

Committee of the Whole (Public Meeting) Report

DATE: Wednesday, November 1, 2023

WARD(S): 3

TITLE: WESTON 7 SECONDARY PLAN

FILE NO. 26.2

VICINITY – WESTON ROAD AND HIGHWAY 7

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To present the draft Weston 7 Secondary Plan as shown on Attachment 7, and to receive comments from the public, stakeholders, and the Committee of the Whole on the proposed amendment to the Vaughan Official Plan 2010. This report provides a summary of the key policies contained in the draft Weston 7 Secondary Plan, which, when approved, will establish the framework to guide land use, building heights, densities, transportation, urban design and parks and open space, as well as the implementation of the Secondary Plan.

Report Highlights

- Summary of the Weston 7 Secondary Plan Study process
- Overview of the Provincial, Regional and Municipal planning context which informed the development of the draft Weston 7 Secondary Plan
- Description of the key land use and built form designations and policies presented in the draft Weston 7 Secondary Plan
- Technical report to be prepared by the Policy Planning and Special Programs Department will be considered at a future Committee of the Whole meeting

Recommendations

1. THAT the Public Meeting report and presentation for Weston 7 Secondary Plan (File No. 26.2) BE RECEIVED, and that any issues identified be addressed by the Policy Planning and Special Programs Department in a future comprehensive report to the Committee of the Whole.

Background

The Weston 7 Secondary Plan area is located at the intersection of Weston Road and Highway 7, west of Highway 400.

The Weston 7 Secondary Plan Study (herein referred to as the “Study”) is a City-initiated study intended to establish the appropriate land use designations and policy framework for the lands surrounding the intersection at Weston Road and Highway 7 (herein referred to as “Weston 7” or the “Study Area”). The Study process will produce a Secondary Plan (herein referred to as the “Plan”) that provides a policy framework to guide the transformation of this area into a vibrant, active, and complete community.

The Study Area is approximately 123 hectares and is bounded by Fieldstone Drive and Chrislea Road to the north; the Highway 400 corridor to the east; the Highway 407 corridor, Rowntree Dairy Road and Wings Road to the south; and Whitmore Road and Ansley Grove Road to the west, as shown on Attachment 1. The Study Area includes portions of Weston Road and Highway 7, which split the Weston 7 into four quadrants around the intersection, as shown on Attachment 2.

The Study Area primarily includes retail commercial uses with many stand-alone, ‘big box’ uses and strip plazas. There are some employment and office uses within the Study Area, however, the Study Area does not currently include any parks, open space or public service facilities. The Centro Square development, which was approved in 2018, is located at the northeast corner of Weston Road and Highway 7. It consists of two high-rise mixed-use condominium apartment buildings at 30- and 33-storeys, and a 10-storey office building on a shared podium. It is considered indicative of the potential for the evolution of the area as a mixed-use Primary Centre.

The Study Area is currently auto-oriented with large surface parking lots, wide streets and intersections, such as Weston Road, which has a 43-metre right-of-way, and Highway 7, which has a 45-metre right-of-way. The Viva Rapidway Bus Rapid Transit (BRT) Corridor runs east-west along Highway 7. Two BRT stations are located within the Study Area at the intersections of Highway 7 at Weston Road, and at Ansley Grove Road.

Northwest of the Study Area, there is an existing low-density residential neighbourhood consisting of low-rise single-detached dwellings and townhouses. Employment and office uses are located directly to the north and to the southwest. The Vaughan Metropolitan Centre (VMC) is located to the east of the Study Area, across the Highway 400 corridor.

The Weston 7 Secondary Plan area is located in a key area of the City.

As a Primary Centre, Weston 7 is 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 envisioned as a transit-oriented, pedestrian-friendly urban destination that includes a mix of uses in a variety of building types. Weston 7 is intended to complement, and not

compete with the VMC to its immediate east, which has been identified as the City's "downtown" in the Vaughan Official Plan 2010 (VOP 2010).

Weston 7 is also located within two Protected Major Transit Station Areas (PMTSA); the Weston BRT PMTSA (PMTSA 68) and the Ansley Grove BRT PMTSA (PMTSA 52).

The Weston 7 Secondary Plan is required by Vaughan Official Plan 2010.

Weston 7 is identified as a Primary Centre on Schedule 1 of the VOP 2010. Section 10.1.1 and Schedule 14-A of the VOP 2010 identify the Weston Road and Highway 7 area as a required Secondary Plan area and provide further guidance on the development and implementation of Secondary Plans.

In response to the VOP 2010 requirements, Council directed Staff on March 21, 2017, to propose a work plan for initiating the required Secondary Plan and report on funding options. A Communication to Council, dated May 16, 2017, was prepared, recommending that the City initiates Phase 1 of the Secondary Plan Study, and that upon the conclusion of Phase 1 work, Staff report back with a refined work plan for the undertaking of a more detailed Secondary Plan and Transportation Study. The City subsequently retained the consultant services of a multi-disciplinary team led by Urban Strategies to undertake Phase 1 of the Secondary Plan Study.

Phase 1 commenced in 2018. It included a comprehensive background review and resulted in the development of an enhanced draft vision, guiding principles and three conceptual land use scenarios to guide the development of the Secondary Plan. On June 5, 2019, Council received a report prepared by the Policy Planning and Special Programs Department with the results of Phase 1, and the recommended steps in proceeding with Phases 2 and 3 of the Secondary Plan Study. The City subsequently retained the consultant services of a multi-disciplinary team led by The Planning Partnership to undertake Phases 2 and 3 of the Secondary Plan Study.

In May 2020, the City initiated Phases 2 and 3 of the Study. Through Phase 2, a draft Secondary Plan was prepared which provides a policy framework for land uses and built forms, parks and open space, supporting transportation system as well as the implementation of the Secondary Plan to support the anticipated growth and creation of a complete community in Weston 7.

The Study is currently in Phase 3, which includes navigating the Secondary Plan through the approvals process while continuing to refine the proposed draft Plan. The completion of Phase 3 will result in the finalization of the Secondary Plan.

Public Notice was provided in accordance with the Planning Act, and Council's Notification Protocol. The polling area was expanded to 750 metres.

Notification of this meeting was provided through the following methods:

- a) A Notice was mailed to all properties located within the Study Area as well as those within a surrounding 750 metre radius.
- b) Notification was provided to all individuals who requested further information regarding the Study, including Pine Valley Village Community Association and Weston Downs Ratepayers' Association.
- c) Notification of the Public Meeting was posted on City's website at www.vaughan.ca/Weston7.

To meet the statutory requirements of the *Planning Act*, a Notice of Public Meeting was published in the Toronto Star on October 11, 2023, and the draft Weston 7 Secondary Plan was posted on the City's dedicated webpage for the Secondary Plan Study at www.vaughan.ca/Weston7, 20 days in advance of the Public Meeting, on October 13, 2023.

Comments will be forwarded to the Office of the City Clerk to be distributed to the Committee of the Whole as a Communication and will be reviewed by the Policy Planning and Special Programs Department and addressed in a technical report to be considered at a future Committee of the Whole meeting.

The Weston 7 Secondary Plan Study has considered the relevant Provincial, Regional and Municipal policy framework.

The draft Weston 7 Secondary Plan is developed under a broad policy framework that includes the Provincial Policy Statement 2020 (PPS), A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan), the York Region Official Plan 2022 (YROP) and Vaughan Official Plan 2010 (VOP 2010).

The draft Secondary Plan is also forward-looking and up to date with recent policy and legislative changes and the on-going Vaughan Official Plan Review (OPR).

The Provincial Policy Statement 2020 (PPS)

In accordance with Section 3 of the *Planning Act*, decisions affecting planning matters "shall be consistent" with the PPS. The PPS provides policy direction on matters of Provincial interest related to land use planning and development.

The PPS states that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. The PPS recognizes that "Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel" (Part IV).

The PPS states, "Healthy, livable and safe communities are sustained by ... promoting the integration of land use planning, growth management, transit-supportive

development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs” (Section 1.1.1).

The PPS requires planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan)

The Provincial *Places to Grow Act* is the governing legislation that implements the Growth Plan, and it states that all decisions made by municipalities under the *Planning Act* “shall conform to” the Growth Plan. The Growth Plan is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form and housing.

The Guiding Principles of the Growth Plan includes supporting the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime. The principles also include prioritizing intensification and higher densities in Strategic Growth Areas to make efficient use of land and infrastructure and support transit viability, in addition to improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

The Growth Plan focuses growth within settlement areas in Strategic Growth Areas including Major Transit Station Areas (MTSA), which are areas within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. Policy 2.2.4 of the Growth Plan establishes the policies for MTSA, including a minimum density target of 160 residents and jobs combined per hectare for MTSA served by light rail transit or bus rapid transit. The MTSA policies of the Growth Plan are applicable to Weston 7 due to its location at two BRT Stations at the intersection of Highway 7 and Weston Road, and Highway 7 and Ansley Grove Road.

York Region Official Plan 2022 (YROP)

The YROP *identifies an Urban System that includes a hierarchy of intensification within Built-up Areas*, including MTSA. It establishes a phased intensification target to 2051 and provides for a comprehensive approach to growth management that fully integrates infrastructure and financial planning with land use planning.

Pursuant to Section 16 of the *Planning Act*, the YROP identifies two Protected Major Transit Station Areas (PMTSA) at Weston 7 and establishes a minimum target density for each as per Appendix B of the YROP; the Weston BRT PMTSA with 250 residents and jobs per hectare, and the Ansley Grove BRT PMTSA with 200 residents and jobs per hectare. PMTSA are planned and designed to support existing and planned transit

infrastructure and to accommodate a range and mix of land uses, housing types, employment, active transportation amenities and activities.

Policy 4.4.42 of the YROP provides further direction on establishing policies within PMTSAs, including policies to achieve the minimum target densities through transit-supportive development, and strategies to promote the development of safe, attractive, and compact mixed-use pedestrian environments aimed to attract and retain jobs and employment uses. The Policy also addresses *affordable* housing targets and the implementation of Inclusionary Zoning.

Vaughan Official Plan 2010 (VOP 2010)

Weston 7 is identified as a “Primary Centre” in the VOP 2010, which states that “Primary Centres will become mixed-use areas with residential development, as well as a wide range of other uses that will serve the residents of the Primary Centre, the surrounding Community Areas and the City as a whole, including retail uses, institutional uses, office uses, community facilities and human services. They will be designed as transit-oriented, pedestrian friendly places” (Section 2.2.5).

Specific direction is provided related to Primary Centres in Section 2.2.5.6 of the VOP 2010, including recognition of Weston 7’s regional significance and its potential for residential intensification and the introduction of additional uses through the redevelopment of surface parking areas. The VOP 2010 identifies Weston 7 as an area requiring a Secondary Plan and provides guidance on the preparation of Secondary Plans in Section 10.1.1.

Schedule 13 of the VOP 2010 designates the lands directly adjacent to the intersection of Highway 7 and Weston Road as “High-Rise Mixed-Use” and the lands adjacent to Highway 400 as “Community Commercial Mixed-Use”. The rest of the lands within Weston 7 are designated as “Mid-Rise Mixed-Use”. Currently, there is no permitted maximum height or density for the lands within Weston 7.

“High-Rise Mixed-Use” and “Mid-Rise Mixed-Use” areas “...are generally located in Intensification Areas and provide for a mix of residential, retail, community, and institutional uses. These areas will be carefully designed with a high standard of architecture and public realm, and well-integrated with adjacent areas” (Section 9.2.2.6 and 9.2.2.4). “Community Commercial Mixed-Use” areas are “...predominantly commercial areas appropriate for non-residential intensification and making efficient use of existing or planned rapid transit and transit investments. These areas are planned to be developed with commercial buildings that allow for a variety of business uses to occur in close proximity to each other in order to assist the City in achieving its intensification objectives and meeting the commercial needs of residents and businesses” (Section 9.2.2.8).

Major Transit Station Areas (MTSAs)

On September 26, 2023, Council adopted Official Plan Amendment 101 (OPA 101) to bring the VOP 2010 policies into conformity with the approved YROP and to add Schedule 1C – Protected Major Transit Station Areas, which identifies PMTSAs and

establishes policies and land use designations with minimum heights and densities to achieve the minimum density target as set by the YROP. OPA 101 provides a Gross Minimum *Floor Space Index* (FSI) for each of the PMTSAs based on YROP's assumption for persons and jobs per metre-squared and converts these numbers to a recommended Gross Minimum FSI, for reference purposes, to guide site-specific FSIs. As per Table A of OPA 101, the Gross Minimum FSI for Weston 7 BRT PMTSA is 1.4 and for Ansley Grove BRT PMTSA is 1.1.

Official Plan Review (OPR)

The City has been working towards updating the City's Official Plan through the OPR process to better meet the needs of current and future residents, businesses and those who visit Vaughan. The OPR is being completed in two parts: Part A Official Plan Amendment (Conformity) and Part B Official Plan Amendment. Part A is expected to be completed in November 2023 to meet the statutory adoption deadline. Part B is expected to be completed in 2024. Weston 7 continues to be identified as a Primary Centre within the proposed hierarchy of Strategic Growth Areas in the draft Vaughan Official Plan 2023.

The Weston 7 Secondary Plan is forward-looking

The Province has introduced a series of statutes amending several Provincial acts and making legislative and policy changes. These statutes include, but are not limited to *Bill 23, More Homes Built Faster Act, 2022*; *Bill 109, More Homes for Everyone Act, 2022*; *Bill 108, More Homes, More Choice Act, 2019*; and *Bill 97, Helping Homebuyers, Protecting Tenants Act, 2023*.

On April 6, 2023, the Province also proposed a new Provincial Planning Statement (PPS 2023) that will consolidate two major planning documents in Ontario: The Growth Plan and the PPS 2020. The proposed PPS 2023 will form a single province-wide land use planning policy document. The new PPS 2023 is expected to be in effect in Q4 of 2023.

On March 21, 2023, Council endorsed a Municipal Housing Pledge to accelerate housing supply and take the necessary steps to facilitate the construction of 42,000 new homes in the City by 2031. The Weston 7 Secondary Plan area, as a Primary Centre, is one of the areas identified to accommodate the development of new housing to achieve provincially mandated targets. The Weston 7 Secondary Plan is planned to be up to date with approved changes from the Province and anticipates potential significant changes in policy.

Comprehensive public and stakeholder consultation played a significant role in the Weston 7 Secondary Plan Study process.

The draft Weston 7 Secondary Plan was informed by an extensive public and stakeholder consultation process undertaken throughout the different phases of the Study and was supported by a multi-media communication approach. The process also

included engagement with Indigenous Peoples. Key consultation events included meetings with the Weston 7 Secondary Plan Technical Advisory Committee, and with the Weston 7 Secondary Plan Landowners Group, in addition to five Public Open Houses that allowed residents and landowners within Weston 7 and the surrounding areas to provide their input through the different phases of the Study. Details of the consultation and communication are included in Attachment 9.

The Weston 7 Secondary Plan Study has been informed by several background studies and ongoing City-wide studies.

Several supporting studies were undertaken concurrently with the Weston 7 Secondary Plan Study which informed different aspects of the draft Plan. As part of Phase 1, several studies were prepared including a Transportation Needs Assessment, Population and Employment Outlook and Commercial Use Assessment, a Sustainability Analysis, a Community Energy Plan, a Community Facilities and Services Study, a Preliminary Water, Wastewater and Stormwater Servicing Analysis and a Telecommunication Study. In support of Phase 2, the Weston 7 Transportation Master Plan was initiated and some of the studies were updated including the population and employment estimates, the Community Services and Facilities study and a servicing assessment. Other supporting studies included market analysis and Sustainability and Smart City Terms of Reference.

Weston 7 Transportation Master Plan

The City retained the services of WSP to undertake the Weston 7 Transportation Master Plan (TMP) Study which is being carried out concurrently with the Weston 7 Secondary Plan Study. Following Notice of Commencement on November 5, 2020, the TMP has proceeded and is progressing to completion in accordance with Phases 1 and 2 of the Municipal Class Environmental Assessment (2023) for Master Plans. The TMP has proceeded to identify problems and opportunities in association with the development of a vision statement (Phase 1 – PIC #1 November 2021) and subsequently has assessed broader transportation planning solutions and identified a preliminary preferred multi-modal network presented for consultation with stakeholders and the public (PIC # 2 June 2023). The TMP is progressing towards finalization in early 2024.

At the outset, the Weston 7 TMP developed a Consultation Plan setting out consultation and communication at key study phases with stakeholders, technical review and regulatory agencies, public and Indigenous Communities. The TMP Consultation Plan included public engagement through two formal Public Information Centres, establishment of a Technical Advisory Committee and Landowners Group that met at key study milestones and ahead of Public Information Centres. It is noted that early consultation with Indigenous Peoples was undertaken at the outset of the study. Where milestones aligned, TMP Study consultation activities and communication were conducted jointly with the Weston 7 Secondary Plan Study.

The preliminary preferred multi-modal network includes the key elements noted below. This network informs the transportation aspects of the draft Secondary Plan. Broadly, the existing and currently planned local and Regional transportation system and infrastructure is not positioned to support the anticipated growth and evolution, requiring a shift to non-auto forms of travel. The long-range plan being developed through the TMP identifies a preferred multi-modal transportation system underpinned by a fundamental need to invest, protect, implement and establish key elements including:

- A robust Active Transportation (AT) network that is formed by public and publicly accessible private links and grade separated connections of Highway 7, Weston Road, and Highway 400. This network will remove barriers and provide for a seamless grid of connected routes, enabling shorter distance trips for walking and cycling within Weston 7 and for connecting to and from transit, including the VMC Subway Station.
- A grid network of public complete streets formed by new streets and extensions of existing streets. These improved collectors (major and minor) and local streets will be established with forward looking minimum rights-of-way to ensure that space is prioritized for vulnerable road users, and to be positioned to accommodate micromobility.
- Protection of a corridor area from development on the west side of Highway 400 for the Colossus Drive Extension/Flyover, a multi-modal crossing of Highway 400. The ultimate configuration of this new extension/flyover will be subject to a separate Environmental Assessment.
- Frequent transit service including a proposed transit circulator within the Secondary Plan area providing connection to the VMC Subway Station and Highway 407 Subway Station. Integral to this is the implementation and establishment of the collector street network within Weston 7.
- Management of the vehicular parking supply over time, including the need to limit parking requirements, as part of a broader travel demand management approach. This will enable development to proceed while contributing fewer vehicle-based trips, and result in a significant shift toward sustainable forms of travel.

The draft TMP and staff report to present the draft TMP study process, findings, and recommendations is anticipated for Q1 2024.

City of Vaughan Integrated Urban Water Plan

The City is currently undertaking the Integrated Urban Water Master Plan with the purpose of assessing existing and planned urban water systems and establishing a long-term strategy to provide safe, reliable, and sustainable services in support of the City's Growth Management Strategy. The Integrated Urban Water Master Plan is a comprehensive study integrating water, wastewater and stormwater management with land-use planning and environmental protection.

This Master Plan is being completed in accordance with the Municipal Class Environmental Assessment and includes the development of Functional Servicing Strategy Reports (FSSR) for the City's intensification areas such as the Weston 7 Secondary Plan area. The Master Plan is expected to be completed in Q1 of 2024.

The draft FSSR preliminary findings indicate that the current servicing capacity for Weston 7 is limited, and that existing water and wastewater networks are not capable of supporting the demand of anticipated growth. Significant upgrades to the sanitary network and the water network will be needed in the near future.

Six active Development Applications have been received in Weston 7.

In advance of the Secondary Plan completion, six Development Applications in the Study Area were received and approved to proceed through the development review process up to and including being heard at a Committee of the Whole (Public Meeting). Four proposals were also received through the Pre-Application Consultation (PAC) process. Together, the proposals include an intensity of development that exceeds the proposed growth in the draft Secondary Plan, with building heights ranging up to 68 storeys and densities ranging up to 19 FSI. The proposals include over 34,000 units and non-residential Gross Floor Area (GFA) of 110,663 square meters, providing approximately 2,800 jobs. The proposals also include a mix of uses with residential as the primary proposed use, supported by some commercial, retail and office uses, and public and private parkland. No schools have been proposed as part of any of the proposals. Details of the Development Applications and the proposals received through the PAC process are included in Attachment 8.

It is noted that Policy 10.1.1.6 of the VOP 2010 provides that, in areas requiring a Secondary Plan that is not complete, no amendments to the Official Plan or zoning by-law will be permitted without prior or concurrent adoption of the Secondary Plan for that area. This policy direction was further reinforced by Council resolution, dated September 29, 2020, which adopted that Council does not approve of the received Development Applications proceeding in advance of the Weston 7 Secondary Plan being considered by Council. Policy Planning and Special Programs Staff continue to recommend that applications do not proceed in advance of the Weston Road and Highway 7 Secondary Plan being considered by Council.

It is also noted that Development Applications OP.19.015 and Z.19.039 submitted by Wedgewood Columbus Ltd. have been appealed to the Ontario Land Tribunal (OLT-22-004652) for Council's refusal or neglect to make a decision within 120 days.

Previous Reports/Authority

The following have been prepared in reference to the Weston 7 Secondary Plan.

Re-Allocation of Funds for Secondary Plan Studies, Finance and Administration Committee Report, Item 3, Report 1 - January 31, 2012
https://meetingarchives.vaughan.ca/extracts_2012/pdf/01Finance0116ex-12.pdf

Response to Requested Report on Options to Initiate Work on the Weston Road and Highway 7 Secondary Plan (File # 26.2), Committee of the Whole, Item 1, Report No. 17 – May 2, 2017 https://www.vaughan.ca/sites/default/files/CW0502_17_1.pdf?file-verison=1681324015298

Capital Budget Amendment for Weston Road and Highway 7 Secondary Plan PL-9023-11, Finance, Administration and Audit Committee Report, Item 8, Report No. 4 – April 3, 2018 https://www.vaughan.ca/sites/default/files/Finance_0403_18_8.pdf?file-verison=1689782686654

Weston Road And Highway 7 Secondary Plan Study– Phase 1 Status Update (File 26.2), Committee of the Whole (Working Session) Report – June 5, 2019
<https://pub-vaughan.escribemeetings.com/filestream.ashx?DocumentId=17110>

Analysis and Options

The draft Weston 7 Secondary Plan provides for the creation of a complete community.

The draft Secondary Plan is founded on the principle of creating a complete community for its future residents and users of the area. The draft Plan provides for a range and mix of housing types and tenures, and for a variety of transit-supportive built forms. The draft Plan also promotes a strong economy, providing for non-residential uses including retail and service commercial uses, entertainment uses, restaurants, offices, and public service facilities. Weston 7 will be developed based on a fine-grained street grid that incorporates sidewalks and cycling facilities, and an urban built form that creates active and attractive streets, parks and open spaces for all seasons, promoting opportunities for recreation and physical activity that support a healthy community. The draft Plan will ensure high quality development that is compatible with surrounding land uses and promotes environmentally sustainable design that responds to a changing climate.

As a Primary Centre that is located within two PMTSAs, the draft Plan provides for significant residential intensification in Weston 7, including affordable housing. The draft Plan establishes a 35% affordable housing target as per the VOP 2010 and provides for the implementation of Inclusionary Zoning and other tools that facilitate achieving that target. Staff are monitoring anticipated changes to the latest legislation as they relate to affordable housing, including the proposed Bill 134.

Key elements of the draft Secondary Plan are outlined below. The draft Weston 7 Secondary Plan in its entirety can be found at www.vaughan.ca/Weston7 and is appended in Attachment 7.

Weston 7 will develop into four distinct quadrants.

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 shown on Attachment 2:

- a) **Northwest Quadrant:** proposed 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:** proposed 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:** proposed 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:** proposed for high density, mixed-use development. This Quadrant is defined by, and is abutting major road and highway facilities.

Weston 7 Secondary Plan Vision and Guiding Principles

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 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.

Ten Guiding Principles are included in Section 1.2 of the draft Secondary Plan, as appended in Attachment 7. The principles include:

- Recognize Weston 7 as a vibrant urban community.
- Support intensification and the ongoing evolution of the City's Urban Structure of diverse mixed-use centres and corridors.
- Ensure Weston 7 is a complete community.
- Provide a full range of housing options that meet current and future needs.
- Promote high quality design to support the recognition of Weston 7 as a beautiful and successful mixed-use and highly urban community.
- Be a healthy and diverse community.
- Respond to a changing climate.

- Establish integrated Pedestrian Realm Network and Active Transportation Networks.
- Support public transit and be integrated with land use planning.
- Focus the funds generated into Weston 7 to provide for public service and cultural facilities, the Pedestrian Realm Network and infrastructure.

Elements of the draft Weston 7 Secondary Plan

Growth Management and Phasing

Weston 7 will develop as a Primary Centre and will follow the hierarchy of intensification as per the VOP 2010. Weston 7 is expected to develop with lower building heights at less densities than the VMC, however will still accommodate substantial population and employment growth in a primarily mid- to high-rise built form and mixed-use format. Weston 7 is planned to accommodate an estimated population of over 40,750 residents, approximately 18,500-21,450 residential units, and over 13,750 jobs by 2051. This level of development combines to accommodate approximately 54,500 persons and jobs, achieving a gross density of approximately 524 persons and jobs combined per hectare.

To achieve the long-term expectation of the draft Plan, a phasing policy framework is included to ensure the harmonious accommodation of new development within the context of the existing development, and to manage the evolution of the Pedestrian Realm Network, public service facilities including schools, the transportation system, and the municipal service infrastructure system.

Given the known constraints in existing infrastructure at Weston 7, the draft Plan intends to add an element of fairness and clarify for the development community and the public on how infrastructure capacity will be managed. The Plan requires that development be informed by the capacity of existing and identified future improvements to municipal service infrastructure systems and the transportation system. Staff are considering the introduction of implementation tools that promote quadrant and/or area wide coordination, including Block Plans and/or Landowner Group Agreements.

Landowners Group Agreements are expected to be a vital element of the implementation of the Weston 7 Secondary Plan. These agreements and other implementation measures will ensure that the reasonable costs of the identified municipal service infrastructure enhancements, transportation system improvements and the delivery of the Pedestrian Realm Network and public service facilities are fairly and equitably shared without adverse impact on the City's and the Region's financial capability.

The draft Plan further includes a series of capacity allocation criteria to inform approvals of development that provide the greatest benefit to the community including, but not limited to, delivering affordable housing and public service facilities.

Land Use and Built Form

Through a focus on mixed-use development with transit-supportive densities, the draft Plan includes three land use designations and four built form designations. The land

use and built form policies of the draft Plan work in conjunction to manage the physical form and character of future development in Weston 7, and include transition policies to ensure compatibility among adjacent uses and built forms.

Land Use

The draft Plan outlines uses permitted in all land use designations, including, but not limited to, residential and emergency services. The draft Plan also outlines uses prohibited in all land use designations, including, but not limited to, auto-oriented land uses and uses that are noxious or produce hazardous substances.

A key element of the draft Plan is the distribution and requirement for retail, service commercial and restaurant uses on key streets within Weston 7. The draft Plan identifies where these uses will be required at-grade, and where these uses are permitted, but not required at-grade.

The three land use designations are outlined below and are identified on Schedule 1 of the draft Plan as shown in Attachment 3.

1. **Low-Rise Residential** designation is located within the northwest quadrant where it abuts existing low-rise residential neighbourhoods. It is intended to act as a transition area and promote well-designed low-rise residential dwellings. The Low-Rise Residential designation includes a variety of permitted uses and only permits the Low-Rise built form.
2. **Mixed-Use I** designation provides for mid- to high-rise development and is intended to be the focus for residential intensification and provide for a range of retail, service commercial, entertainment and office uses. All development within this designation requires a minimum of 20% of the GFA to be non-residential uses, and 75% of the at-grade GFA to be occupied by non-residential uses.
3. **Mixed-Use II** designation is generally located along the boundaries of the Study Area and in areas outside of the Weston Road and Highway 7 intersection. This designation is intended to provide for a range of residential, commercial, and service uses that develop at mid- to high-rise built forms. All development within this designation requires a minimum of 15% of the GFA to be non-residential uses, with no at-grade requirements.

Built Form

The draft Plan outlines policies for different built forms, and includes policies for suitable sites, proximity to amenities, podiums, orientation, and building mass. A key consideration for the Mid-Rise and High-Rise built forms is compatibility with the surrounding and abutting buildings to ensure appropriate transition between different built forms. The four built form designations are outlined below and are identified on Schedule 2 of the draft Plan as shown in Attachment 4.

1. **Low-Rise** designation is located within the northwest quadrant, along the northern boundary of the Study Area where it abuts existing low-rise residential

neighbourhoods. It permits a variety of built forms, including street, block and stacked townhouses, and apartment dwellings. The maximum height for Low-Rise buildings is three storeys, or 11 metres, whichever is less, and the maximum density is a FSI of 1.5.

2. **Mid-Rise** designation permits a variety of built forms and is found generally within the inner core of each quadrant. The minimum height for Mid-Rise buildings is three storeys, or 11 metres, whichever is less, and the maximum height is eight storeys, or 27 metres, whichever is less. The maximum density is a FSI of 3.75.
3. **High-Rise I** designation is generally located along arterial and collector roads. The policies for High-Rise I permit high-rise towers and recommend point towers as the preferred form due to their minimized shadow and visual impacts. The maximum height for High-Rise I buildings is 18 storeys, or 65 metres, whichever is less, and the maximum density is a FSI of 6.0.
4. **High-Rise II** designation is generally concentrated around the Weston Road and Highway 7 intersection. High-Rise II designation is similar to High-Rise I yet provides for higher densities. The maximum height for High-Rise II buildings is 32 storeys, or 110 metres, whichever is less, and the maximum density is a FSI of 7.5.

Public Service Facilities

Public services facilities are designed to meet the recreational, health, social, educational, and cultural needs of the residents and include schools, libraries, and community centres. Public service facilities are permitted in Mixed-Use I and Mixed-Use II land use designations and are encouraged to be designed as multi-functional and shared-use facilities and services with a compact built form appropriate within a highly urban context, and are also encouraged to be clustered to promote cost effectiveness and facilitate service integration.

It is the intent of the draft Plan that public service facilities are incorporated into development plans in all quadrants to ensure equitable access and fair distribution across Weston 7. Based on the needs of the estimated growth in the draft Plan, a Community Hub is proposed in the southeast quadrant and three elementary school sites are conceptually identified on Schedule 1 of the draft Plan, as shown in Attachment 3. School sites are to be located adjacent to Urban Parks and other elements of the Active Transportation Network, where possible.

Pedestrian Realm Network

The draft Plan envisions an integrated Pedestrian Realm Network, comprised of a system of publicly accessible open spaces that support an enhanced level of active transportation modes. 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 larger scale open space elements to serve a high-density mixed-use community. The

Pedestrian Realm Network consists of Urban Park Spaces and Streetscapes as outlined below and identified conceptually on Schedule 3 of Attachment 5.

Urban Park Spaces

Urban Park spaces will be vital in animating Weston 7 and will include a variety of land sizes, including larger parcels suitable for a range of recreational programming. The parkland dedication targets for Weston 7 are based on the *Planning Act* requirements and recent policy and legislation changes. It is the intent of the draft Plan to develop approximately eight to ten hectares of parkland. The draft Plan seeks to secure the Urban Square elements as first priority, followed by smaller scale Urban Park elements. Urban Park Spaces include the following elements:

1. **Urban Squares** are pedestrian spaces with a minimum size of 0.5 hectares. Urban Squares are anticipated to be the largest element of the Urban Park Spaces and are to be distributed within each of the four quadrants. It is intended that Weston 7 will have approximately 7.5 hectares of Urban Squares.
2. **Promenades** are elements that add to the width of the public sidewalk system and create plazas or forecourts between the face of the adjacent building and the street.
3. **Pocket Parks** are small-scale components that are expected to be less than 1,000 square metres in size, but generally greater than 75 square metres. Pocket Parks require that adjacent buildings include active frontages facing the park where appropriate.

Streetscapes

Streetscapes are a defining feature of Weston 7 and a significant element of the Pedestrian Realm Network. They are expected to accommodate a wide variety of street types with varying functional purposes, pavement widths and street rights-of way, and to correspond closely with the Active Transportation Network. Streetscape design will emphasize creating comfortable and convenient facilities for pedestrians and cyclists and will include patterns of high-quality street furnishings, plantings and materials that imprint a recognizable sense of place in Weston 7. The draft Plan outlines two Street Character Types according to existing or anticipated levels of pedestrian and vehicular traffic and adjacent land uses and built form: Typical Urban Streetscapes and Enhanced Streetscapes which correspond to active frontages and non-residential land uses at-grade.

Multi-Modal Transportation System

Informed by the Weston 7 Transportation Master Plan Study, the draft Plan establishes a transportation system 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. Providing for travel by all modes with a focus on walking, cycling, and transit as the modes of choice, and the implementation and establishment of Active Transportation and Transit Networks are critical to the success of Weston 7 as a mixed-use highly urban community.

The draft Plan identifies the elements of the Multi-Modal Transportation System on Schedule 4, as shown in Attachment 6, including the Colossus Drive Corridor Protection Overlay. The intent of this delineation is to preclude the consideration of any application for development until such time as a future Environmental Assessment has identified and defined an appropriate corridor for the required Colossus Drive Extension that connects Weston 7 with the VMC, over Highway 400.

The Active Transportation Network

The Active Transportation Network includes Active Transportation (AT) Links and At-Grade Separated Connections. It 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. The Active Transportation Network will be safe and comfortable for all uses and will be fundamentally connected to the Pedestrian Realm Network.

The Road Network

The Road Network is intended to establish a fine-grained pattern of complete streets and development blocks with a maximum frontage of approximately 180 metres on public roads. The draft Plan identifies the road hierarchy and establishes minimum rights-of-way and policies for entrances and vehicular access.

Public Transit

The draft Plan 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 the planned 407 Transitway.

Parking, Access, and Service Facilities

It is the intent of the draft Plan to minimize the amount of surface parking in Weston 7 by encouraging the establishment of minimum and maximum parking standards as part of a broader travel demand management approach. The draft Plan recognizes that surface parking may be provided on an interim basis in early phases of new development, but will be required to be phased out and eventually minimized.

Development sites are required to transition to an end state where buildings, rather than parking, become the predominant feature of the streetscape.

The draft Plan also requires accommodating primarily underground or within structured parking facilities for Mid-Rise and High-Rise buildings. Above-ground structured parking fronting onto a public or private road, or any element of the Pedestrian Realm Network, will include active ground floor uses to activate facades, animate the streetscape and enhance pedestrian and cyclist safety. Bicycle parking, carpool and carshare parking are also prioritized and required to be in convenient and accessible locations in proximity to main entrance points or destinations.

Service Infrastructure & Utility

Municipal service infrastructure in Weston 7 will be planned in an integrated and financially sustainable manner and will be guided by the City-Wide Integrated Urban

Water Master Plan Class Environmental Assessment, asset management plans, environmental assessments, and other relevant studies.

The draft Plan seeks to ensure that infrastructure enhancements and improvements are undertaken as necessary to facilitate the phasing and the long-term build out of the Secondary Plan. 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 the 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.

The draft Plan also encourages the inclusion of green infrastructure and requires Low Impact Development measures where feasible, including green roofs, porous pavement, bioretention basins and rain gardens.

Financial Impact

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

Operational Impact

A Technical Advisory Committee, that includes Vaughan Staff and external agencies, was consulted throughout the phases of the Study. Staff will continue to work with other departments and external agencies towards the finalization of the Weston 7 Secondary Plan.

Broader Regional Impacts/Considerations

York Region is the approval authority for all lower-tier municipal Secondary Plans. York Region has been actively involved and engaged as a member of the Technical Advisory Committee for the Weston 7 Secondary Plan. The City continues to work with York Region to ensure the policy objectives of the YROP are achieved.

Conclusion

The draft Weston 7 Secondary Plan, as appended to this report in Attachment 7, is the culmination of a comprehensive review of the current policies (City, Region and Province), the surrounding neighbourhood context, and consideration of feedback received from the public, affected agencies and other stakeholders consulted throughout the Study process to-date. Comments received from the public, stakeholders, agencies, and Committee at this Public Meeting or subsequently submitted in writing will be addressed in a comprehensive report to a future Committee of the Whole meeting.

For more information, please contact Lina Alhabash, Senior Planner, Policy Planning and Special Programs Department, ext. 8077.

Attachments

1. Attachment 1 - Location Map
2. Attachment 2 - Quadrants Map
3. Attachment 3 - Schedule 1 Weston 7 Land Use Designations
4. Attachment 4 - Schedule 2 Weston 7 Building Height
5. Attachment 5 - Schedule 3 Weston 7 Pedestrian Realm Network
6. Attachment 6 - Schedule 4 Weston 7 Transportation System
7. Attachment 7 - Draft Weston 7 Secondary Plan
8. Attachment 8 - Appendix A: Development Applications and Proposals Received in Weston 7
9. Attachment 9 - Appendix B: Weston 7 Secondary Plan consultation and communication

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