



C7.
Communication
CW(PM) – November 1, 2023
Item No. 4

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DELIVERED VIA EMAIL

November 1st, 2023

TO: **City of Vaughan Council**
and Committee of the Whole
Council Chamber
2nd Floor, Vaughan City Hall
2141 Major Mackenzie Drive
Vaughan, Ontario

AND

Weston 7 Project Team (Lina Alhabash & Alannah Slattery)
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Mayor, Members of Council, and Weston and 7 Secondary Plan Project Team:

RE: Committee of the Whole (Public Meeting)
Weston and 7 Secondary Plan
City File No. 26.2
SmartCentres Comments

We are pleased to provide our comments for the Public Meeting at the Committee of the Whole. As discussed during our meeting with the Weston 7 Project Team on October 10th, 2023, we remain concerned to hear our development applications (referenced below) have not been properly considered by the project team when completing the final draft of the Secondary Plan. Specifically, we look forward to seeing flexibility being incorporated into the schedules as discussed, prior to finalization. As discussed with the project team, we are eager to proceed with our Phase 1, however we are very concerned with the both the policies and schedules as drafted (commentary below) as they do not take into consideration the existing physical constraints and opportunities for broader planning visions with our larger landholdings.

As you are aware, Calloway REIT (Westridge) Inc. and Calloway REIT (400 & 7) Inc. ("SmartCentres") owns approximately 25.07 ha (61.96 ac.) within the Weston and 7 Secondary Plan Area. Calloway REIT (400 and 7) Inc. owns the retail commercial lands at the northwest corner of Highway 400 and Highway 7, while Calloway REIT (Westridge) Inc. owns the retail commercial lands at the southwest corner of Weston Road and Fieldstone. As the majority landholder (see **FIGURE 1**), we have been actively involved throughout the study process since

its inception and have two active development applications within the study area (City File No. OP.19.012, Z.19.036, and DA 20.046).

We have been actively involved in the Weston and 7 Secondary Plan since its inception, in 2017. Since this time, we have made over five formal written submissions, emails, and various communications have yet to receive any response. These communications are enclosed in this letter. Again, we will note that this “update” includes no formal changes or responses whatsoever. This is the same land use scheme, parks and open space plan, and road network that was shown to us in 2021, with no further response or justification to concerns raised.

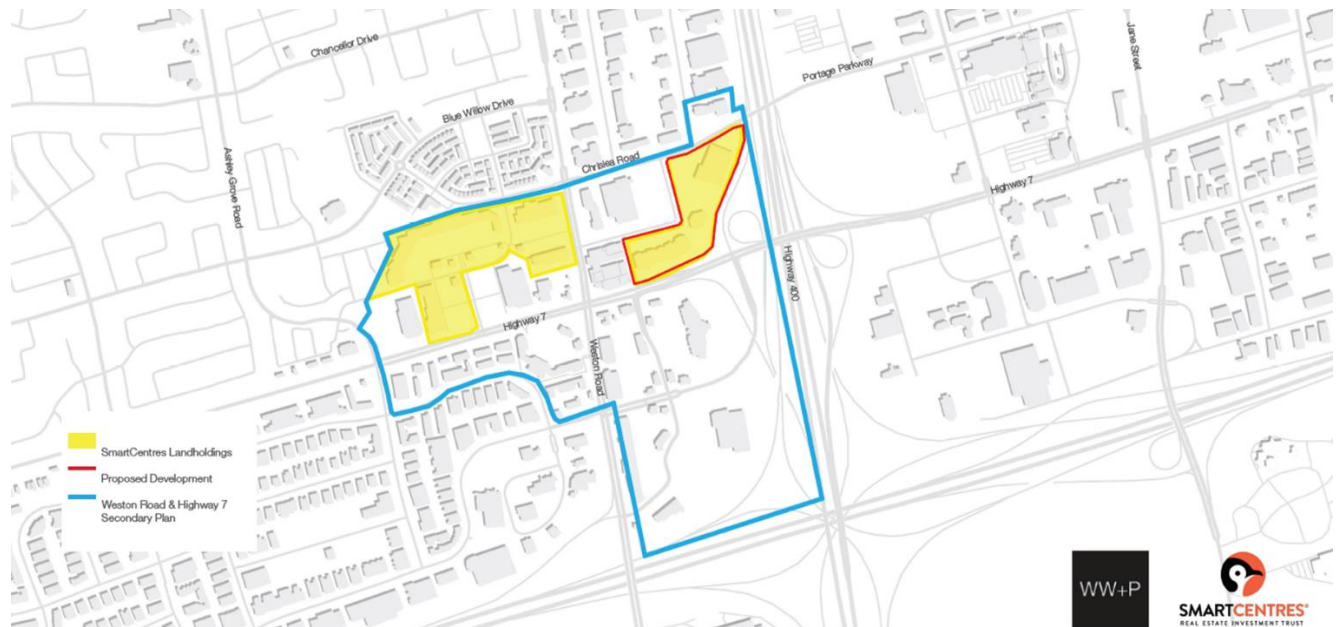


FIGURE 1 – Location Map of SmartCentres Landholdings Within Secondary Plan Area

ACTIVE DEVELOPMENT APPLICATIONS

As mentioned above, SmartCentres has submitted an Official Plan Amendment and Zoning By-law Amendment for a proposed Master Plan and Site Plan Application for Phase 1 for our lands (City file numbers OP.19.012, Z.19.036, and DA.20.046) within the Northeast Quadrant. Significant design considerations were contemplated during the evolution of the Master Plan, with consideration given to the lands positioned along a major Highway corridor and proximity to two major transit station areas (Weston and Commerce VIVA Station Stops). Furthermore, the site is uniquely positioned with both physical and visual proximity to the VMC, the new downtown of Vaughan, and a major urban growth centre with significant transit infrastructure.

We will note that these applications were never formally moved forward and reviewed by the City of Vaughan, and this lack of consideration can be further seen in the associated schedules and policies that were released last week. Please refer to **FIGURE 2** for the proposed Master Plan. These applications were designed to focus around a centrally located open space connecting Chrislea Road and Highway 7, and further created a hierarchy of block sizes filtered from larger mixed-use blocks at Chrislea Road/Portage Parkway to smaller residential blocks moving south towards Highway 7. The proposed Master Plan contemplates two signature towers with heights transitioning generally from the interior outward to the east with the highest heights being along Highway 400. This configuration and density distribution provided critical massing along the Highway 400 corridor and in close proximity to the Transit facilities and the VMC. As seen in **FIGURE 3**, Phase 1 comprises of four residential buildings. A 15-storey mid-rise building fronting onto Northview Boulevard and three high-rise towers in the park at 39, 39, and 45 storeys

respectively. The towers are strategically oriented within the Site protected by an acoustical berm running the length of the eastern boundary of the protecting against Highway 400 ramp traffic noise. Again, this is now proposed to be a park, up against a retaining wall, seen in **FIGURE 4**.

It is clear that this vision has **never been given proper consideration** by the City and the Planning Partnership. The centrally located pedestrian friendly spine has been removed for both a Collector Road and a Local Road. Again, we will point out that the proposed street network layout results in remnant / irregular parcels of land, which do not contemplate nor appreciate the significant ~8m grade change along the recently re-constructed Highway 7, and the similar grade change along the Highway 400 off-ramp (see **Figure 3**). It is clear from the proposed street network (and by common-sense) that this is not an optimal location for an open space, and the project team should better coordinate with both SmartCentres and the MTO on this. Further, from a transportation perspective, the proposed street network results in very irregular / inefficient underground parking layouts, creating a sub-optimal condition from both an architectural and transportation perspective.

Overall, while it appears the Secondary Plan has incorporated a number of the Master Plan concepts, it appears that the Secondary Plan has largely ignored our submission. We believe that further discussion is required in order to further co-ordinate the Secondary Plan with the Master Plan relative to park locations / types, height, road patterns / ownership and density.



FIGURE 2 – Master Plan within Northeast Quadrant (City File No. OP.19.012, Z.19.036)



FIGURE 3 – Phase 1 within Northeast Quadrant



FIGURE 4 – Looking East Toward Highway 400 from the Site

POPULATION AND EMPLOYMENT ALLOCATIONS (SECTION 2.2)

While we appreciate that the City requires an overall target for population and employment for the Secondary Plan, we believe that Section 2.2 should clearly state that this is a target and not a hard cap on growth. Further, we disagree with the inclusion of Table 1 which artificially allocates population and employment by quadrant and appears to be a hard cap on growth. While these allocations may ultimately result, we do not believe the allocations should be spelled out in the Secondary Plan as is currently presented. Further, we believe that this undermines the Provincial Policy directives to optimize infrastructure investments and efficiently utilize lands (especially in Major Transit Station Areas).

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PROVIDING HOUSING OPTIONS (SECTION 3.1)

SmartCentres is not opposed to the provision of a range and mix of housing units as proposed by the policies in Section 3.1. However, as the City is aware, the Province has yet to provide specific regulations and commentary on affordability and attainability and how these terms are to be implemented. We therefore request that these policies (all of Section 3.1) be put in abeyance until further direction is provided by the Province.

Further it is unclear where the 35% requirement in Policy 3.1 b) is derived from, as VOP 2010 requires this percentage for the Vaughan Metropolitan Centre ("VMC") and Key Development Areas ("KDAs"). It does not require it for Primary Centres, as KDAs are specifically defined to relate to Regional Intensification Corridors and not Primary Centres based on the policy language and Schedule 1 of VOP 2010.

ENSURING HIGH QUALITY URBAN DESIGN (SECTION 3.4)

SmartCentres is appreciative and supportive of the general policy direction that development in the Secondary Plan be of high-quality design and architecture. SmartCentres prides itself on providing high quality design and architecture in its developments, as specifically implemented in its projects in the VMC. However, we are concerned with the stringent language provided for in the policies, specifically:

1. Throughout this section we believe flexibility needs to occur. Therefore, terms such as "shall", "comply" and "consistent" should be softened. It is noted that this softened / flexible approach has occurred in other policies of the Secondary Plan.
2. Policy c) stating that transition between different building types will be a "key" consideration in determining compatible development. We note that the OLT has confirmed through a number of decisions that compatibility is achieved where development can co-exist without adverse impacts of a planning nature. While transition between different building types can aid in compatibility, it is just one aspect of how compatibility can be achieved. We therefore request that the term "key" be removed from this policy.
3. Policy d) stating that all new plans and development applications "shall be consistent" with the City's Urban Design Manual. This elevates urban design guidelines that of policy, which is not appropriate in our opinion (and that of numerous OLT decisions). Further, the requirement of "consistency" with guidelines will stifle creative design and architecture – we note that many of our projects in the VMC would not be as successful if they had to be "consistent" with guidelines.

LAND USE & BUILT FORM (SECTION 4.0)

We provide the following commentary by policy section.

1. Policy 4.1.2 (Prohibited Land Uses) – we appreciate the intent to prohibit auto oriented land uses (commercial with outdoor storage, drive-thru facilities, gas stations, etc). However, we believe that these uses are beneficial to the existing and future population / employees. We therefore request that the policy specific recognize these existing permitted uses and further, allow for them to occur should they form part of intensified development. For example, there are numerous examples where auto-oriented land uses such as car dealerships, are fully incorporated into intensified mixed use development projects. Flexibility should be provided for this to occur in the Secondary Plan.
2. Policy 4.1.9 (Institutional Uses), Policy 4.1.11 (Places of Worship) and Policy 4.1.12 (Public Service Facilities) – these policies appear to overlap with each other and deal with the same or similar uses. Clarity (and eliminating redundancy) is required accordingly to avoid future interpretation issues. We do appreciate the policy directive regarding School Boards developing urban school typologies (as exist in Midtown and Downtown Toronto).
3. Policy 4.2.1 (High Quality Development) – as noted above, we appreciate the policy directive for high quality design and architecture. However, as noted above, we believe the policy language needs to be softened and provide more flexibility (i.e. replace “shall” with “may” or “are encouraged to”). We further note that as a result of recent changes to the Planning Act, the City is not permitted to control building materiality and design (as suggested by policies c) xi, xii, xv, and xvi) as it once could through Site Plan Approval, thus reinforcing our position of these being suggestive policies than regulatory policies.

We provide the following specific commentary:

- a) Policy b) ii) requiring “appropriate transition” to “ensure compatibility” places too much emphasis on this compatibility technique as noted previously.
 - b) Policy c) i) criteria under the Identity paragraph should be removed – the statements of “shall respect and reinforce” prevailing development context and prevailing landscaped open space runs contrary in our opinion to the achievement of intensified development as contemplated by the Secondary Plan. This language, in our opinion, appears to undermine the other policies of the Secondary Plan.
 - c) Policy c) ii) regarding Green Buildings – the language should be softened as in some cases green roofs are not appropriate or desirable relative to the built form.
 - d) Policy c) vii and viii) – flexibility should be added to this policy, as it may not be possible to achieve these policy objectives. Consider adding “where appropriate” or “where feasible” accordingly.
 - e) Policy c) xvi) should be revised to instead direction should be provided to the appropriate mechanism for signage, the City’s Sign By-law.
 - f) Policy d) is appreciative as encouraging architectural design and providing flexibility, however, appears to run contrary to the statements found in other design policies of this section and others in the Secondary Plan.
4. Policy 4.2.2 (Low-Rise Buildings), Policy 4.2.3 (Mid-Rise Buildings) and Policy 4.2.4 (High-Rise Buildings):

- a) The inclusion of maximum heights in the Secondary Plan appears to run contrary to the direction provided by the Province in a similar exercise in the City of Mississauga, where the Minister stated that no maximum height restrictions are to be imposed in Major Transit Station Areas or Protected Major Transit Station Areas (see letter in Appendix B). We therefore request that the height restrictions be removed.
- b) Should the City not agree with our request above, we request additional flexibility be provided:
 - i. The height limit of 3 storeys or 11 metres for Low-Rise Buildings should be increased to allow for more flexibility especially where stacked townhouse and apartments are provided for. It is noted that VOP 2010 allows Low-Rise Buildings up to 5 storeys (without a metric) and would request this be used in the Secondary Plan instead.
 - ii. For Mid-Rise Buildings, VOP 2010 allows Mid-Rise Buildings up to 12 storeys. This should be provided for in the Secondary Plan at a minimum. However, we are seeing approvals for mid-rise buildings up to 15 storeys and would request the City consider this height limit (should they remain in the Secondary Plan). The metric of 27 metres should also be removed.
 - iii. For High-Rise Buildings, we believe, as a Primary Centre, within a Protected Major Transit Station Area and in proximity to and with transit connectivity to the Subway, that the maximum height limits of 20 storeys (High-Rise I) and 32 storeys (High-Rise II) are too low. Additional height can and should be provided for. There is no rationale provided for these heights, which are much lower than that approved in the VMC and thus do not undermine the overall urban structure of the City. The metrics should also be removed.
- c) We request that specific metrics relative to setbacks and step-backs be removed or that flexibility to the language (i.e., adding “generally”) should occur. It is noted that many of the buildings in the VMC, which the City approved and promotes as excellent design and architecture would not meet these various requirements (i.e., the KPMG Building or the PwC building). If maintained, the requirement for additional step-backs required in Policy 4.2.4 c) v) and d) i) should be removed, softened, or increased only where required through appropriate study to mitigate wind impacts.
- d) The step-back minimum requirement of 6.5 m for high-rise office buildings appears arbitrary and should be removed or should be consistent with the step-back for high-rise residential buildings.
- e) Relative to High-Rise Buildings, we request the word “generally” be added to both the residential and office building maximum dimensions (Policy 4.2.4 c) vi) and d) ii).

LAND USE DESIGNATIONS (SECTION 5.0)

We provide the following commentary:

1. Maximum density policies should be removed or at a minimum should be increased significantly to reflect the Provincial, Regional and City intensification policy regimes. Transit oriented development within a Protected Major Transit Station Area should not be unduly restricted by arbitrary density caps. It is noted that in other intensification areas, maximum densities placed in a Secondary Plan have been significantly exceeded through approvals for good building and site design – one only needs to look to the approvals in the VMC to see that arbitrary density restrictions are not appropriate nor desirable.

2. We appreciate the broad land use permissions in the Mixed-Use designations.
3. The prohibition of stand-alone residential buildings should be removed. There is no rationale for not permitting stand-alone residential buildings, especially in areas where non-residential uses will not materialize or will continuously be vacant. To this point, the requirement of a minimum number of non-residential uses (20% in the Mixed-Use I and 15% in the Mixed-Use II) should be removed.

PEDESTRIAN REALM NETWORK (SECTION 6.0)

We provide the following commentary:

1. The minimum site size in Policy 6.1 b) (and later in Policy 8.1.10 i)) of 1,500 sq m for on-site contributions appears too low. This should be increased and flexibility to the policy should be provided for (i.e., the site may be in a location where an on-site contribution is not appropriate, warranted, or desired by the City).
2. The elements of the Pedestrian Realm Network should allow flexibility in the policy relative to ownership arrangements (i.e., they could be public, private or strata). This is clearly stated for connecting links and courtyards but not for other Pedestrian Realm Network elements. Further these elements where beyond the public right-of-way requirements, should be credited to parkland dedication and / or Community Benefit Charges.
3. It is unclear how the City arrived at the breakdown of required areas of urban squares by quadrant, especially when comparing the percentage of gross land area between the quadrants. We request clarity on this and how this requirement (and other Pedestrian Realm Network elements) relate to the maximum parkland requirements established by recent changes to the Planning Act.

TRANSPORTATION, SERVICE INFRASTRUCTURE & UTILITIES (SECTION 7.0)

We provide the following commentary:

1. The provision of private roads should be specifically permitted for local roads and laneways in Policy 7.1.3 b) rather than just as a public road conveyance (as contemplated by Policy 7.1.8 d).
2. Reference is made to “Downtown Core Designation” in Policy 7.1.7 k). Is this referring to the VMC?
3. A change in the location, designation and / or removal of a road network element should be permitted without the requirement to amend the Secondary Plan – not just a minor adjustment as permitted by Policy 7.1.8 c).
4. Policy no. 7.1.3 b) prescribes arbitrary ROW widths that don’t respect the existing road network nor the active development applications for the site. Further as noted above in this letter, the proposed ROW widths do not promote pedestrian movement as envisioned in our application. Lastly, there is no justification on the proposed ROW widths.

IMPLEMENTATION & INTERPRETATION (SECTION 8.0)

We provide the following commentary:

1. We request the requirement to provide a Municipal Financial Impact Assessment be deleted. This is an inappropriate request to be provided by private landowners, and this should be a municipal responsibility.
2. As noted in our letter to the City of Vaughan on November 3rd, 2022, Policies 8.1.4 l) and m) regarding the completeness of applications in direct contravention of the *Planning Act*, notwithstanding the approval of OPA 93. We again request these policies be deleted as these policies stand significantly slow the issuance of development approvals in the Weston and 7 Secondary Plan area, by inappropriately front ending too much of the application review process before an application is even finalized for submission.
3. The list of Community Benefits Charge By-law items appears limited. The City should either expand the list or make the policy non-exhaustive (i.e., “including consideration of, but not limited to:”).

SCHEDULES

We provide the following commentary on Schedules 1 to 4. Specifically, we are not accepting of the various designations and identifiers by the City without further discussion as follows:

1. It is unclear as to why and how there is a differentiation between the Mixed Use I and the Mixed-Use II designations. Clarity on why they are established the way they are is required.
2. The depth of the low-rise residential area appears arbitrary - why is it only applying to the Calloway REIT (Westridge) Inc. lands and at such a depth?
3. Clarity is required from the City on why the Park locations on Schedule 1 were chosen and how the number per quadrant were derived.
4. We are not accepting of the height limits nor locations as set out in Schedule 2. Specifically, additional height can and should be provided south of Portage Parkway as depicted in our specific OPA and ZBA applications. The location of Mid-Rise heights in the various areas of the Secondary Plan appears arbitrary and without rationale. Lastly, additional height should be permitted along Highway 7, south of Windflower Gate beyond 18 storeys.
5. We are not accepting of the location or type of Pedestrian Realm Network elements shown on Schedule 3. These locations are too prescriptive and for the northeast quadrant do not align with our vision as set out in our OPA and ZBA applications.
6. With respect to Schedule 4, we will re-direct you to the enclosed comments letter dated December 17th, 2021, with respect to our comments on the road sizes and locations (Policy 7.1.3 b).

CONCLUSIONS

We have noted above a number of our concerns in this letter, which we believe can be resolved through further discussion. To this effect, we welcome the opportunity to continue to work with City staff and the Consulting Team to create a Secondary Plan which we can all support.

Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Paula Bustard". The signature is fluid and cursive, with the first name "Paula" being more prominent than the last name "Bustard".

Paula Bustard
Executive Vice President, Development
SmartCentres REIT

cc: *David McKay, MHBC*

Encl.



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DELIVERED VIA EMAIL

September 13, 2023

TO: **Lina Alhabash**
Senior Planner, Policy Planning & Special Programs
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

Alannah Slattery
Senior Planner, Policy Planning & Special Programs
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

**RE: Weston and 7 Secondary Plan
Transportation Master Plan Landowners Group Meeting
SmartCentres Comments**

We are in receipt of the Weston & 7 LOG Meeting Presentation on August 30th, prepared by the Planning Partnership. As noted in our email to you, we never received any communications whatsoever about the occurrence of this meeting which is obviously tremendously disappointing. As you are aware, Calloway REIT (Westridge) Inc. and Calloway REIT (400 & 7) Inc. (“SmartCentres”) owns approximately 25.07 ha (61.96 ac.) within the Weston and 7 Secondary Plan Area. Calloway REIT (400 and 7) Inc. owns the retail commercial lands at the northwest corner of Highway 400 and Highway 7, while Calloway REIT (Westridge) Inc. owns the retail commercial lands at the southwest corner of Weston Road and Fieldstone. As the majority landholder (see **FIGURE 1**), we have been actively involved throughout the study process since its inception and have two active development applications within the study area (City File No. OP.19.012, Z.19.036, and DA 20.046).

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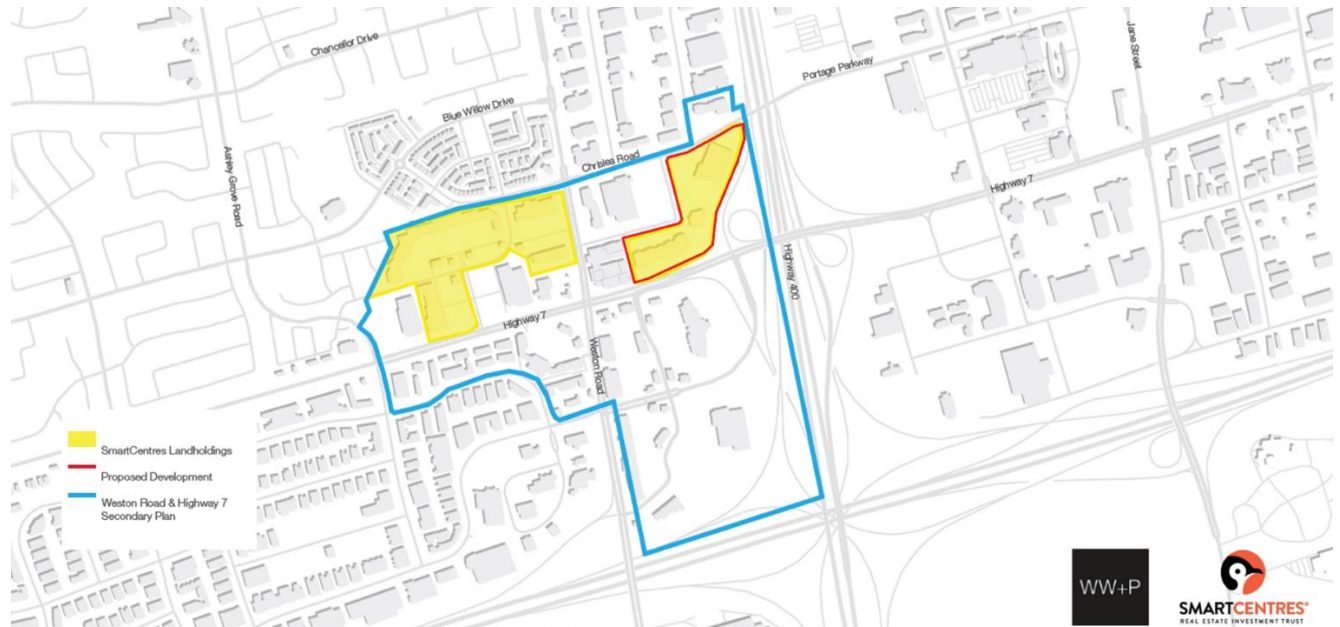


FIGURE 1 – Location Map of SmartCentres Landholdings Within Secondary Plan Area

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FIGURE 2 – Master Plan within Northeast Quadrant (City File No. OP.19.012, Z.19.036)



FIGURE 3 – Phase 1 within Northeast Quadrant



FIGURE 4 – Looking East Toward Highway 400 from the Site

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- d) Policy c) vii and viii) – flexibility should be added to this policy, as it may not be possible to achieve these policy objectives. Consider adding “where appropriate” or “where feasible” accordingly.
- e) Policy c) xvi) should be revised to instead direction should be provided to the appropriate mechanism for signage, the City’s Sign By-law.
- f) Policy d) is appreciative as encouraging architectural design and providing flexibility, however, appears to run contrary to the statements found in other design policies of this section and others in the Secondary Plan.

4. Policy 4.2.2 (Low-Rise Buildings), Policy 4.2.3 (Mid-Rise Buildings) and Policy 4.2.4 (High-Rise Buildings):

- a) The inclusion of maximum heights in the Secondary Plan appears to run contrary to the direction provided by the Province in a similar exercise in the City of Mississauga, where the Minister stated that no maximum height restrictions are to be imposed in Major Transit Station Areas or Protected Major Transit Station Areas (see letter in Appendix B). We therefore request that the height restrictions be removed.
- b) Should the City not agree with our request above, we request additional flexibility be provided:
 - i. The height limit of 3 storeys or 11 metres for Low-Rise Buildings should be increased to allow for more flexibility especially where stacked townhouse and apartments are provided for. It is noted that VOP 2010 allows Low-Rise Buildings up to 5 storeys (without a metric) and would request this be used in the Secondary Plan instead.
 - ii. For Mid-Rise Buildings, VOP 2010 allows Mid-Rise Buildings up to 12 storeys. This should be provided for in the Secondary Plan at a minimum. However, we are seeing approvals for mid-rise buildings up to 15 storeys and would request the City consider this height limit (should they remain in the Secondary Plan). The metric of 27 metres should also be removed.
 - iii. For High-Rise Buildings, we believe, as a Primary Centre, within a Protected Major Transit Station Area and in proximity to and with transit connectivity to the Subway,

that the maximum height limits of 20 storeys (High-Rise I) and 32 storeys (High-Rise II) are too low. Additional height can and should be provided for. There is no rationale provided for these heights, which are much lower than that approved in the VMC and thus do not undermine the overall urban structure of the City. The metrics should also be removed.

- c) We request that specific metrics relative to setbacks and step-backs be removed or that flexibility to the language (i.e., adding “generally”) should occur. It is noted that many of the buildings in the VMC, which the City approved and promotes as excellent design and architecture would not meet these various requirements (i.e., the KPMG Building or the PwC building). If maintained, the requirement for additional step-backs required in Policy 4.2.4 c) v) and d) i) should be removed, softened, or increased only where required through appropriate study to mitigate wind impacts.
- d) The step-back minimum requirement of 6.5 m for high-rise office buildings appears arbitrary and should be removed or should be consistent with the step-back for high-rise residential buildings.
- e) Relative to High-Rise Buildings, we request the word “generally” be added to both the residential and office building maximum dimensions (Policy 4.2.4 c) vi) and d) ii).

LAND USE DESIGNATIONS (SECTION 5.0)

We provide the following commentary:

- 1. Maximum density policies should be removed or at a minimum should be increased significantly to reflect the Provincial, Regional and City intensification policy regimes. Transit oriented development within a Protected Major Transit Station Area should not be unduly restricted by arbitrary density caps. It is noted that in other intensification areas, maximum densities placed in a Secondary Plan have been significantly exceeded through approvals for good building and site design – one only needs to look to the approvals in the VMC to see that arbitrary density restrictions are not appropriate nor desirable.
- 2. We appreciate the broad land use permissions in the Mixed-Use designations.
- 3. The prohibition of stand-alone residential buildings should be removed. There is no rationale for not permitting stand-alone residential buildings, especially in areas where non-residential uses will not materialize or will continuously be vacant. To this point, the requirement of a minimum number of non-residential uses (20% in the Mixed-Use I and 15% in the Mixed-Use II) should be removed.

PEDESTRIAN REALM NETWORK (SECTION 6.0)

We provide the following commentary:

- 1. The minimum site size in Policy 6.1 b) (and later in Policy 8.1.10 i)) of 1,500 sq m for on-site contributions appears too low. This should be increased and flexibility to the policy should be provided for (i.e., the site may be in a location where an on-site contribution is not appropriate, warranted, or desired by the City).
- 2. The elements of the Pedestrian Realm Network should allow flexibility in the policy relative to ownership arrangements (i.e., they could be public, private or strata). This is clearly stated for connecting links and courtyards but not for other Pedestrian Realm Network elements. Further these elements where beyond the public right-of-way requirements, should be credited to parkland dedication and / or Community Benefit Charges.

3. It is unclear how the City arrived at the breakdown of required areas of urban squares by quadrant, especially when comparing the percentage of gross land area between the quadrants. We request clarity on this and how this requirement (and other Pedestrian Realm Network elements) relate to the maximum parkland requirements established by recent changes to the Planning Act.

TRANSPORTATION, SERVICE INFRASTRUCTURE & UTILITIES (SECTION 7.0)

We provide the following commentary:

1. The provision of private roads should be specifically permitted for local roads and laneways in Policy 7.1.3 b) rather than just as a public road conveyance (as contemplated by Policy 7.1.8 d).
2. Reference is made to “Downtown Core Designation” in Policy 7.1.7 k). Is this referring to the VMC?
3. A change in the location, designation and / or removal of a road network element should be permitted without the requirement to amend the Secondary Plan – not just a minor adjustment as permitted by Policy 7.1.8 c).
4. Policy no. 7.1.3 b) prescribes arbitrary ROW widths that don’t respect the existing road network nor the active development applications for the site. Further as noted above in this letter, the proposed ROW widths do not promote pedestrian movement as envisioned in our application. Lastly, there is no justification on the proposed ROW widths.

IMPLEMENTATION & INTERPRETATION (SECTION 8.0)

We provide the following commentary:

1. We request the requirement to provide a Municipal Financial Impact Assessment be deleted. This is an inappropriate request to be provided by private landowners, and this should be a municipal responsibility.
2. As noted in our letter to the City of Vaughan on November 3rd, 2022, Policies 8.1.4 l) and m) regarding the completeness of applications in direct contravention of the *Planning Act*, notwithstanding the approval of OPA 93. We again request these policies be deleted as these policies stand significantly slow the issuance of development approvals in the Weston and 7 Secondary Plan area, by inappropriately front ending too much of the application review process before an application is even finalized for submission.
3. The list of Community Benefits Charge By-law items appears limited. The City should either expand the list or make the policy non-exhaustive (i.e., “including consideration of, but not limited to:”).

SCHEDULES

We provide the following commentary on Schedules 1 to 4. Specifically, we are not accepting of the various designations and identifiers by the City without further discussion as follows:

1. It is unclear as to why and how there is a differentiation between the Mixed Use I and the Mixed-Use II designations. Clarity on why they are established the way they are is required.

2. The depth of the low-rise residential area appears arbitrary - why is it only applying to the Calloway REIT (Westridge) Inc. lands and at such a depth?
3. Clarity is required from the City on why the Park locations on Schedule 1 were chosen and how the number per quadrant were derived.
4. We are not accepting of the height limits nor locations as set out in Schedule 2. Specifically, additional height can and should be provided south of Portage Parkway as depicted in our specific OPA and ZBA applications. The location of Mid-Rise heights in the various areas of the Secondary Plan appears arbitrary and without rationale. Lastly, additional height should be permitted along Highway 7, south of Windflower Gate beyond 18 storeys.
5. We are not accepting of the location or type of Pedestrian Realm Network elements shown on Schedule 3. These locations are too prescriptive and for the northeast quadrant do not align with our vision as set out in our OPA and ZBA applications.
6. With respect to Schedule 4, we will re-direct you to the enclosed comments letter dated December 17th, 2021, with respect to our comments on the road sizes and locations (Policy 7.1.3 b).

CONCLUSIONS

We have noted above a number of our concerns in this letter, which we believe can be resolved through further discussion with ourselves and other landowners. To this effect, we welcome the opportunity to continue to work with City staff and the Consulting Team to create a Secondary Plan which we can all support.

Thank you.

Sincerely,

Paula Bustard
Executive Vice President, Development
SmartCentres REIT

cc: *David McKay, MHBC*

Encl.



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DELIVERED VIA EMAIL

June 15, 2023

TO: **Marta Roias, RPP**
City of Vaughan, Project Manager
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

**RE: Weston and 7 Secondary Plan
Transportation Master Plan Landowners Group Meeting
SmartCentres Comments**

Thank you for hosting the Landowners Meeting and Transportation Master Plan Update (“**Update**”) on April 28th, with WSP, at Vaughan City Hall. As you are aware, Calloway REIT (Westridge) Inc. and Calloway REIT (400 & 7) Inc. (“**SmartCentres**”) owns approximately 25.07 ha (61.96 ac.) within the Weston and 7 Secondary Plan Area. Calloway REIT (400 and 7) Inc. owns the retail commercial lands at the northwest corner of Highway 400 and Highway 7, while Calloway REIT (Westridge) Inc. owns the retail commercial lands at the southwest corner of Weston Road and Fieldstone. As the majority landholder (see **Figure 1**), we have been actively involved throughout the study process since its inception and have two active development applications within the study area (City File No. OP.19.012, Z.19.036, and DA 20.046).

From what we can tell, we were surprised to see that this update includes no changes whatsoever from the October 15th, 2021, landowner update. At this point in time, we have received no response from the City regarding our many concerns that were raised nor have any of our comments been addressed. We are again enclosing our detailed comments letter dated December 17th, 2021, in hopes of beginning meaningful discussion to resolve these matters.

Sincerely,

Paula Bustard
Executive Vice President, Development
SmartCentres REIT



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DELIVERED VIA EMAIL

December 17, 2021

TO: Michelle Moretti, Senior Planner
Policy Planning & Environmental Sustainability Department
City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

**RE: Weston and 7 Secondary Plan
Transportation Master Plan Landowners Group Meeting
SmartCentres Comments**

Thank you for hosting the Landowners Meeting and Transportation Master Plan Update (“**Update**”) on October 15th, with WSP. As you are aware, Calloway REIT (Westridge) Inc. and Calloway REIT (400 & 7) Inc. (“**SmartCentres**”) owns approximately 25.07 ha (61.96 ac.) within the Weston and 7 Secondary Plan Area. Calloway REIT (400 and 7) Inc. owns the retail commercial lands at the northwest corner of Highway 400 and Highway 7, while Calloway REIT (Westridge) Inc. owns the retail commercial lands at the southwest corner of Weston Road and Fieldstone Drive (See **Figure 1**). As the majority landholder (see **Figure 1**), we have been actively involved throughout the study process since its inception and have two active development applications within the study area (City File No. OP.19.012, Z.19.036, and DA 20.046).

While overall, we will note that this update has progressed in a positive manner and represents a significant improvement from the Phase 1, we remain very concerned about the proposed road network, hierarchy of streets, open space, height and density, and as it relates to our existing planning applications. With that in mind, this letter will focus on transportation components.

Please note that our comments are by no means exhaustive, and we would like to meet with Staff to discuss all aspects of the Update. Further, we will note that much of the details surrounding the policies of the (concurrent) Draft Weston and 7 Secondary Plan remain to be seen. As such, we are pleased to provide our comments which are as follows:

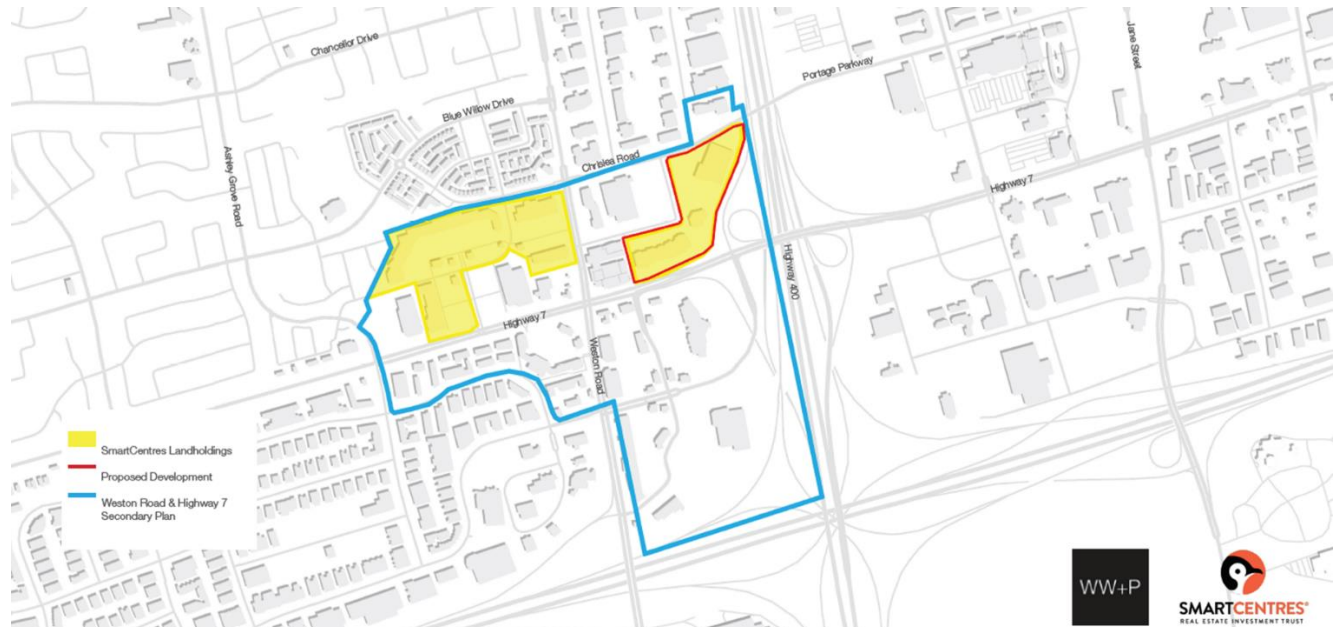


FIGURE 1 – Location Map of SmartCentres Landholdings Within Secondary Plan Area

NORTHEAST QUADRANT

The project team’s plan (see **Figure 2**) has deleted two of the private streets SmartCentres designed and planned for by way of Official Plan Amendment Application no. OP.19.012 (i.e., the east-west link to Northview known as “Private Street 1” and the north-south link to Northview known as “Private Street 2”).

Further, these private streets have been converted to public streets, and they have been re-aligned, which would result in negative impacts. Specifically, Northview Boulevard is now proposed to bisect our site, isolating the new proposed blocks east of Northview, requiring direct driveway / access on to Northview. In turn, this would result in an increased ROW width, because of the necessary turning lanes, etc. that would be required to accommodate the traffic associated with the proposed mix of uses. Not only would this proposed alignment make it difficult for future residents / visitors to access their respective driveways, but it would also further increase the overall reliance on personal vehicles (as opposed to public transportation, cycling etc.).

From a high level, the proposed street network layout results in remnant / irregular parcels of land, which do not contemplate nor appreciate the significant ~8m grade change along the recently re-constructed Highway 7, and the similar grade change along the Highway 400 off-ramp (see **Figure 3**). It is clear from the proposed street network (and by common-sense) that this is not an optimal location for an open space, and the project team should better coordinate with both SmartCentres and the MTO on this. Further, from a transportation perspective, the proposed street network results in very irregular / inefficient underground parking layouts, creating a sub-optimal condition from both an architectural and transportation perspective.

As mentioned above, SmartCentres has submitted an Official Plan Amendment and Zoning By-law Amendment for a proposed Master Plan and Site Plan Application for Phase 1 for our lands (City file numbers OP.19.012, Z.19.036, and DA.20.046) within the Northeast Quadrant. Significant design considerations were contemplated during the evolution of the Master Plan, with consideration given to the lands positioned along a major Highway corridor and proximity to two major transit station areas (Weston and Commerce VIVA Station Stops). Furthermore, the site is uniquely positioned with both physical and visual proximity to the VMC, the new downtown of Vaughan, and a major urban growth centre with significant transit infrastructure.

The applications before the City for consideration and review were designed to focus around a centrally located open space connecting Chrislea Road and Highway 7, and further created a hierarchy of block sizes filtered from larger mixed-use blocks at Chrislea Road/Portage Parkway to smaller residential blocks moving south towards Highway 7. The proposed Master Plan contemplates two signature towers with heights transitioning generally from the interior outward to the east with the highest heights being along Highway 400. This configuration and density distribution provided critical massing along the Highway 400 corridor and in close proximity to the Transit facilities and the VMC.

The transportation Update mostly disregards these design principles with the proposed street network size / layout, and we respectfully request that further discussions be undertaken with the project team to review and coordinate the Transportation Master Plan with our proposed Master Plan in relation to road patterns, street hierarchy, open spaces, etc.

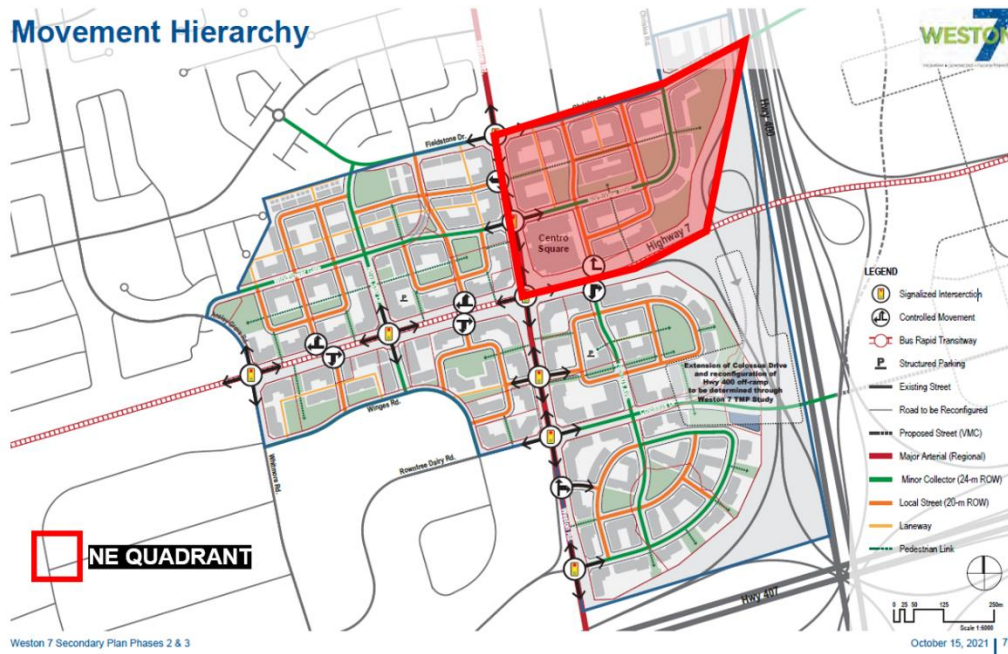


Figure 2 – Northeast Quadrant

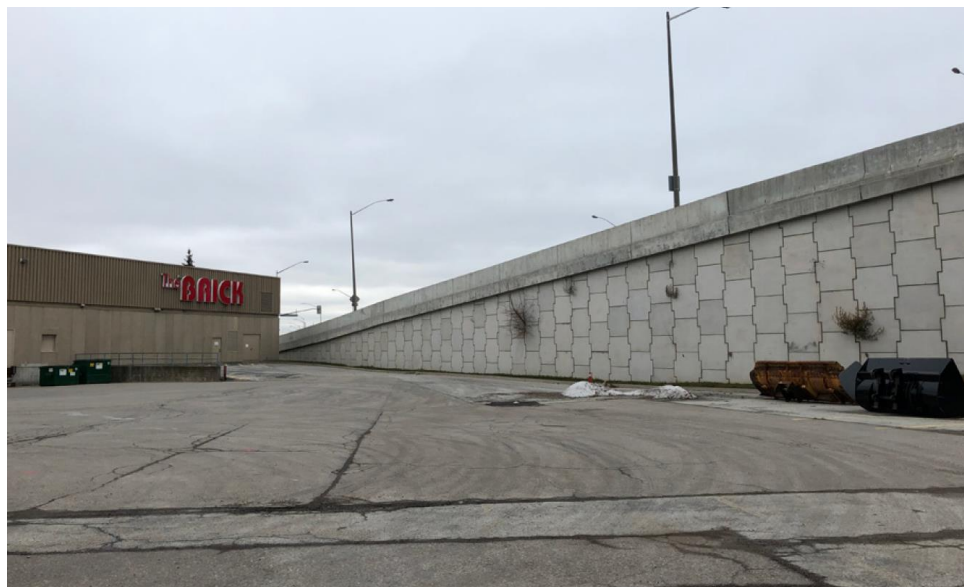


Figure 3 – Looking East Toward Highway 400 from the Site

NORTHWEST QUADRANT

Although this quadrant is less developed from a formal planning application perspective, we are concerned about core urban design principles, such as the over-reliance on vehicular traffic, within our blocks. There seems to have been no regard nor consultation of created a pedestrian-oriented and environmentally friendly block layout, in keeping with the City of Vaughan's Official Plan policies. Additionally, similar to our above comments, these irregular block layout (by way of the proposed street network) will create extremely inefficient underground parking layout.

The road network and the resulting development framework has little regard for existing property boundaries and SmartCentres would need to review and ensure there are proper cost sharing mechanisms, so the burden of providing this infrastructure should not be entirely place on SmartCentres.

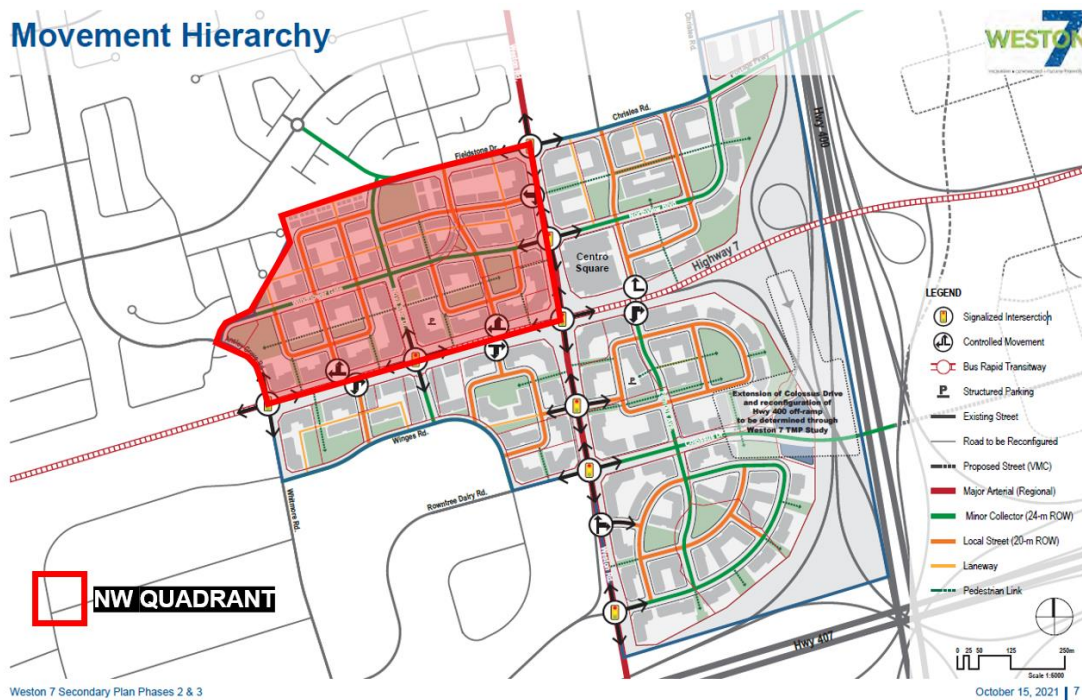


Figure 4 – Northwest Quadrant

DEVELOPMENT YIELDS

We request more information regarding the origins of the population thresholds and development yields for all quadrants. In particular, it appears as if consideration has not been made for the Northeast Quadrant, whereas there are multiple active planning applications, in which there are proposals for excess units that were considered in the Project Team's presentation. Further the proposed / projected 1,340 retail / service jobs are not reflective of the neither the City's nor SmartCentres master plan vision for the site, as there are no retail blocks proposed. In addition to this, there are also supplementary office jobs proposed, resulting in over 2,500 jobs in the quadrant, which is not consist with the Secondary Plan materials presented thus far.

CONCLUSIONS

As noted above, while we are pleased with the overall principles that are being proposed in the overall Secondary Plan process (enhanced built-environment, increased density permissions which capitalize on transit infrastructure, etc.) we have identified several key concerns in this letter regarding the proposed road network, along with the origin of traffic / population data. We believe

this can be resolved through further discussion with ourselves the Project Team, and to this effect, we welcome the opportunity to continue to work with City staff and the Project Team to inform the Transportation Master Plan, which we can all support.

Sincerely,

A handwritten signature in blue ink that reads "Paula Bustard". The signature is fluid and cursive, with the first name "Paula" being more prominent than the last name "Bustard".

Paula Bustard
Executive Vice President, Development
SmartCentres REIT



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DELIVERED VIA EMAIL

December 17, 2021

TO: Michelle Moretti, Senior Planner
Policy Planning & Environmental Sustainability Department
City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

**RE: Weston and 7 Secondary Plan
Transportation Master Plan Landowners Group Meeting
SmartCentres Comments**

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While overall, we will note that this update has progressed in a positive manner and represents a significant improvement from the Phase 1, we remain very concerned about the proposed road network, hierarchy of streets, open space, height and density, and as it relates to our existing planning applications. With that in mind, this letter will focus on transportation components.

Please note that our comments are by no means exhaustive, and we would like to meet with Staff to discuss all aspects of the Update. Further, we will note that much of the details surrounding the policies of the (concurrent) Draft Weston and 7 Secondary Plan remain to be seen. As such, we are pleased to provide our comments which are as follows:

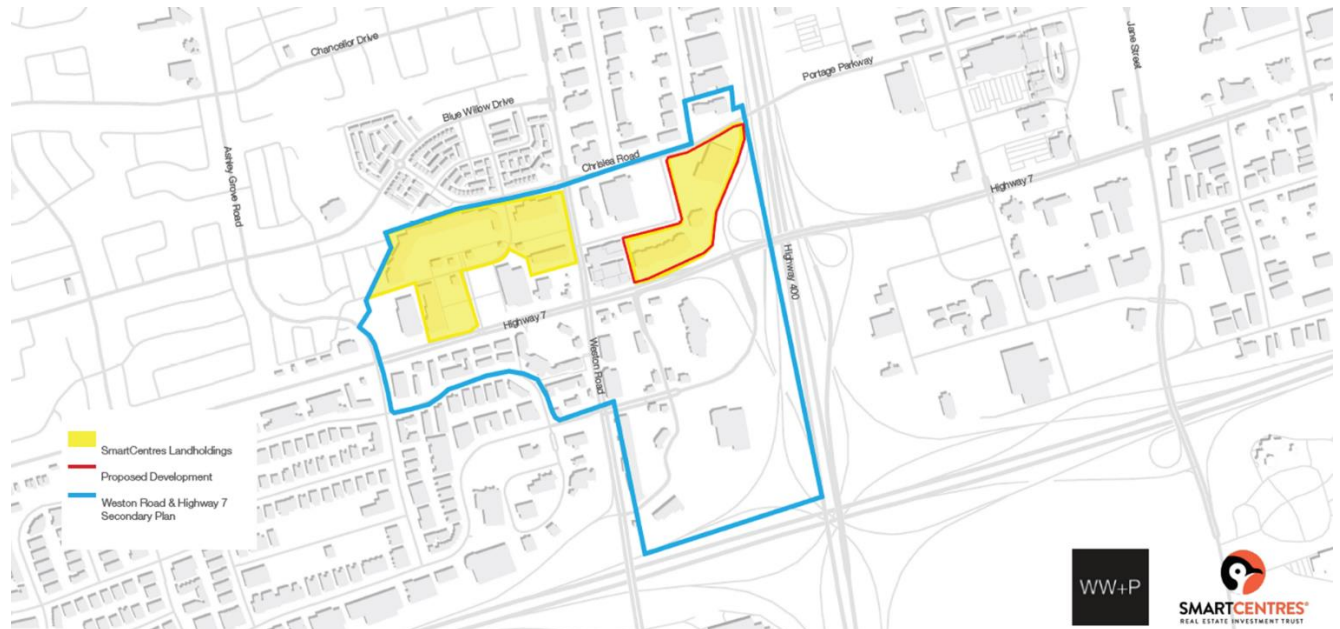


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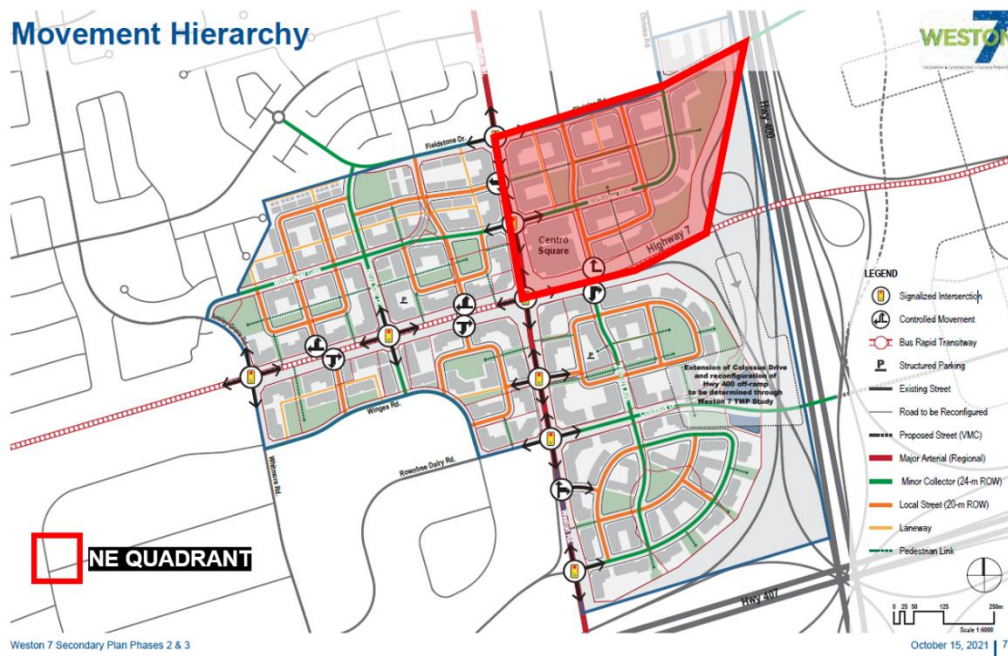


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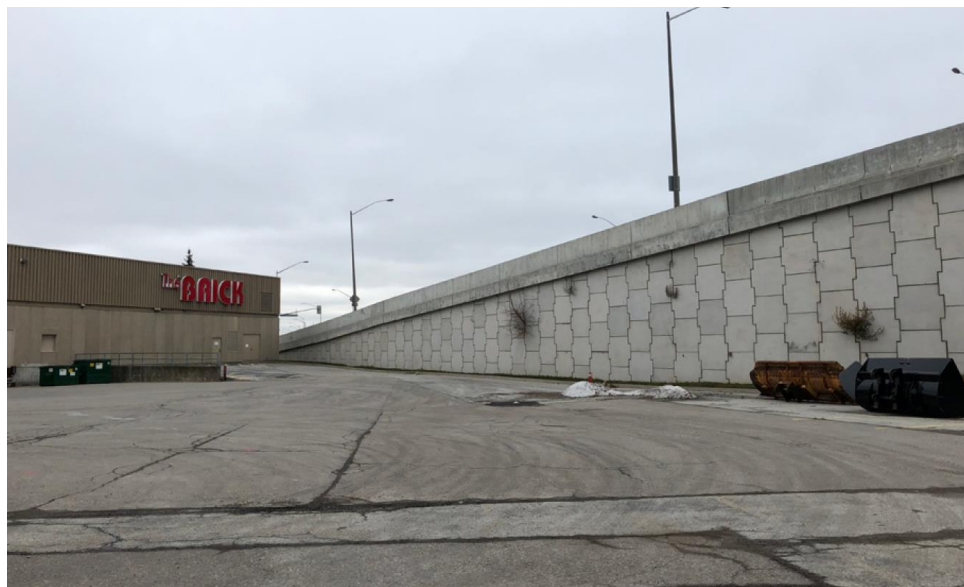


Figure 3 – Looking East Toward Highway 400 from the Site

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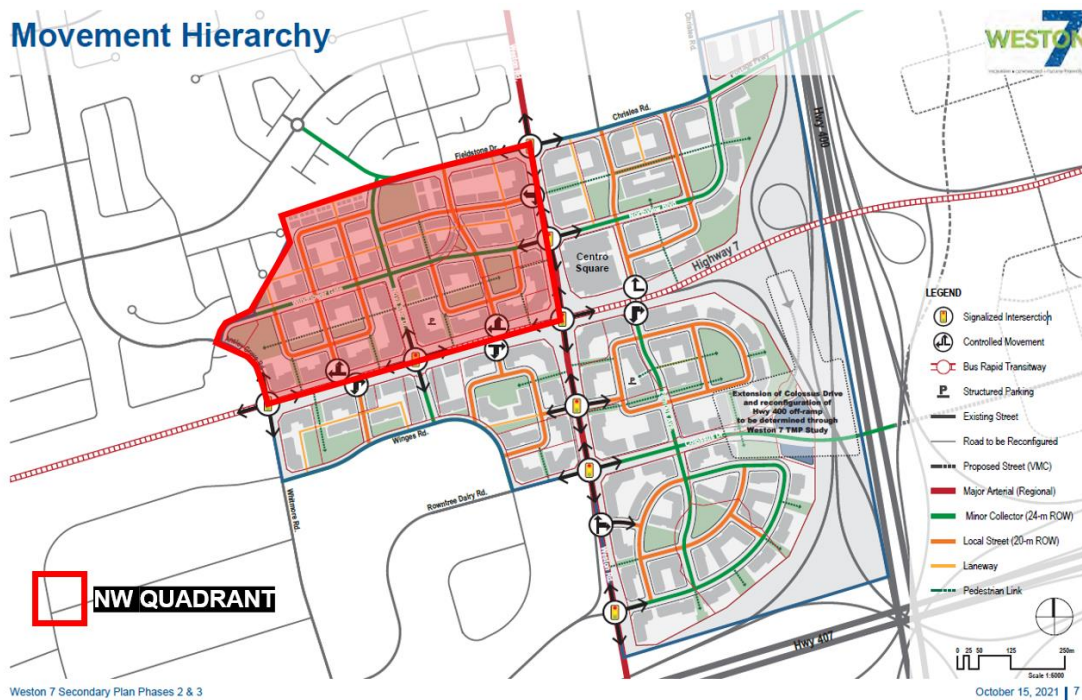


Figure 4 – Northwest Quadrant

DEVELOPMENT YIELDS

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CONCLUSIONS

As noted above, while we are pleased with the overall principles that are being proposed in the overall Secondary Plan process (enhanced built-environment, increased density permissions which capitalize on transit infrastructure, etc.) we have identified several key concerns in this letter regarding the proposed road network, along with the origin of traffic / population data. We believe

this can be resolved through further discussion with ourselves the Project Team, and to this effect, we welcome the opportunity to continue to work with City staff and the Project Team to inform the Transportation Master Plan, which we can all support.

Sincerely,

A handwritten signature in blue ink that reads "Paula Bustard". The signature is fluid and cursive, with the first name "Paula" being more prominent than the last name "Bustard".

Paula Bustard
Executive Vice President, Development
SmartCentres REIT



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DELIVERED VIA EMAIL

February 16, 2021

TO: Michelle Moretti, Senior Planner
Policy Planning & Environmental Sustainability Department
City of Vaughan
2141 Major Mackenzie Drive West
Vaughan, ON L6A 1T1

FROM: Paula Bustard
Executive Vice President, Development
SmartCentres REIT

Dear Weston and 7 Secondary Plan Project Team:

RE: Weston and 7 Secondary Plan – Landowners Meeting and Phase II Project Update

Thank you for hosting the Landowners Meeting and Project Update (“**Update**”) on Thursday, January 28th at 10:00 a.m. As you are aware, Calloway REIT (Westridge) Inc. and Calloway REIT (400 & 7) Inc. (“**SmartCentres**”) owns approximately 25.07 ha (61.96 ac.) within the Weston and 7 Secondary Plan Area. Calloway REIT (400 and 7) Inc. owns the retail commercial lands at the northwest corner of Highway 400 and Highway 7, while Calloway REIT (Westridge) Inc. owns the retail commercial lands at the southwest corner of Weston Road and Fieldstone Drive (See **Figure 1**). As the majority landholder, we have been actively involved throughout the study process since its inception and have two active development applications within the study area (City File No. OP.19.012, Z.19.036, and DA 20.046).

We would first like to state that the Update has progressed in a positive manner and represents a significant improvement from the Phase 1 work undertaken. The Update represents a more realistic and progressive view of the redevelopment which is to occur within the Weston 7 Secondary Plan area over time and which will ultimately result in a well thought out, planned community which will be of significant benefit to the City of Vaughan.

Please note that our comments are by no means exhaustive, and we would like to meet with Staff to discuss all aspects of the Update. Further, we would like to be fully consulted once more detailed policies are developed by the City and Consulting Team.

As discussed during the meeting, much of the details surrounding the policies of the Draft Weston and 7 Secondary Plan remain to be seen, and we continue to work with the City on this matter. Although we are happy with the general direction of the Secondary Plan to move towards complete communities with a diverse range of high-density land-uses for the Secondary Plan lands, SmartCentres remains concerned about a number of key aspects of the emerging

Secondary Plan framework, as presented by the Planning Partnership during the January 28th Meeting. As such, we are pleased to provide our comments which are as follows:

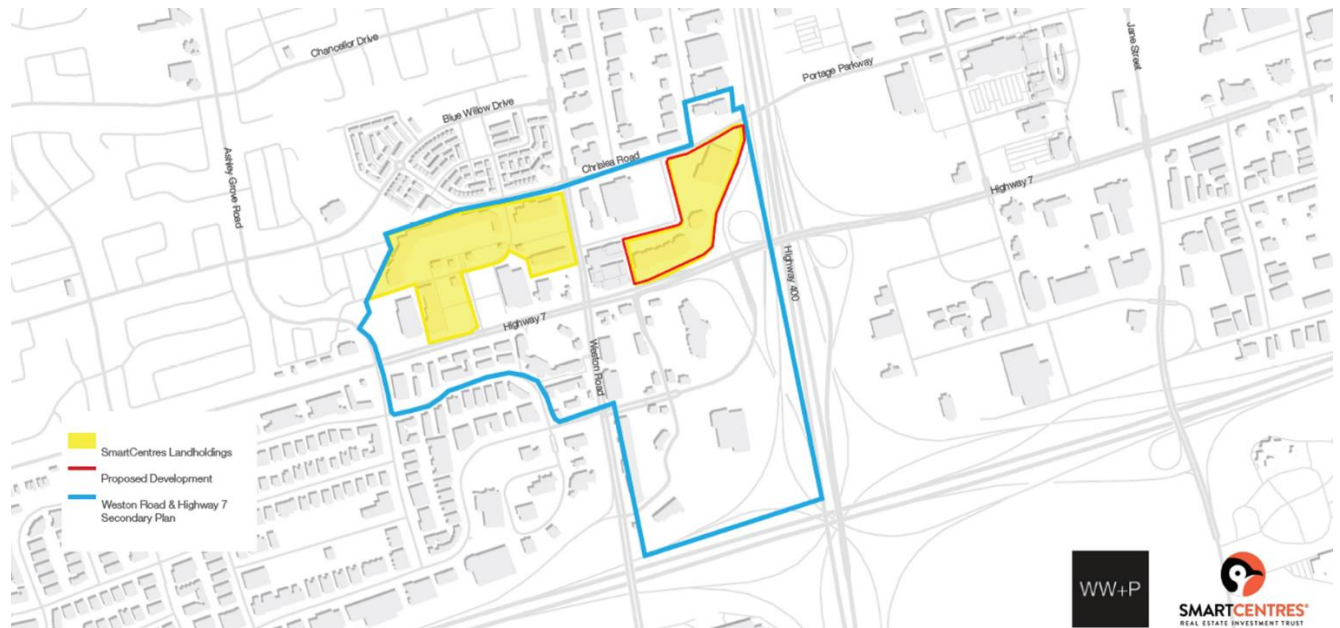


FIGURE 1 – Location Map of SmartCentres Landholdings Within Secondary Plan Area

IN-PROCESS APPLICATIONS

SmartCentres has submitted an Official Plan Amendment and Zoning By-law Amendment for a proposed Master Plan and Site Plan Application for Phase 1 for our lands (City file numbers OP.19.012, Z.19.036, and DA.20.046). Significant design considerations were contemplated during the evolution of the Master Plan, with consideration given to the lands positioned along a major Highway corridor and proximity to two major transit station areas (Weston and Commerce VIVA Station Stops). Furthermore, the site is uniquely positioned with both physical and visual proximity to the VMC, the new downtown of Vaughan, and a major urban growth centre with significant transit infrastructure.

The applications before the City for consideration and review were designed to focus around a centrally located open space connecting Chrislea Road and Highway 7, and further created a hierarchy of block sizes filtered from larger mixed-use blocks at Chrislea Road/Portage Parkway to smaller residential blocks moving south towards Highway 7. The proposed Master Plan contemplates two signature towers with heights transitioning generally from the interior outward to the east with the highest heights being along Highway 400. This configuration and density distribution provided critical massing along the Highway 400 corridor and in close proximity to the Transit facilities and the VMC.

While the Update has incorporated several of the Master Plan concepts, we respectfully request that **further discussions be undertaken to reviews and coordinate the Update with the Master Plan relative to park locations / types, height, road patterns / ownership and density.**

LAND USE

We are appreciative of the Update's principles to allow for a full mix of land uses throughout all of the Secondary Plan area. The ability to respond to market conditions is of vital importance to the viability of the project and flexibility in terms of land use permissions is critical. We specifically appreciate that a thoughtful approach to where retail uses are required has been taken (i.e. not

every building face requires retail at-grade). It will be important to ensure that this flexibility continues forward into the policies that are to be crafted, including the ability to phase in development over time and not preclude interim development conditions. Given our extensive experience across Canada on master planning our properties, we would be pleased to discuss our experiences and knowledge with the City and Consulting Team further.

DENSITY

In order to create a vibrant and successful mixed-use community in an urbanized environment and to support the significant investment in the transit infrastructure in the immediate area, a critical mass of development is required. We appreciate and support that the Update has looked forward and has not artificially restricted densities nor taken the position to only meet the minimum 160 jobs and person per hectare for areas served by rapid bus transit, however believe **more discussion around density targets and density distribution is required**. Our lands are strategically located along two highway corridors, are in close proximity to the VMC, and are directly adjacent to emerging amenities and transit facilities. **We do not believe the proposed density of our parcel is reflective of the locational attributes and infrastructure.**

HEIGHT & BUILDING TYPOLOGY

We recognize that significant building height cannot be located everywhere in the Secondary Plan area. We believe, however, that additional flexibility needs to occur in the Secondary Plan. Our comments are as follows:

It is important to recognize that the Secondary Plan is in proximity to the Vaughan Metropolitan Centre (VMC) and compliments and supports transit in the VMC. To this extent, the Commerce Street VIVA Station Stop is within 800 m of the westerly limits of the Secondary Plan area, a mere 10-minute walk from our site. To provide further support to this stop and given the distance from the low-density neighbourhoods to the north and west, additional heights (above 35 storeys) should be considered along Highway 400. Heights in the VMC are now at 55 storeys in proximity to the Subway Station. The provision of heights up 45 storeys adjacent to the highway, would be appropriate, and would still ensure the VMC is the predominant in the City's skyline. By doing so, these taller buildings would solidify the interchange as a gateway to the Secondary Plan area, without causing undue impacts to the neighbourhoods to the north and west, and without visually overpowering towers in the VMC. The Highway 400 frontage should be a priority area for density due to the visual connection to VMC as well as the physical proximity. Natural synergies and complementary design between the two Secondary Plan areas will aid in the promotion of creating walkable communities between these two emerging cores.

We believe that a multimodal approach to height can and should be implemented, rather than gravitating all height to the intersection of Highway 7 and Weston Road. We strongly believe that **increased height permissions** in proximity to the VIVA rapid transit stop at Ansley Grove (above the 18 storeys indicated in the Emerging Height Schedule) should be accommodated, subject to compatibility metrics being met vis-à-vis the existing low density neighbourhoods to the north and west of the Secondary Plan area. Further, we believe that additional height permissions should be granted above 35 storeys in proximity to the Weston VIVA rapid transit stop, again subject to compatibility metrics being met. The 35-storey height limit reflects the existing Centro Square Towers, which were designed and approved nearly 10 years ago, and **do not reflect the current market needs for more housing**. A ten-year-old single development (that was contemplated and approved ahead of any Secondary Plan work) should not be used as the basis for establishing heights under the current Provincial Policy regime, given the Secondary Plan Area's strategic location nearby government-funded transit infrastructure.

We agree that a transition to the neighbourhoods to the north and west need to occur. However, designating only one height node / peak in the Update is arbitrary in the greater context, given the heights along Highway 7 (east of Highway 400) has buildings approved at heights ranging from 40-60 storeys. The frontages on both Highway 7 and Weston Road are an optimal location for 40+ storey buildings.

We strongly believe that the height limits shown on the Calloway REIT (Westridge) Inc. lands in the Emerging Height Schedule should be revisited. Beyond an initial row of three to four storey buildings facing the neighbourhood (as exists today with Blue Willows Terrace), increased heights should be possible thereafter utilizing a 45-degree angular plane from the neighbourhood property lines (i.e. the north side of Fieldstone Drive). Further, this area should not be restricted to a townhouse / stacked townhouse building typology – additional flexibility in terms of building type should be permitted within the height regime as noted above. This would allow for flexibility of the design of these lands in a number of configurations without undue adverse impacts on the neighbourhoods.

Lastly, we do not believe that a strict building typology regime should be imposed through the Secondary Plan. Flexibility, with controls set through policy based on appropriate planning and urban design criteria, should be utilized instead.

PARKS

We appreciate the need and importance of parks and open space within the Secondary Plan area to create a complete community and outdoor amenity space for future residents and visitors. We request that further clarification be provided on how 12 hectares of new park land was determined within the “public realm summary.” In addition, we would like to have further discussion with Staff regarding the proposed “pedestrian realm,” and how locations for each realm type were determined.

Specifically, when looking at the proposed open spaces proposed on the Calloway REIT (400 and 7) Inc. lands located at Highway’s 7 and 400, we do not feel that placing open spaces along the Highway 400 ramp system is appropriate. As currently proposed, these open spaces will be significantly negatively impacted by the existing ~8 metre grade difference from Highway 7 to our site (See **Figure 2** and **Figure 3**). In particular, the proposed open space at north-east of our site is too large and disconnected from our proposed development. The emphasis placed on highway frontage is not pedestrian friendly and will create a “back of the building” built environment. Further, the proposed parkland at south east corner of the site will have the same emphasis on highway frontage and is not a good location for parkland, given the significant grading differences – as proposed by the city, this park would essentially be a drainage basin. Through our Master Plan submission to the City, we have reviewed these conditions in detail and determined that minimizing the open spaces along the Highway 400 ramp system and internalizing the open spaces between buildings was more appropriate and resulted in better microclimate conditions. We strongly urge that this placement be further reviewed and reflective of our Master Plan and would like to work with Staff accordingly.

In addition, a second open space is shown fronting onto Northview Boulevard, north of the intersection of the new internal road. This open space at 0.7 ha and when combined with the open spaces shown along the Highway 400 ramp (at 0.7 ha plus “open space”) significantly impacts the developable lands which Calloway REIT (400 and 7) Inc. owns, disproportionately to other landowners in this quadrant in our respectful submissions (Centro is not impacted at all as it is an existing situation and the Sorbara lands are minimally impacted; only the Home Depot lands are affected in a similarly disproportionate way as our lands

Regarding the Calloway REIT (Westridge) Inc. lands, similar to above, open spaces appear to be disproportionately applied to SmartCentres lands as opposed to other landowners in this quadrant. Based on the Massing Models / Plans presented by the City in the Update, there are roughly 8-acres of open space proposed on each of our Westridge and 400/7 lands. **This effectively renders 20% and 40% of our lands undevelopable, respectively for each property.** In comparison, for the entire Secondary Plan area the planned open space is only 12% of total area. SmartCentres is being asked to disproportionately provide Parkland as compared to other landowners.

Lastly, we highly recommend that a flexible parkland and open space policy be applied to the Secondary Plan area. The creation of good, urban, open spaces requires flexibility and creativity relative to such matters as location (if shown on schedules), programming, credits, and ownership.



Figure 2 – Looking South from Portage Parkway Bridge



Figure 3 – Looking East Toward Highway 400 from the Site

TRANSPORTATION

We generally agree with the need to break larger landholdings into smaller parcels by instituting new streets. Similar to the open space system, flexibility needs to be installed into the policy regime for the Secondary Plan, including for sizing, locations, ownership and streetscape design. To this point, we note that the strict application of a grid system of streets in the VMC was not ideal and stifled creativity or was not possible to implement due to site specific circumstances. The Secondary Plan should be flexible in its policy approach to allow modifications and new ideas to emerge without the need to amend the Secondary Plan. In particular, we are extremely concerned with the internal roads proposed through our Highway 400 and 7 site, which are significantly higher than what we had proposed (17.5m ROW versus 20m to 24m), and do not promote the pedestrian friendly city-building policies located elsewhere in approved planning policy. Separately, robust transit is cited as a rationale for the height transition / restrictions, although higher-order transit exists east to the VMC, with the 2017-opening of the TTC Subway Station.

IMPLEMENTATION

We have yet to see implementation details with the exception of high-level phasing restrictions (41,000 persons and jobs in Phase 1). In order to respond to market demands and not stifle creativity and responsiveness, the implementation policies need to be flexible. Requiring amendments due to overly restrictive policies should be avoided. Lastly, appropriate and reasonable transition provisions will need to be specifically discussed with the landowners.

CONCLUSIONS

As noted at the beginning, we are pleased that the Update has progressed in a positive manner and represents a significant improvement from the Phase 1 work undertaken. Like yourselves, SmartCentres agrees that the Secondary Plan area should strive to be inclusive, connected, and future friendly. As noted above, we have identified several of our concerns in this letter, which we believe can be resolved through further discussion with the ourselves and other landowners. To this effect, we welcome the opportunity to continue to work with City staff and the Consulting Team to create a Secondary Plan which we can all support.

Sincerely,



Paula Bustard
Executive Vice President, Development
SmartCentres REIT



SMARTCENTRES®

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T 905 326 6400 F 905 326 0783

June 4th, 2019

Office of the City Clerk

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

Dear City Clerk:

**RE: WESTON RD AND HWY 7 SECONDARY PLAN STUDY – PHASE 1 STATUS UPDATE (FILE 26.2)
COMMENT LETTER – SMARTCENTRES**

As you are aware, **Calloway REIT (Westridge) Inc. & Calloway REIT (400 & 7 Inc.) (“SmartCentres”)** owns approximately 23.1 ha (57.14 ac) within the Weston 7 Secondary Plan area (approximately 18% of the study area). SmartCentres has actively participated in all Secondary Plan public working sessions regarding its Phase 1 status update and have met with staff and the consulting team on numerous occasions to discuss the parameters of the Secondary Plan and our vision for our lands. We also discussed significant technical concerns that we believe must be considered in the early phase of the Secondary Plan process. These concerns include road network and access issues as they relate to Ministry of Transportation (“MTO”) and York Region.

From the onset we expressed a desire to work with the City to advance a dynamic, mixed used community and to build on our wealth of experience with the City of Vaughan through our Vaughan Metropolitan Centre (“VMC”) work. As you are aware, SmartCentres, in partnership with others, owns over 100 acres of land within the VMC and has worked closely with the City of Vaughan, York Region, the MTO and all other government agencies over the last decade on the development of the VMC Secondary Plan and the advancement of over 3 million SF of active development in the VMC. Through our work in the VMC and in collaboration with the City of Vaughan, we have advanced two class A office buildings, a YMCA, City Library, City Square, significant road infrastructure, the facilitation of a Regional Bus Terminal and significant residential developments and open spaces. It has been our hope to bring forward similar high-quality mixed-use developments in the Weston 7 area. It was extremely discouraging and disappointing to see the early options prepared by your consulting team whereby

large portions of our lands were recommended to be homogenous commercial zones. This is not in keeping with the mixed-use intensified vision discussed throughout this process.

A large portion of our landholding in the Weston 7 Secondary Plan area are in close proximity to the vast array of amenities in the VMC and are connected via the Portage Overpass and through Viva on Highway 7. We believe the City is missing a tremendous opportunity by proceeding with an overly prescriptive and restrictive land use plan for the Weston 7 Secondary Plan.

We have reviewed the background material produced to date which depicted three draft scenarios for the Weston and Highway 7 Secondary Plan area and we provided written comments in March 2019. We have also had the chance to review the Phase 1 report prepared by Urban Strategies. We are very concerned that the options prepared to date take a homogenous approach to portions of the lands and fail to allow for creative, flexible urban development. Based on these concerns we do not believe these options should be used as the basis of any phase 2 works. We respectfully ask that Council confirm that the Phase 1 options are only for information and that they will not be used as a starting point for phase 2 study. Our detailed comments are as follows:

1. We are significantly disappointed that the City has taken an approach to divide land uses into different categories (i.e. High-Rise Mixed Use, Mid-Rise Mixed Use, Community Commercial) in all the scenarios. While we understand that the basis for these designations was the 2010 Vaughan Official Plan ("2010 VOP"), the three scenarios fail to re-evaluate the land use designations in recognition that significant provincial policy changes have occurred since adoption, including the 2014 Provincial Policy Statement and the 2017 Growth Plan for the Greater Golden Horseshoe. It is noted that Policy 10.1.1.3 speaks to, amongst other matters, that land use designations will be examined. To this extent we believe that the City and their consultants should have evaluated first and foremost whether the current land use designations in 2010 VOP were still relevant given provincial policy objectives, rather than using the current land use designations as a basis for preparation of scenarios.

We do not, for example, accept that our lands located adjacent to Highway 400 should remain as "community commercial" in all of the scenarios. Furthermore, we do not believe that identifying specific land use areas, such as the "retail focus" or "retail node" should be included in a Secondary Plan schedule.

Based on the above and our experience in the VMC, we believe that a full mix of uses should be provided throughout the Secondary Plan, with policies being utilized to encourage and provide guidance for specific policy goals which the City and landowners wish to achieve in this area. **We therefore request that the City place one, mixed use designation on the lands as a starting point, with refinements and guidance to specific policy goals being established in the policies.**

2. To ensure that this area redevelops to its full potential, flexibility in land use permissions must occur. We remind the City that the VMC Secondary Plan was originally written very prescriptively and would not have provided sufficient flexibility to allow for creative architecture and design to occur. The VMC Secondary Plan policies were significantly revised through extensive mediation and are generally working to achieve the desired built form and policy objectives. **We therefore recommend that the City and their consultants review the VMC Secondary Plan, as revised through mediation as a basis for the policy framework.**

3. While we understand that the VMC should remain as the primary intensification area in the City, the Weston 7 Secondary Plan area has tremendous connectivity to the subway station and VIVA bus terminal. In addition, there are two Major Transit Station Areas (“MTSAs”) located in the Weston 7 Secondary Plan area. It is estimated by York Region that both of these MTSAs have an estimated persons and jobs per hectare of 65 and are targeted for 250 persons and jobs per hectare (per York Region Planning for Intensification report, March 2019). We agree with York Region’s assessment that these attributes are to be recognized and appropriate land use permissions, height and density need to be provided for to achieve (at a minimum) this target. **We therefore request that development permissions within the Weston and Highway 7 Secondary Plan area should be such as to optimize these infrastructure investments as directed by provincial policy.**
4. There are a number of park locations and a community hub / school identified on all of the scenarios. We believe it is premature to identify these community facilities at this time until other component pieces of the Secondary Plan are established. We do note that while some community facilities to be located in the VMC Secondary Plan area were identified in the Community Services Facility, such as the new Library under construction, others, such as the parkland to be provided, was not. **Given that it is acknowledged that these facilities can draw from a wider area than just the Weston 7 Secondary Plan, we believe that revised analysis may need to occur.**
5. It appears that underlying the three scenarios, new road fabric has been identified. This is despite the statement on the slides that these will be analyzed in Phase 2 of the study. It is unclear where these new roads originate from and the analysis which supports their location, size, etc. Through our discussions with staff and the consulting team we expressed serious concerns about the complexity of the road network issues and access approvals from the MTO and Region of York. Even though we have yet to advance any redevelopment of our lands we have spent many years working with the agencies to resolve issues related to adjacent development applications. The absolute critical need to resolve basic road network issues is essential in the early stages of the Secondary Plan work. It is not clear to us what work has been done, what discussions have been advanced with the agencies and what the overall technical strategy is. **We therefore request additional information on transportation matters and consultation as to the impacts these roads on our various properties.**

While we appreciate the work completed to date, we feel that the process has not been sufficiently interactive with landowners in the Secondary Plan area. The vast majority of ideas and discussion had with the consulting team seem to have been completely disregarded. Additional, meaningful consultation, with sufficient notice, needs to occur. We are encouraged that the City is contemplating proceeding to Phase 2 of the study work but we strongly object to the options in Phase 1 being considered a starting point for Phase 2. The options should have no formal status moving forward.

We have a history of working well with City staff, creating exciting and beautiful city building projects. We believe we have a tremendous amount of experience which we can provide to the City through thoughtful dialogue, which we feel has not occurred through the study process to date. **We would therefore be pleased to meet with City staff on an ongoing basis to help bring forward this Secondary Plan.**

Thank you.

Yours truly,



Paula Bustard M.PL, MCIP, RPP
Senior Vice President, Development



SMARTCENTRES®

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April 11, 2019

Michael Di Febo
Planning and Economic Development
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Mr. Di Febo:

**RE: CITY OF VAUGHAN – WESTON 7 SECONDARY PLAN
COMMENT LETTER – SMARTCENTRES**

As you are aware, **Calloway REIT (Westridge) Inc. & Calloway REIT (400 & 7 Inc.) (“SmartCentres”)** owns approximately 23.1 ha (57.14 ac) within the Weston 7 Secondary Plan area (approximately 18% of the study area). SmartCentres has actively participated in all public sessions for the Secondary Plan and have met with staff and the consulting team on numerous occasions to discuss the parameters of the Secondary Plan and our vision for our lands. We also discussed significant technical concerns that we believe must be considered in the early phase of the Secondary Plan process. These concerns include road network and access issues as they relate to Ministry of Transportation (“MTO”) and York Region.

From the onset we expressed a desire to work with the City to advance a dynamic, mixed used community and to build on our wealth of experience with the City of Vaughan through our Vaughan Metropolitan Centre (“VMC”) work. As you are aware, SmartCentres, in partnership with others, owns over 100 acres of land within the VMC and has worked closely with the City of Vaughan, York Region, the MTO and all other government agencies over the last decade on the development of the VMC Secondary Plan and the advancement of over 3 million SF of active development in the VMC. Through our work in the VMC and in collaboration with the City of Vaughan, we have advanced two class A office buildings, a YMCA, City Library, City Square, significant road infrastructure, the facilitation of a Regional Bus Terminal and significant residential developments and open spaces. It has been our hope to bring forward similar high-quality mixed-use developments in the Weston 7 area. It was extremely discouraging and disappointing to see the early options prepared by your consulting team whereby large portions of our lands were recommended to be homogenous commercial zones. This is not in keeping with the mixed-use intensified vision discussed throughout this process.

A large portion of our landholding in the Weston 7 Secondary Plan area are in close proximity to the vast array of amenities in the VMC and are connected via the Portage Overpass and through Viva on Highway 7. We believe the City is missing a tremendous opportunity by proceeding with an overly prescriptive and restrictive land use plan for the Weston 7 Secondary Plan.

We have reviewed the background material produced to date which depicted three draft scenarios for the Weston and Highway 7 Secondary Plan area (dated March 25, 2019). Our detailed comments are as follows:

1. We are significantly disappointed that the City has taken an approach to divide land uses into different categories (i.e. High-Rise Mixed Use, Mid-Rise Mixed Use, Community Commercial) in all the scenarios. While we understand that the basis for these designations was the 2010 Vaughan Official Plan (“2010 VOP”), the three scenarios fail to re-evaluate the land use designations in recognition that significant provincial policy changes have occurred since adoption, including the 2014 Provincial Policy Statement and the 2017 Growth Plan for the Greater Golden Horseshoe. It is noted that Policy 10.1.1.3 speaks to, amongst other matters, that land use designations will be examined. To this extent we believe that the City and their consultants should have evaluated first and foremost whether the current land use designations in 2010 VOP were still relevant given provincial policy objectives, rather than using the current land use designations as a basis for preparation of scenarios.

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Based on the above and our experience in the VMC, we believe that a full mix of uses should be provided throughout the Secondary Plan, with policies being utilized to encourage and provide guidance for specific policy goals which the City and landowners wish to achieve in this area. **We therefore request that the City place one, mixed use designation on the lands as a starting point, with refinements and guidance to specific policy goals being established in the policies.**

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Region's assessment that these attributes are to be recognized and appropriate land use permissions, height and density need to be provided for to achieve (at a minimum) this target. **We therefore request that development permissions within the Weston and Highway 7 Secondary Plan area should be such as to optimize these infrastructure investments as directed by provincial policy.**

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Thank you.

Yours truly,

A handwritten signature in blue ink, appearing to read "Paula Bustard".

Paula Bustard M.PL, MCIP, RPP
Senior Vice President, Development