the City Clerk.)

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