



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

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

T 905.669.4055 F 905.669.0097

KLMPLANNING.COM

SUBMITTED VIA EMAIL

File: P-3275

November 1, 2023

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

Attention: Hon. Mayor Del Duca and Members of Council

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

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

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

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

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

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

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

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

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

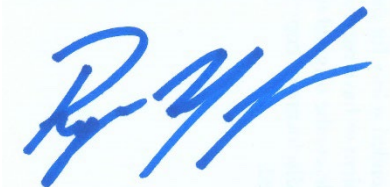
We believe that there is an opportunity to work together with all stakeholders to deliver a realistic plan that takes into consideration the development aspirations of the landowners that are participating actively in the WSSP process and that further opportunities for collaboration on the delivery of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

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

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

Yours truly,

KLM PLANNING PARTNERS INC.

A handwritten signature in blue ink, appearing to read 'R. Mino-Leahan', is positioned above the typed name.

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

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



64 Jardin Drive, Unit 1B
Concord, Ontario
L4K 3P3
T. 905.669.4055
F. 905.669.0097
klmplanning.com

File: P-3275

September 13, 2023

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

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

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

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

Dear Ms. Alhabash,

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

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

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

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

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

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


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

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

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

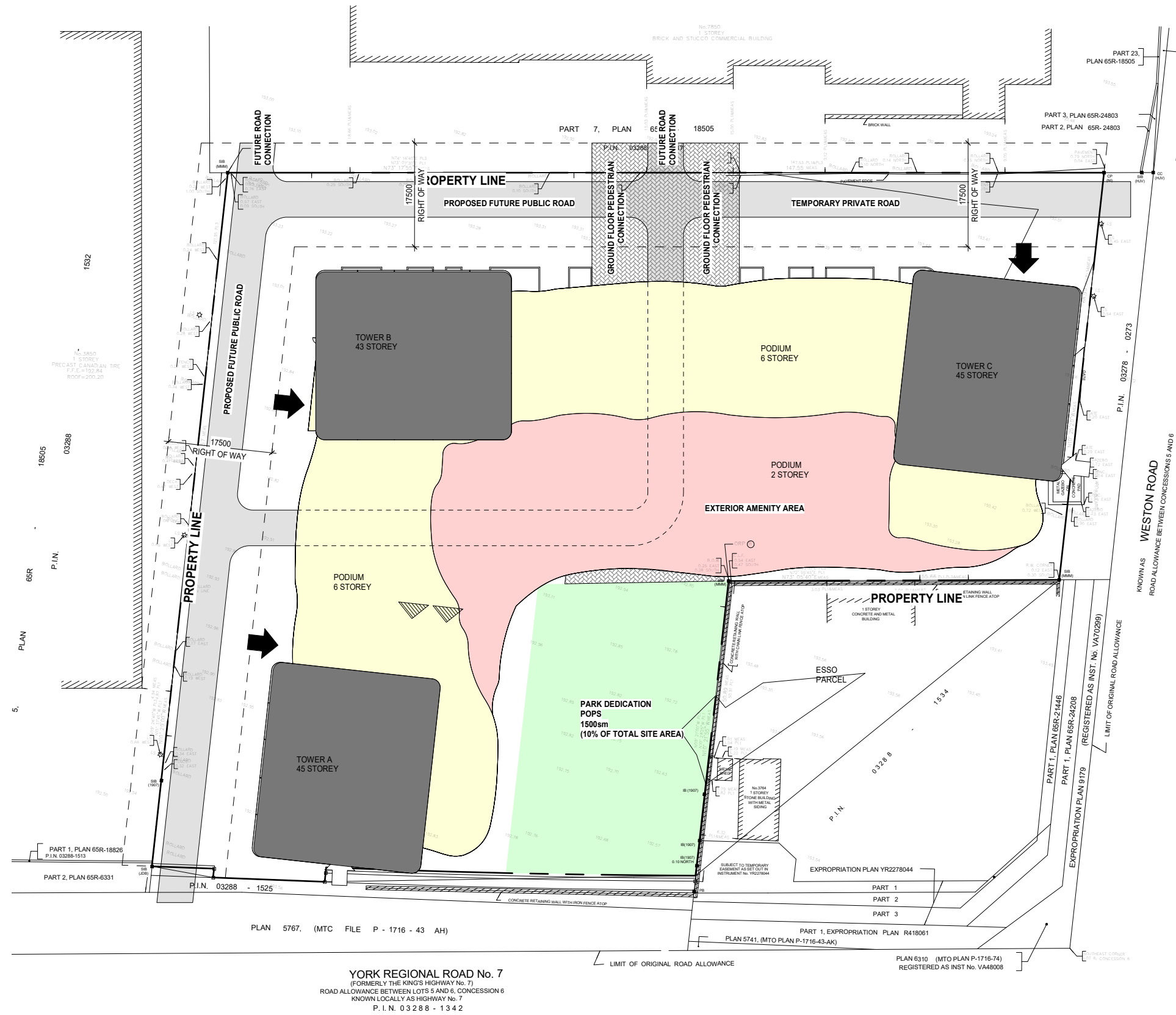
Yours truly,

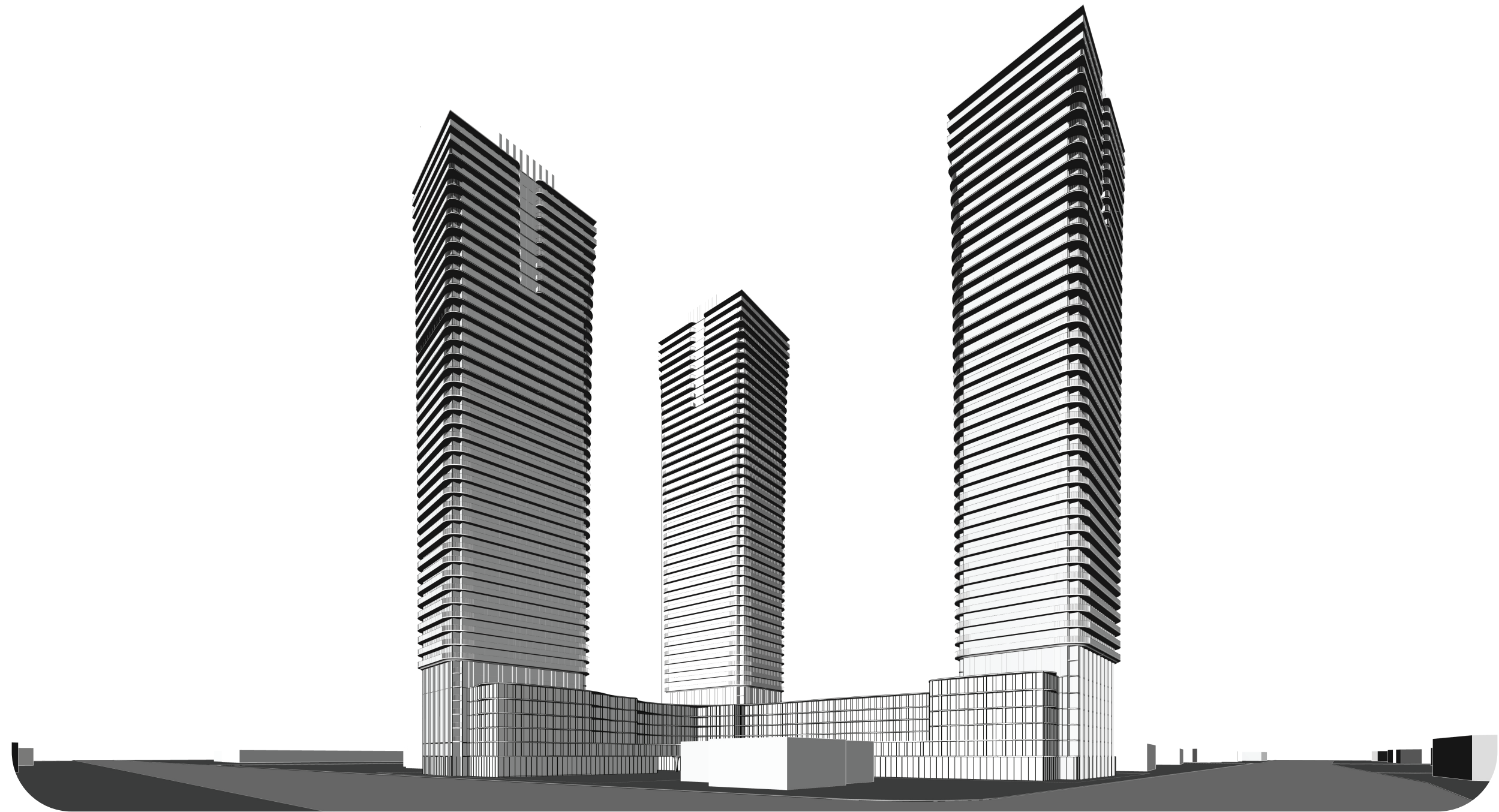
KLM PLANNING PARTNERS INC.



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

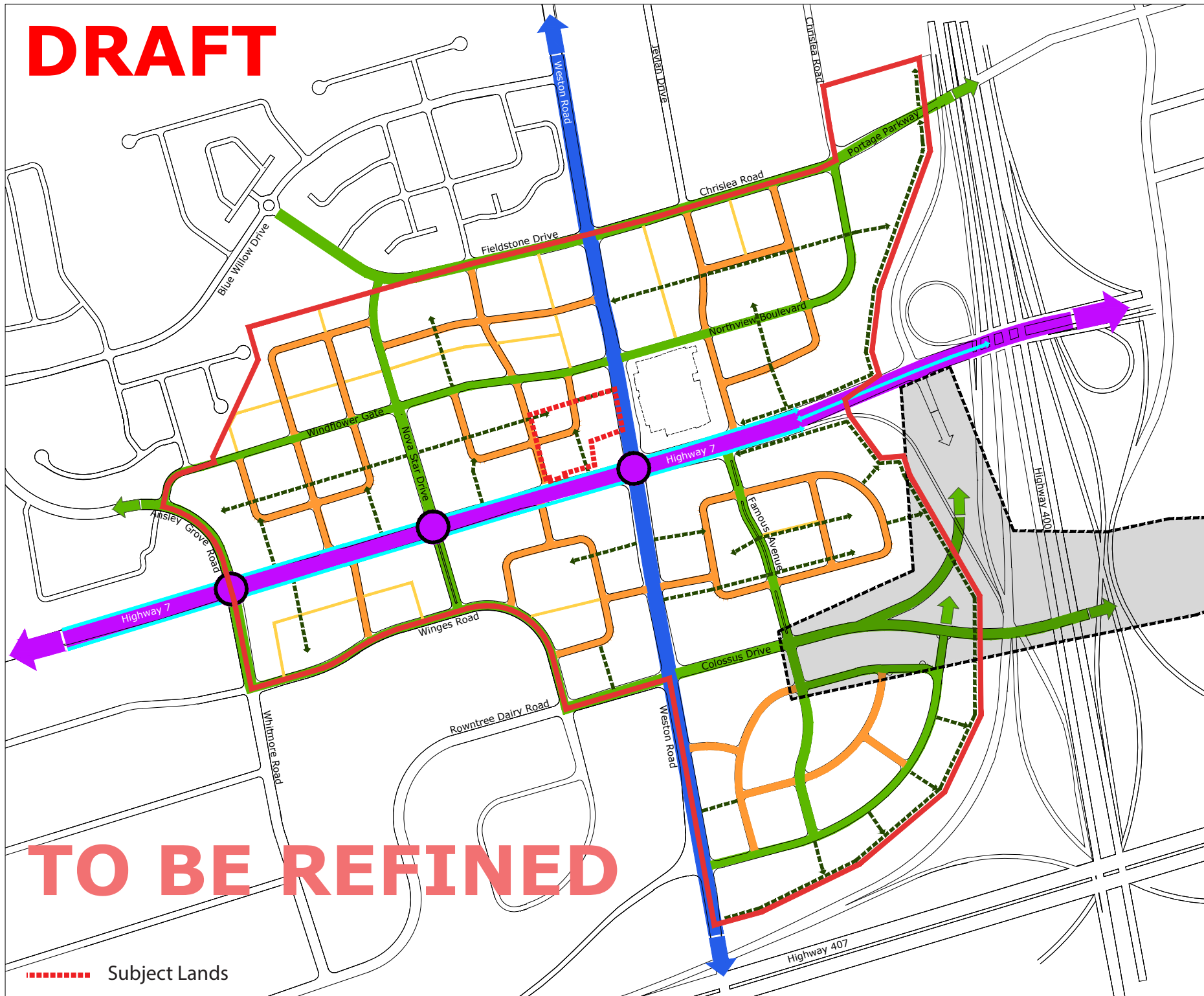
CC: Haiqing Xu, City of Vaughan,
Christina Bruce, City of Vaughan
Alannah Slattery, City of Vaughan,
Alexander Puppi, The Muzzo Group of Companies







DRAFT



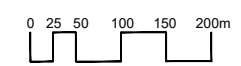
TO BE REFINED

..... Subject Lands

Schedule 4 Weston 7 Transportation System

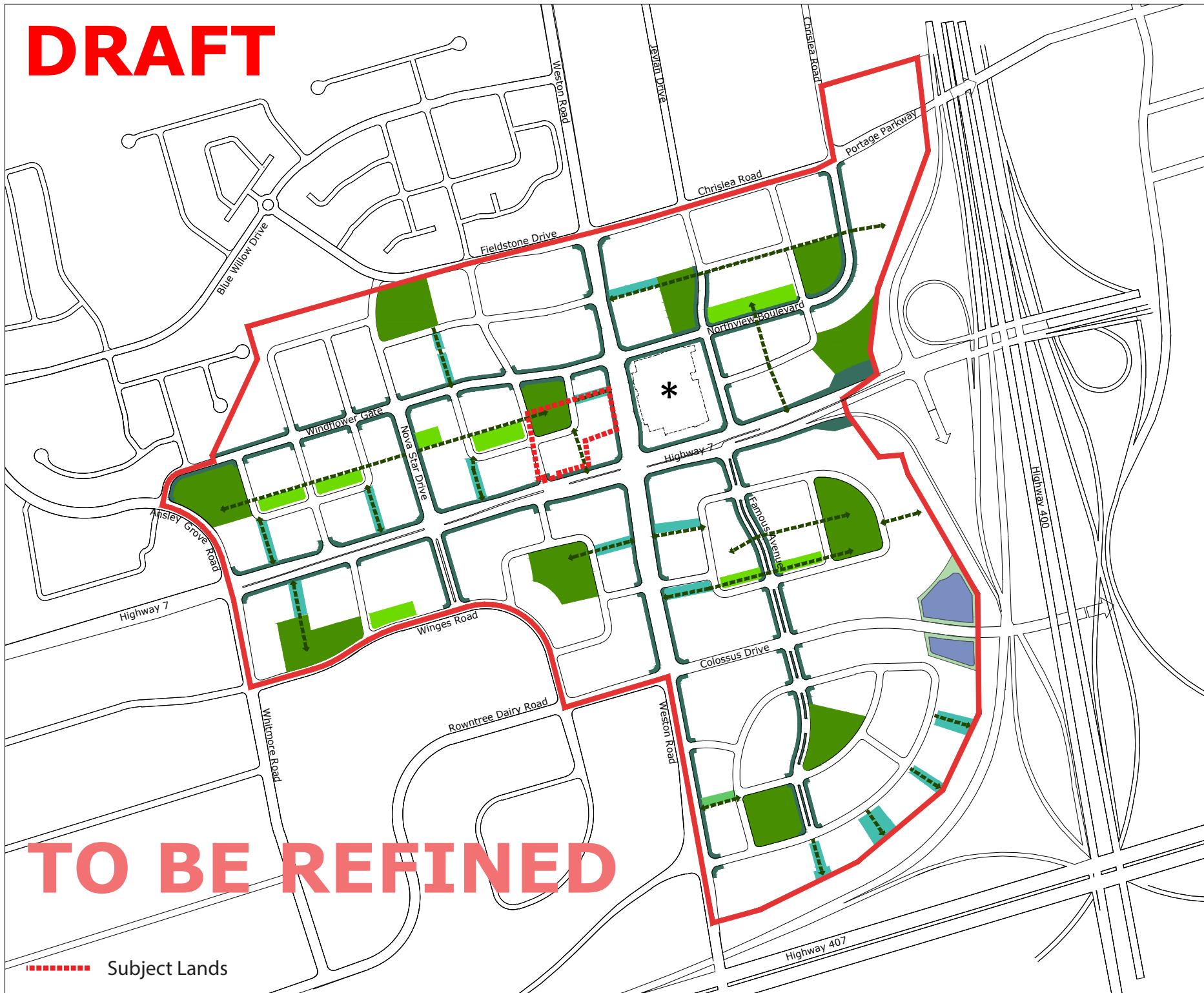
Legend

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



August 2023

DRAFT



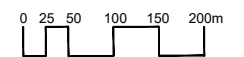
Schedule 3 Weston 7 Pedestrian Realm Network

Legend

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

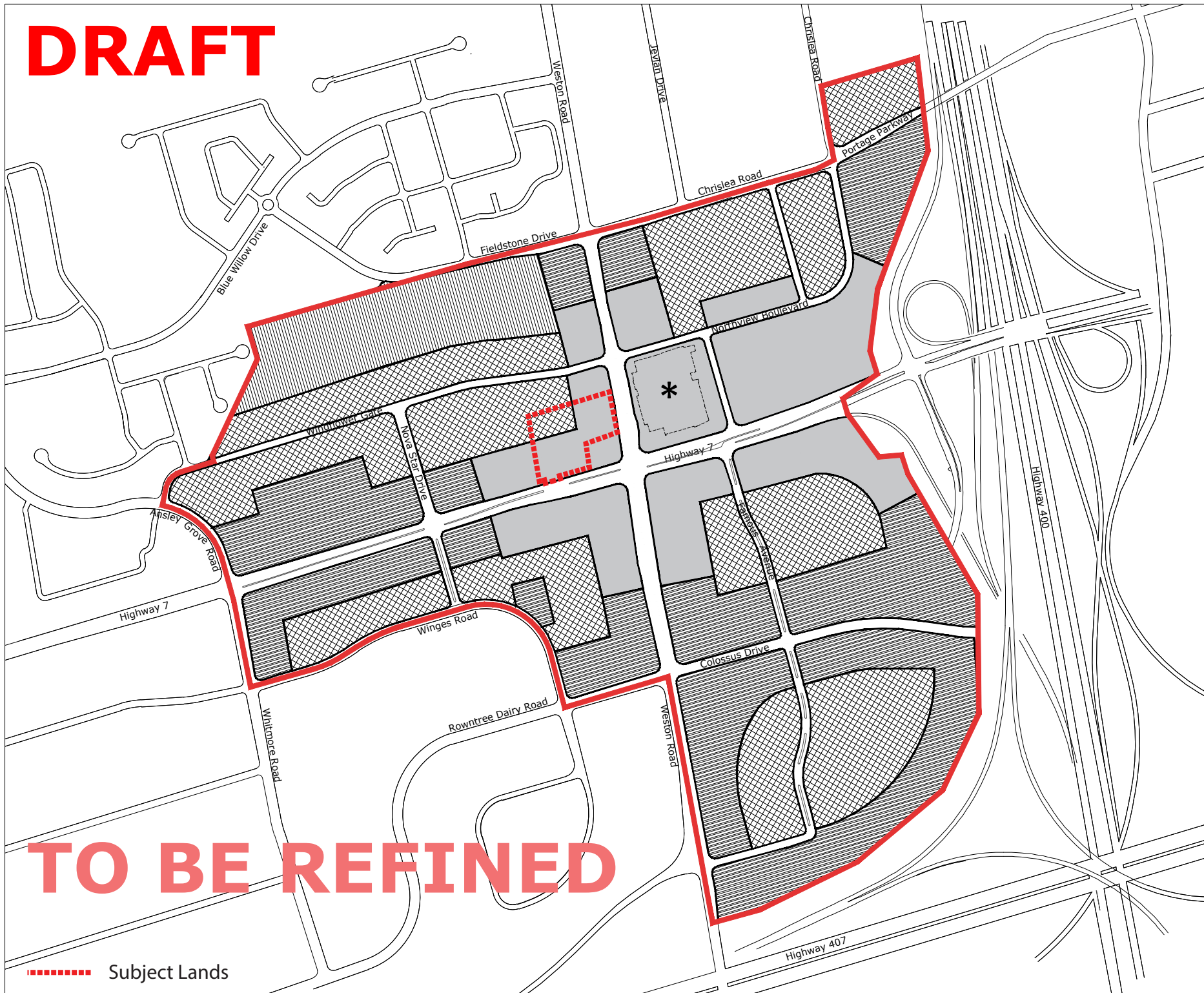
TO BE REFINED

Subject Lands









August 2023

DRAFT



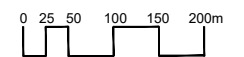
Schedule 2 Weston 7 Building Height

Legend

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

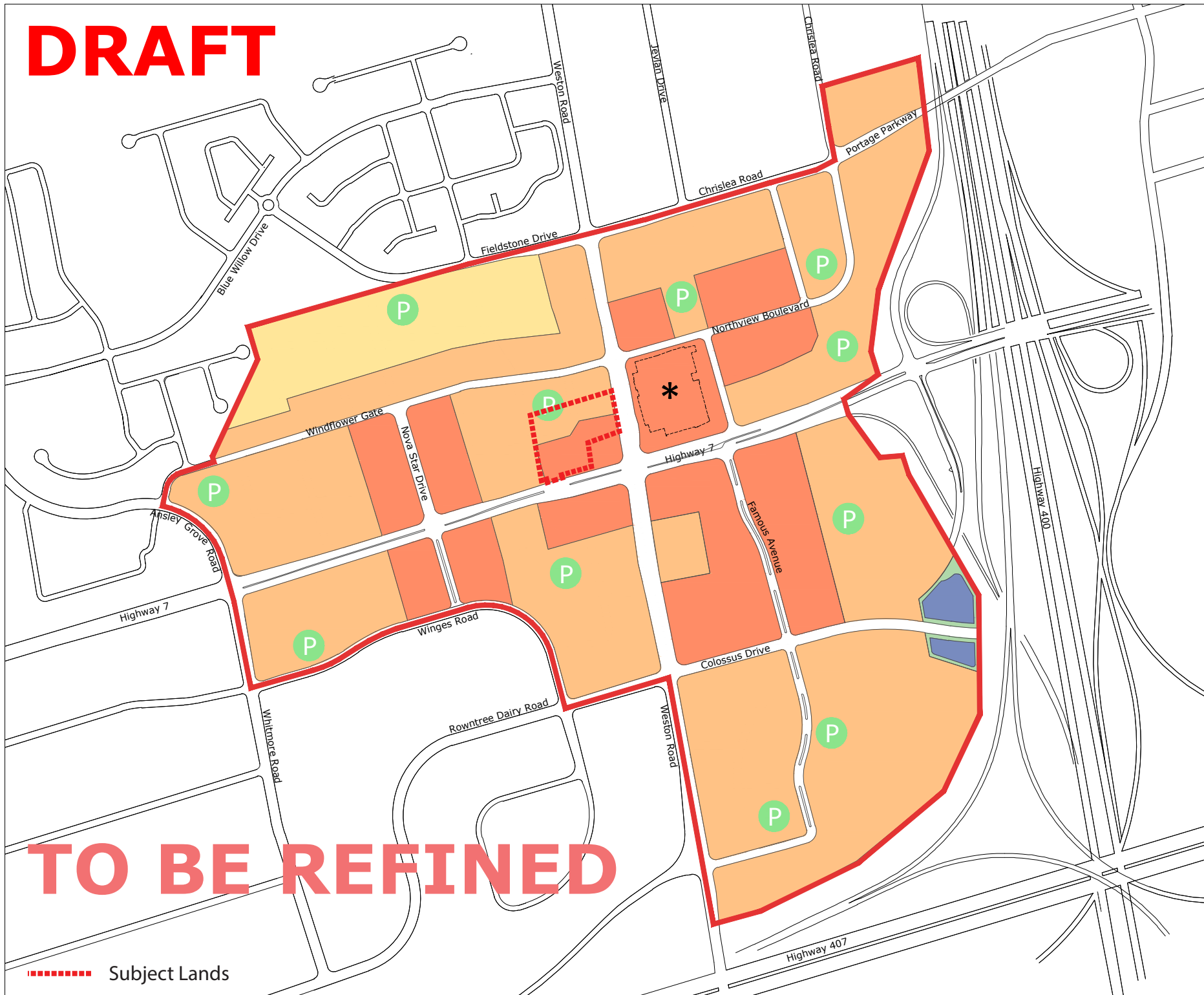
TO BE REFINED

 Subject Lands



August 2023

DRAFT



TO BE REFINED

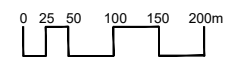
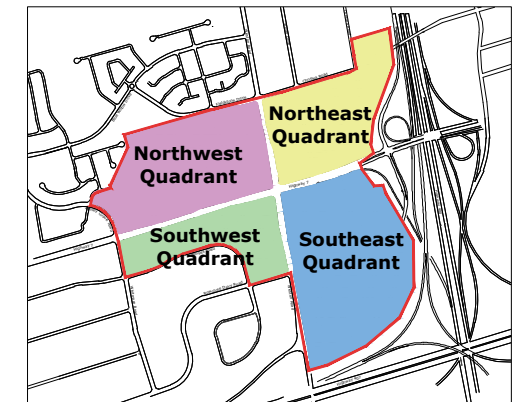
----- Subject Lands

Schedule 1 Weston 7 Land Use Designations

Legend

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

Quadrants



August 2023