

## **Pine Valley Village Community Association**

### **Weston 7 Secondary Plan (WSP) Submission**

The Pine Valley Village Community Association, PVVCA, was registered in 1982 to advocate for our community with the goal of ensuring a healthy, vibrant, sustainable community.

PVVCA advocacy today is made as we consider the Weston/Hwy 7 Secondary Plan, WSP, and the Weston/Hwy 7 Traffic plan, WTP, identified to “support the WSP”, constitutes the planning policy foundation putting at risk the livability and sustainability of our community for existing and future residents.

We recognize municipalities are hard driven by the Federal and Provincial Governments to create “more housing faster” going to the insatiable demand for housing, chronic lack of supply, and the undisputed “housing crisis”. The WSP can and should be identified and represented as a political “growth plan” defining the total growth and targets based upon politics, and not the principles of planning: appropriateness, accessibility, and affordability.

We further recognize, municipalities throughout the GTA, and including Vaughan is doing our part with the introduction or updating of secondary plans like never before in our history, i.e., WSP, VMC, and Promenade, all serving primarily as “growth plans” weaponizing the development industry --- we love to hate and hate to love-- to supply “more housing” as they alone supply housing.

The PVVCA, in consultation with the residents and business support the demand for “*more housing*” going to the “*housing crisis*”. However, we ask and expect Vaughan Council to show leadership and vision by using planning and engineering “science”, and not political targets, by empowering planning and engineering professionals to work towards the pillars and principles of the science of planning and engineering—appropriateness, accessibility, and affordability.

Concurrently, Vaughan Council is to recognize this position is most difficult for many, and also seemingly contradictory, as we challenged with “more housing” amidst fear, frustration, despair as never before seen going to the viability, sustainability and livability is permeating throughout our community and other communities along the Highway 7 corridor the result, of existing over-capacity on the road has led “traffic gridlock”, Weston/Hwy 7 “most dangerous intersection” for 2 decades following the decision by York Region Council to approve the apex of the “traffic gridlock” at Weston/Hwy 7 contrary to the engineering study recommendations. A political option was used then, and an engineering solution is needed now through the WTP, in consultation and support by York Region Transportation Department studies, data, and reports.

The WTP sanitizes the existing engineering, fundamentally acceptable “as is”, while growth is the compounds the engineering requirements.

The WTP plan sanitizes the existing engineering as fundamental while the City of Vaughan Engineering has advanced additional requirements, and not disclosed or considered, to handle “accessibility” for the entire VMC, including the study area which represents the west-end of the VMC. Specifically: ring road system was needed to connect VMC from Creditstone (Ward 4) to the east and Ansley Grove (Ward 3), southerly from Weston Road (Ward 3) to Jane Street (Ward 4); bridge over highway 400 was to have been constructed to connect the subject study area to Jane Street to the west; double turning lanes constitutes the Provincial Standard for the intersection but has not been implemented for all 4 corners; double/double/double turning lanes have been introduced to be replaced to Provincial Standards, etc.

Vaughan Council is requested to unanimously support Mayor Del Duca “priority 1 is traffic gridlock along Highway 7” going to the science of engineering.

What is the true nature and scope of “accessibility”?

Imagine if you will requiring the mandatory requirement of 6-10 minutes to get hospital care in case of an emergency and it takes between 10-15 minutes to navigate the intersection of Weston/Hwy 7.

You are a parent wanting to simply return home from work and spend time with your family, and it is cut short by 1 to 2.0 hours daily for the rest of your adult life.

It is a holiday weekend, north along Weston Road or easterly along Highway 7 to access Piazza Del Sole, the road is stacked and closed as we see those going to Canada’s Wonderland.

You want to go shopping with your spouse and travelling the 1.7 km study area will take you 15-20 minutes. The standard practice is to “go” or move when the signalization is “red” and “stop” when it is “green”.

“Accessibility” is more than a planning principle but fundamental to a healthy, vibrant and sustainability community.

The WSP “more housing” can be seen to be appropriate ONLY if it can be shown “accessibility” is addressed using science and not only using political demand for “more housing”.

Recommendations:

1. The deputation/submission by the PVVCA, be received and referred to the City of Vaughan staff to a future Committee of a Whole Meeting and/or Public Hearing, to be held in the evening, considering the issues/concerns identified by the PVVCA to both the WSP and WTP.

2. City of Vaughan Council endorse in principle the review and examination to be undertaken by staff going to the planning principles of “appropriateness”, “accessibility” and “affordability”, to ensure a healthy, vibrant, and sustainable community exists for both existing and future residents.
3. City of Vaughan staff review, analyze and report back to a future Committee of the Whole or Public Hearing to be held in the evening, the “appropriateness” of the WSP as identified by the PVVCA.

**3.1 WSP compliance to the Vaughan Official Plan representing “Canada Lands” within the study area.**

Whereas the WSP study area includes the 106 acres of land commonly known as the “Canada Lands” identified as Piazza del Sole and Blue Willow community, northwest quadrant of the WSP study area, inclusive of the 31 property owners within the WSP study area.

Whereas the “Canada Lands” is subject to a separate Official Plan, Zoning Amendments, and development agreement, identifying approved and defined “housing limits”, “senior housing”, woodlot preservation, retail uses, municipal service provision (firehall), by unanimous consent and agreements by:

- Corporation of the City of Vaughan
- York Region Municipality
- Ontario Municipal Board
- Minister of Municipal Affairs and Housing
- Privy Council of Canada, Federal Government
- Central Mortgage and Housing Corporation, on behalf of the Federal Government
- Pine Valley Village Community Association, party to the Ontario Municipal Board and Privy Council of Canada decision with the Canada lands.

Whereas the WSP represents a City of Vaughan master plan is approved and supported by all 4 levels of government understood to be appropriate, accessible, and providing affordable housing and the WSP includes 30 ha with the study area (page 8).

Whereas, the City of Vaughan master plan, resulted in the Rio Can Center, southeast quadrant, Woodbridge Square Center and the Manor, southwest quadrant, to be incorporated within the Vaughan Master Planned community to provide a comprehensive well-planned community, including services and amenities not otherwise available.

**Motion:**

Therefore, Vaughan staff is to review the Official Plan, decision by the OMB and agreements related to the Canada Lands to determine, if these lands can be included within the WSP study area, recognizing the unique and differentiated planning and agreements by all 4 levels of government.

Further, Vaughan staff review and consider, if the additional developments used to complement and supplement the Official Plan and Vaughan Master Plan.

**3.2 WSP compliance to the Vaughan Official Plan implementing the Provincial Policy Statement “*employment lands*” 25-year requirement.**

Whereas the City of Vaughan Official Plan and Woodbridge Secondary Plan has identified broad principles used to provide “*employment lands*”, within the study area of Weston/Hwy 7 and along Weston Road southerly to Steeles Ave, and northly to Rutherford Road.

Whereas Vaughan’s Official is understood to “*comply and conform*” to the Provincial Policy Statement in which municipalities are to provide a 25-year supply of “*employment lands*”.

Whereas the Ministry of Municipal Affairs and Housing amendment by legislation in June 2023 the definition of “*employment lands*” understood to support the Provincial Policy Statement “*employment lands*” requirement, following Bill 23 “*More Housing Faster*”.

Whereas the WSP study area is understood to include “*employment lands*”, requiring consideration to the 25-year supply, requires consideration to both the loss and replacement of the “*employment lands*”.

**Motion:** The City of Vaughan staff develop policies to address City of Vaughan’s strategy to “*comply and conform*” to the Provincial Policy Statement to provide a 25-year supply of “*employment lands*” with reference to the WSP study area.

Further, the City of Vaughan staff provide a comprehensive report to identify the impact the WSP has with “*employment lands*” in the vicinity of the study area, because of proposals being made using and/or applying the policies and guidelines of the WSP converting “*employment lands*” to “*residential high density*”.

**3.3 WSP compliance with the Vaughan Metropolitan Center Secondary Plan and the Maple Community Plan.**

Whereas the City of Vaughan Review 2020, provided total projection population for Ward 3 from 69,910 population, 2021, to 77,860 by the year 2030 with a city-wide population of 408,900.

Whereas, the WSP study area represents the westerly portion of the Vaughan Metropolitan Center Secondary Plan, and a primary area per VOP 2010 Schedule 1: identified and defined in VOP 2010 to be a “mixed use area that supports a range of housing types, retail uses, institutional uses, public service facilities, and human services and are expected to SERVE THE LOCAL COMMUNITY AND THE CITY AS A WHOLE”, page 3 WSP.

**Motion:** Staff are requested to determine if the WSP policies implement the secondary area within the VMC Secondary Plan as the primary area of high density is the VMC and the remaining areas are to have lower density distribution.

Staff is to review growth management policy, structure, and phasing of the VMC target growth as approved by the VMC Official Plan with the WSP both understood to be the “primary center-Weston 7”. Planning rationalization exists to justify the growth target increase change for WSP study area, contrary to the VMC Official Plan and policies.

#### **3.4 Appropriateness of Primary and Secondary Target Standards.**

Whereas the WSP has identified the total housing targets and provided directions by providing primary (higher density) and secondary (lower density) residential housing to be used along the Highway 7 corridor study area.

Whereas the secondary (lower density) residential housing area is to provide residential high-rise housing.

Whereas the secondary (lower density) is compatible and subject to the same characteristics and planning considerations as they are situated along Highway 7.

Whereas the total review of existing, planning and Council approved, comparable residential developments along Highway 7 from east to west-- Woodstream, Helen, Kipling, -- are within the 7 to 10 storey range of housing, with mixed uses, in which can be concluded as the “appropriate”, “affordable” and “accessible” zoning standard for the remainder of Highway 7 to Weston Road.

Whereas, the City of Vaughan and Richmond Hill Planning Departments have planning approved as “appropriate” secondary high density to be 10-12 floors, including mixed

uses, along Yonge Street from Major Mackenzie Drive southerly to Center Street on a major arterial road, subject to the same planning and engineering criteria, as with Highway 7 west of Weston Road to Pine Valley Drive.

Whereas, the City of Toronto, based upon the planning and engineering criteria and situated also on a major arterial roadway kitty corner to the subway has planning and council approved a 10-storey high-rise density, including mixed uses, resulting in planning density standard along Yonge Street and York Mills corner, subject also to Bill 23 “More Housing Faster”.

**Motion:** The City of Vaughan Staff is requested to review the appropriateness of the secondary plan standard to be used considering comparability, compatibility, as outlined to reduce the height/density from target for secondary zoned areas from 25 storeys to the standard of 10-12 storeys with mixed uses.

It is the view of the PVVCA, this constitutes the single most important development decision, having the greatest impact on the City of Vaughan’s future and Council legacy. In doing so, the interests and objectives of individual property owners are balanced with the greater interests and objectives of the City and its residents.

### **3.5 Appropriateness of Primary Target Standard- Reduction from 45 to 25 stories**

Whereas the WSP includes both primary and secondary properties, with structure and policies to provide “regional intensification” or “local centers” with lower intensification, and lower target and density.

Whereas the primary target standard is identified to be up to 45 storeys, and subject to numerous applications by property owners to the maximum identified 45 storeys.

Whereas the primary standard is identified to be the “focus for intensification on lands adjacent to major transit routes, at densities and in a form supportive of the adjacent- higher-order transit” page 7, WSP.

Whereas all high-rise residential development, outside of VMC from Highway 400 to Highway 50 reflects secondary density standards of 10-12 storeys with no planning approved development of 45 storeys.

**Motion:**

Staff are reviewing the appropriateness of the 45 storeys to 25 storeys standard using comparable properties, excluding VMC, recognized and identified to have the highest density while concurrently having low and midrise buildings.

Staff is review and examine the growth management policy within the WSP recognizing 45 storey is the proposed high-density standard while the focus with this high-density standard is identified to be within “VMC” and “regional Intensification corridors” and NOT “primary centers-Weston 7” as identified by WSP Page 7.

Further, staff review and examine the appropriateness and distribution of the 45-storey standard within the “primary cente-Weston 7” with the understanding the focus is “predominately mixed-use high and mid-rise buildings. including lower built forms to facilitate an APPROPRIATE TRANSITION TO NEIGHBOURING AREAS”, PAGE 7.

#### **4. Accessibility.**

Whereas, York Region Transportation Department Study had concluded the transportation decision preferred options were identical and consistent for Rio Can Center and Yorkdale Shopping Center,

- 1 million sq. feet retail uses including place of entertainment, restaurants, clothing.
- Size of the site (over 100 acres).
- Abutting the major 400 series highway with access in both directions.
- Overpass ramp from major 400 series highway onto the shopping center to serve as a district shopping center.
- Located on a major arterial road with direct public transit access.
- Right-in Road access to the south and east side of the shopping center.
- Underpass and overpass requirement to the shopping mall.
- Signalized intersection to Provincial Statements.

Whereas York Region Council approved of the third design option for the Weston Road/Hw7 intersection, in which excluded overpass/underpass, and signalization and turning lanes contrary to Provincial Standards, not found anywhere in Ontario.

Whereas the WTP fundamentally was premised to accept the existing “as is” engineering of the Weston Road/Hwy7, without use or reference to York Region Transportation data, studies, and report, as to the designed to actual capacity and resulting “over capacity”; “over - capacity” resulting in “traffic gridlock” and “most dangerous intersection”: source York Region Transportation Services- Corridor Control and Safety Report.

Whereas the WTP was to “support the WTP” it was expected to identify the impact growth would have on our road and transit system. The WTP fundamentally expressed the transit system can handle the growth but excluded growth impact with vehicular traffic.

Whereas the WTP included direction and recommendations to include “pedestrian/sidewalk” and “bicycle” needs, it failed to conclude the sidewalk and bicycle path has been 100%

constructed from Highway 400 to Islington Ave. More importantly, recommendations or considerations thereto was inconsistent with the physical design and capabilities, i.e., pedestrian walkway from Weston Road easterly to Jane Street needs to be by walking down the middle of Highway 7 with concrete barriers on both sides as the only engineering solution for pedestrians; and, bicycle path exists in full, otherwise, a cyclist is to dismount and walk the bike; the intersection and quadrant is recommended to have effective lane reduction and lane turning prohibitions inconsistent with the growth and existing operation.

#### **Recommendations.**

The City of Vaughan Engineering is to examine and recommend using York Region data and studies:

- Existing highway 7 load capacity in accordance with Provincial Policy requirements to the actual load data, volume and frequency of accidents, and timing.
- The load capacity of Highway 7 in accordance with Provincial Policy requirements using the WTP target growth.
- Review of the Weston/Hwy 7 intersection design and operation to Provincial Standards in consultation with York Region Transportation Services.
- Review the WTP using engineering studies detailing the requirement road network and traffic improvements, including, and not limited to the ring road system, and bridge over highway 400, (page 23 and 24 WTP).
- Review the WTP to determine if the proposed/recommended redevelopment of Weston Road to reduce vehicular lanes would be appropriate given the existing and growth requirements.
- Review the WTP to determine if the signalization meets and conforms to the Provincial Policy Statement.
- Review the requirements and recommendations with pedestrian/sidewalk and bicycle paths to determine if they are applicable based upon the existing or future design and operation.
- Consult with the applicants, and/or consultants/planners within the study area to determine what assumptions are being made in which growth will impact the road and traffic network. For example, at the southwest corner, the smallest parcel where Burger King is situated, proposes nearly 1,000 units on top of 4 storey pod, understood to have no traffic or road impact at the intersection of Rowntree Dairy Road and Weston Road.
- York Region has collected traffic infiltration examinations and collected data, because of “traffic gridlock” and “traffic infiltration” within Pine Valley Village, with no disclosure or consideration.



**In conclusion, it is our respectful submission, Council has sworn to listen and respect the community, and this means the sustainability, livability for both existing and future residents.**

**We feel if you listen to us, we should be prepared to provide a framework for your leadership and vision which will result in a legacy with the city for all future generations as we must have a secondary plan that works.**

**Respectfully submitted,**

**Bernie DiVona**

**President, Pine Valley Village Community Association**

**PVVCA**