

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

October 31, 2023  
File 6988

**Attn: Todd Coles, City Clerk**

Dear Committee Members / Councillors:

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

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

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

### **Comments / Submissions**

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



Figure 1: Aerial Photo of Subject Property

**Weston 7 Secondary Plan Draft #2**

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

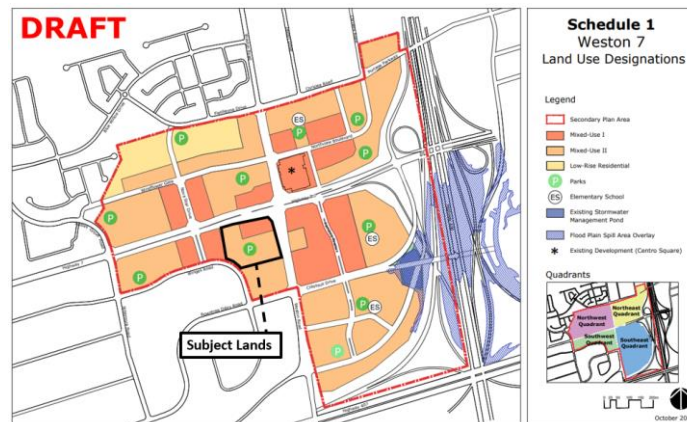


Figure 2: Weston 7 Secondary Plan Draft Land Use Designations

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

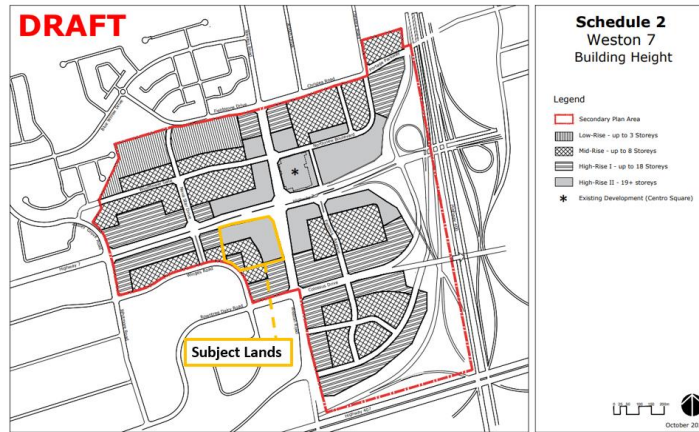


Figure 3: Weston 7 Secondary Plan Draft Building Heights

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

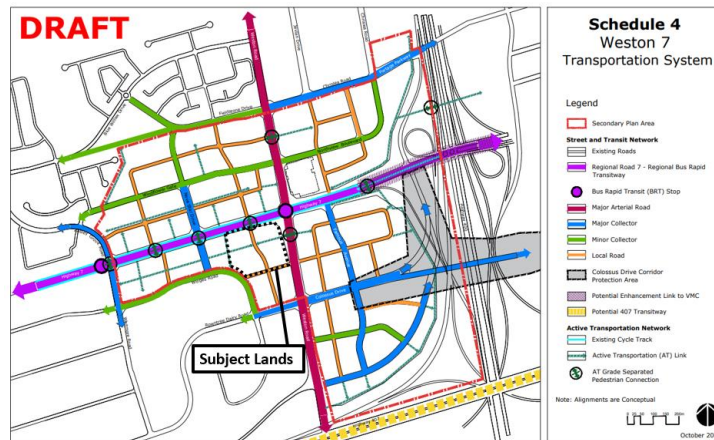


Figure 4: VMC Secondary Plan Draft Recommended Density Schedule

### Comments on the Weston 7 Secondary Plan Draft #2 Schedules

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

#### Height and Density

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

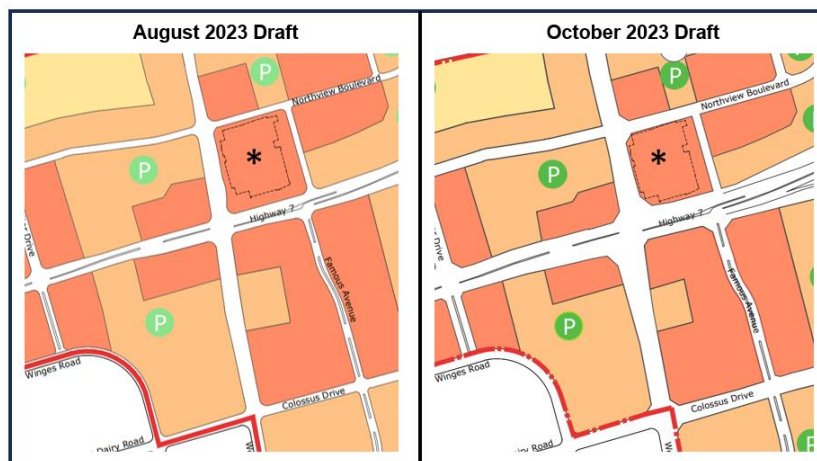
It is our understanding that our client has historically met with City Staff in Planning and Development and Planning Policy to discuss development opportunities for the subject lands and has presented draft development concepts which show heights in the range of 51 to 33 stories and densities in the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

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

### Transportation System

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

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



**Figure 5: Road Alignment Comparison**

**Summary and Recommendations**

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

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

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

Yours truly,  
**Weston Consulting**  
Per:

  
Sabrina Sgotto, HBA, RPP, MCIP  
Vice President

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