

Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Drive, Level 200
Vaughan, Ontario, L6A 1T1

October 31, 2023

File 11009

Attn: Committee of the Whole

**RE: Comments on Weston 7 Secondary Plan (Item 4.4)
3899, 3901 Highway 7 and 40, 60 Wings Road
City of Vaughan**

Weston Consulting ('Weston') is the authorized planning agent for Gallu Construction Inc. ('Gallu'), the registered owner of the property municipally known as 3899, 3901 Highway 7 and 40, 60 Wings Road (the 'Subject Lands'), City of Vaughan. The Subject Lands are located in the southwest quadrant of the Weston Road and Highway 7 intersection, and within the proposed Weston 7 Secondary Plan ('W7SP') area. We respectfully provide these comments with respect to the second draft of the W7SP in advance of the Statutory Public Meeting on November 1, 2023.

The W7SP has been anticipated from 2018 to provide a land use planning vision and prescribed policy framework to guide the redevelopment and intensification of the Weston Road and Highway 7 area as a *Primary Centre* with the Vaughan Official Plan's Urban Structure and as a *Protected Major Transit Station Area* per the York Official Plan and the Growth Plan for the Greater Golden Horseshoe. On behalf of Gallu, Weston has been actively participating in the W7SP planning process by monitoring and attending all landowner and stakeholder meetings, providing detailed comments to the City and its outside consultants, as well as providing detailed supporting documents as part of its own development application review process. In particular, we have submitted correspondence in this regard on October 10, 2022 and most recently on September 29, 2023 with respect to the first draft of the W7SP.

In addition to our active participation in the W7SP planning process, Official Plan Amendment and Zoning By-law Amendment applications (OP.23.009 and Z.23.017) were submitted on June 30, 2023 to guide development of the Subject Lands within the future land use planning context of the W7SP. The applications propose the development of a mixed-use/master planned community comprising (1) mid-rise office building and (5) high-rise mixed-use buildings, various pedestrian mews, as well as a public park and new east-west private road that has been coordinated with the neighbouring development. The proposed development seeks to add 1,981 new residential units, and construct 6,114.21 square metres of office space.

Our feedback on the first draft of the W7SP was submitted on September 29, 2023 (attached), which focuses on the proposed heights, densities, land use composition, parks plan, pedestrian/vehicle circulation and general policy aspects with respect to the land use planning vision for the area. Our comments provided both a broad opinion of the W7SP policies and our site specific comments on how greater alignment of the policies with our site-specific development proposal could ultimately improve the W7SP and allow for a streamlined approvals process. The second draft of the W7SP was released on October 12, 2023. The revised draft included many policy updates but did not include the majority of our site specific comments or offer comments provided by the impacted landowner while no significant revisions had been made in response to our input on the initial draft. Further, our requests to meet with staff to discuss our comments were repeatedly denied with staff's timing obligations used as a rationale

Although the W7SP process has been ongoing since 2018, the first draft policies and schedules were not released until August 10, 2023. We appreciate that the City is looking to advance and finalize the W7SP in an expeditious manner; however, given staff's inability to engage with us and other landowners as a result of the accelerated approval timeline, we are of the opinion that there is opportunity to further revise the W7SP to better align with existing active development applications. By staff taking a proactive approach, it will reduce inconsistencies and better reflect the existing technical studies and proposals already put forth by area landowners. Although our comments have been provided, we have yet to receive any meaningful feedback on our concerns, many of which are minor in nature, supported by technical study, and can be addressed in advance of the W7SP approval.

We appreciate the opportunity to provide these comments and request further engagement with staff so that our outstanding concerns may be addressed prior to the approval of the W7SP. We reserve the right to provide additional comment with respect to the W7SP and request to be notified of any future meetings, reports and decisions related to this matter. If you have any questions or require further information, please do not hesitate to contact the undersigned at extension 252 or Mina Rahimi at extension 339.

Yours truly,

Weston Consulting

Per:



Michael A. Vani, BURPI, MCIP, RPP
Associate

- cc. Gallu Construction Inc.
- L. Alhabash, City of Vaughan
- C. Cosentino, City of Vaughan
- A. Slattery, City of Vaughan
- F. Filipetto, City of Vaughan
- C. Bruce, City of Vaughan
- J. Grove, City of Vaughan

Attachment 1 – Comments on First Draft of the W7SP, September 29, 2023

Attachment 2 – Commenting Letter, October 10, 2022

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

September 29, 2023
File 11009

Attn: Lina Alhabash, MCIP, RPP, Senior Planner

**RE: Comments on the Weston 7 Secondary Plan (First Draft)
3899, 3901 Highway 7 and 40, 60 Wings Road
City of Vaughan**

Weston Consulting ('Weston') is the authorized planning agent for Gallu Construction Inc., the registered owner of the property municipally known as 3899, 3901 Highway 7 and 40, 60 Wings Road (the 'Subject Lands'), in the City of Vaughan. The Subject Lands are located in the southwest quadrant of the Weston Road and Highway 7 intersection in the City of Vaughan, and within the proposed Weston/7 Secondary Plan area. An Official Plan Amendment and Zoning By-law Amendment applications (OP.23.009 and Z.23.017) were submitted on June 30, 2023 and deemed complete as of July 28, 2023.

On behalf of the property owner, Weston has been participating in the Weston/7 Secondary Plan ('W7SP') review process and has submitted previous correspondence with respect to the secondary plan on October 10, 2022, and attended the most recent Landowner Group Meeting held on August 30, 2023. It is noted that although the W7SP incorporates some elements of the site specific development applications, our comments on some of the policies are provided below.

Proposed Development

The proposed development contemplates the construction of a mixed-use community comprising (1) mid-rise office building and (5) high-rise mixed-use buildings, a public park, various amenity spaces, driveways and pedestrian mews, as well as a new east-west private road. The subject lands are envisioned to transform into a high-density mixed-use community that has considered earlier conceptual iterations of the W7SP and has been designed to complement and integrate with existing development proposals and abutting parcels within the southwest quadrant.

The proposed development includes a total of 1,981 residential units, 949 square metres of live/work space along the Highway 7 frontage, and a total of 5,165 square metres of office/commercial space located within a separate mid-rise building with a total GFA of 138,082.14 square metres. The residential units are spread between (5) high-rise buildings and include a range and mix of unit sizes and a greater than typical ratio of larger bedroom and family oriented units. The current configuration of units proposes 1,273 (64%) 1-Bedroom units, 337 (17%) 2-Bedroom units, and 371 (19%) 3-Bedroom units.

The site design promotes pedestrian circulation and access over that of private vehicles, providing greater emphasis on the public realm, active transportation, and transit access in an urbanized context. Underground parking facilities are provided for all buildings. A public park spanning an area of 1,603 square metres (representing 10% of site area) is situated in the southwest corner of the subject lands and offers multiple access points via sidewalks, walkways, and driveways. In addition to the public park space, five privately owned public spaces (POPS) are included throughout the site area with one dedicated to each residential and mixed-use building.

Proposed Designations

The First Draft of the W7SP proposes various policies that will apply to the development of the subject lands. In accordance with Schedule 1, Land Use Designations, the subject lands are proposed to be designated as "*Mixed-Use II*", which are expected to include a diverse mixture of retail and service commercial uses, restaurants, cultural, entertainment and recreational land uses at-grade, as well as office uses and a range of apartment dwellings above

the first floor. Schedule 2, Building Height identifies the subject lands as “*Mid-Rise – Up to 8 Storeys*” on the south portion of the lands and “*High-Rise – Up to 18 Storeys*”. The remaining schedules speak to the pedestrian realm network and transportation system.

The following site-specific comments are provided regarding the policies and schedules outlined on the W7SP and how they relate to the current development proposal and existing applications:

Overall Comments

- We appreciate that the City has reviewed our site specific OPA and ZBA application and has made some modifications to the W7SP schedules that align with our proposal; however, we are of the opinion that further modification to better align with the proposed development scheme is appropriate and desirable.
- The site specific development applications have been coordinated with adjacent landowners on a coordinate approach for the quadrant. It should be recognized that this developer led coordination has yielded positive contributions to the preparation of the W7SP.
- The W7SP is primarily focused around the Weston Road and Highway 7 intersection. Although it is recognized that this is the focus area for the W7SP, it should also be recognized that the secondary plan area encompasses two Major Transit Station Areas (MTSA) and that the proposed density, heights and land uses can be better dispersed throughout the W7SP area to better utilize and share existing and planned infrastructure, transit services and facilities.
- The W7SP generally speaks to an overall gross density for the secondary plan area; however, we request clarity on how density is to be calculated for individual development sites. The Vaughan Official Plan considers density on a Net Basis (excluding any public conveyances and non-developable lands); however, the VMC Secondary Plan allows for density transfers and FSI calculations on a Gross Basis. In our opinion, it is preferred that a gross calculation be applied in order to ensure landowners that are conveying public roadways, pedestrian connections and parkland will be able to realize the full development potential of their properties while contributing to the overall community needs.
- Overall flexibility in the application of the proposed policies is preferred, noting that the subject property encompasses 16,026.56 square meters of area and ranking it among the more sizeable properties within W7SP. Further, each development parcel presents its own unique opportunities and constraints that should be considered in more detail, as is the benefit with individual development applications that have been formally been submitted to the City.

Density and Land Use Composition

The proposed development is entirely proposed to be designated as Mixed-Use II as shown below. The following comments are provided as it relates to density and land use, as well as the policies contained in Section 5 of the W7SP.

- Policy 5.3.3 b) of the General Development Policies requires that stand-alone residential buildings are prohibitive. As noted in the development plan, the proposed development envisions (2) stand-alone residential building along with (3) mixed-use buildings and a stand-alone commercial/office building. Although we acknowledge the intent of this policy in ensuring the W7SP area develops a mixed-use/complete community, it is noted that the achievement of a mixed-use community does not require or necessitate that all buildings within the community are mixed-use. The subject property is 16,026 square metres in size and has a depth of 139 metres, fronting two public roadways, with space in between. Given the size of the subject property, it is recommended that flexibility in the application of this policy be provided so that (2) residential building in the centre of the site (with no frontage on a public roadway) be permitted to develop solely as residential buildings. This provides an opportunity for a localized residential node within the broader mixed-use community, providing optimal access to the mixed-use amenities and uses in the area.

- Policy 5.3.3. b) further requires that a minimum of 15% of a development GFA be non-residential uses. The proposed development includes 6,114 square metres of commercial/office/live-work units which provides a substantial non-residential component to the area. Although this is only 4.5%, it is recognized that the demand for office and commercial uses has been in decline and that the proposed development is not only providing ground related live-work/active uses along the Highway 7 frontage, but also 5,165 square metres of office uses in a dedicated mid-rise building to transition to the office corridor. Given the changing demands for office and commercial uses, it is recommended that staff explore a reduction in the minimum non-res component for individual sites and consider an overall target for non-residential uses within the entire W7SP area.
- Policy 4.1.5 speaks to Live-Work Units and that this unit type is only permitted within a street townhouse building. This development form is rare as live-work units are more commonly contained within the base of mixed-use towers/in podiums where they can address the street, animate frontages, and be better serviced by building amenities and maintenance services (ie. Parking, garbage collection, loading). It is recommended that the live-work permissions be expanded to other land use categories.
- Policy 5.3.3 e) within the Mixed-Use II designation, Mid-Rise Buildings should have a maximum FSI of 3.75, while High-Rise Buildings I should have a maximum FSI of 6.0, and High-Rise Building II should have a maximum FSI of 7.5. As rationalized in the following section as it relates to building height, it is our opinion that the proposed development is better identified as a High-Rise Building II site given its extensive frontage (150 m) along Highway 7, proximity to (2) MTSAs, and its frontage on multiple public roadways. Although phased, the development is being reviewed as a singular development and will be structured as such. As a combined development, the total proposed density is 8.62 FSI on a gross basis, which is only 1.12 FSI greater than the maximum permitted in the High-Rise Buildings II designation. It is our opinion that this modest increase is appropriate given other benefits the realization of this development will meet provincial mandates surrounding intensification while providing for a public park and 1,981 new residential units.

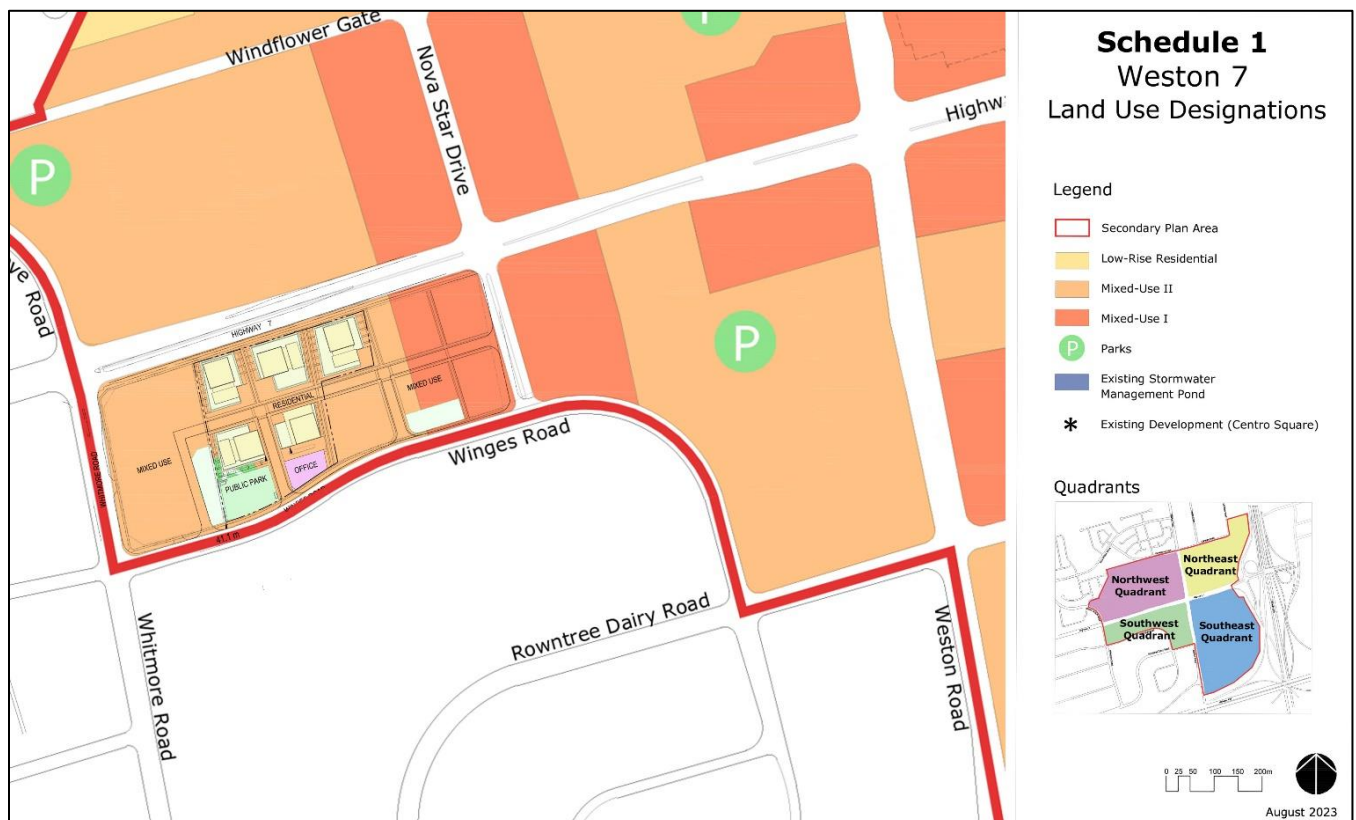


Figure 1: S7SP - Proposed Schedule 1, Land Use Designations

Building Height

The proposed development is proposed to be have differentiated designations: *Mid-Rise, up to 8 storeys* (on the south side), and *High-Rise I up to 18 storeys* (on the north side) per Schedule 2, Building Heights, illustrated on Figure 2. As such, the (3) buildings along Highway 7 are proposed to be *High-Rise I*, while the (3) buildings to the rear are proposed to be *Mid-Rise*. The following comments are provided as it relates to building heights, as well as the policies contained in Section 4.2 of the W7SP.

- 4.2.4 a) has a discrepancy in the maximum height permissions from the policy text vs. the proposed schedules. In the policy, the maximum height permissible for the High-Rise I designation is 20 storeys (vs. 18 storeys on Schedule 2) and for the High-Rise II designation is 32 storeys (vs. 19+ on Schedule 2). It is advisable that this be clarified and corrected.
- 4.2.3 a) provides for a maximum Mid-Rise Building height of 8 storeys or 27 metres. It is noted that Section 9.2.3.5 of the Vaughan Official Plan, and the generally accepted urban design principle is that a mid-rise building is defined as building over 5-storeys and up to 12-storeys. We question why the W7SP proposes to seek a lower maximum height permission for mid-rise buildings given the need for more housing and development potential for the area. Despite this, the proposed 8-storey office building at the rear of the development conforms to the permissible height regime.
- Schedule 2 focuses the High-Rise II designation towards the Highway 7 and Weston Road intersection only; however, the W7SP encompasses a broader development area and subject lands is serviced by two separate MTSAs. As such, it is our opinion that from a city building perspective, the High-Rise II designation should be spread along the Highway 7 corridor more broadly than presently proposed, allowing for lower building heights on areas that do not have frontage along Highway 7. Highway 7 is a Regional Intensification Corridor and a “*major focus for intensification on the lands adjacent to major transit routes, at densities and in a form supportive of the adjacent higher-order transit*”. Further, this portion of Highway 7 includes a BRT service with access to two stations and the widest right-of-way in the Region. Given the size of the roadway and extensive public realm and boulevard treatments, taller heights along the full extent of Highway 7 should be permitted.
- The proposed development generally conforms to the intent of the W7SP policies by providing for the greatest building heights along the Highway 7 frontage, while stepping the heights down towards the rear of the site. The overall cumulative building height averages to 29 storeys, which is within the maximum permissible height allowance for the High-Rise II designation. As noted previously, the application of the policy should be undertaken with greater flexibility recognizing the larger site context and its ability to disperse the proposed heights and densities more evenly throughout the development proposal.
- The site’s location on the southern portion of the W7SP area provides an optimal development scenario for greater heights and densities to be focused towards the south quadrants. The southern orientation of the site will limit shadow impacts onto the public realm and sensitive residential uses as the subject property is approximately 270 metres from any existing low-rise community areas, which satisfies Policy 5.5.3 f) of the W7SP.

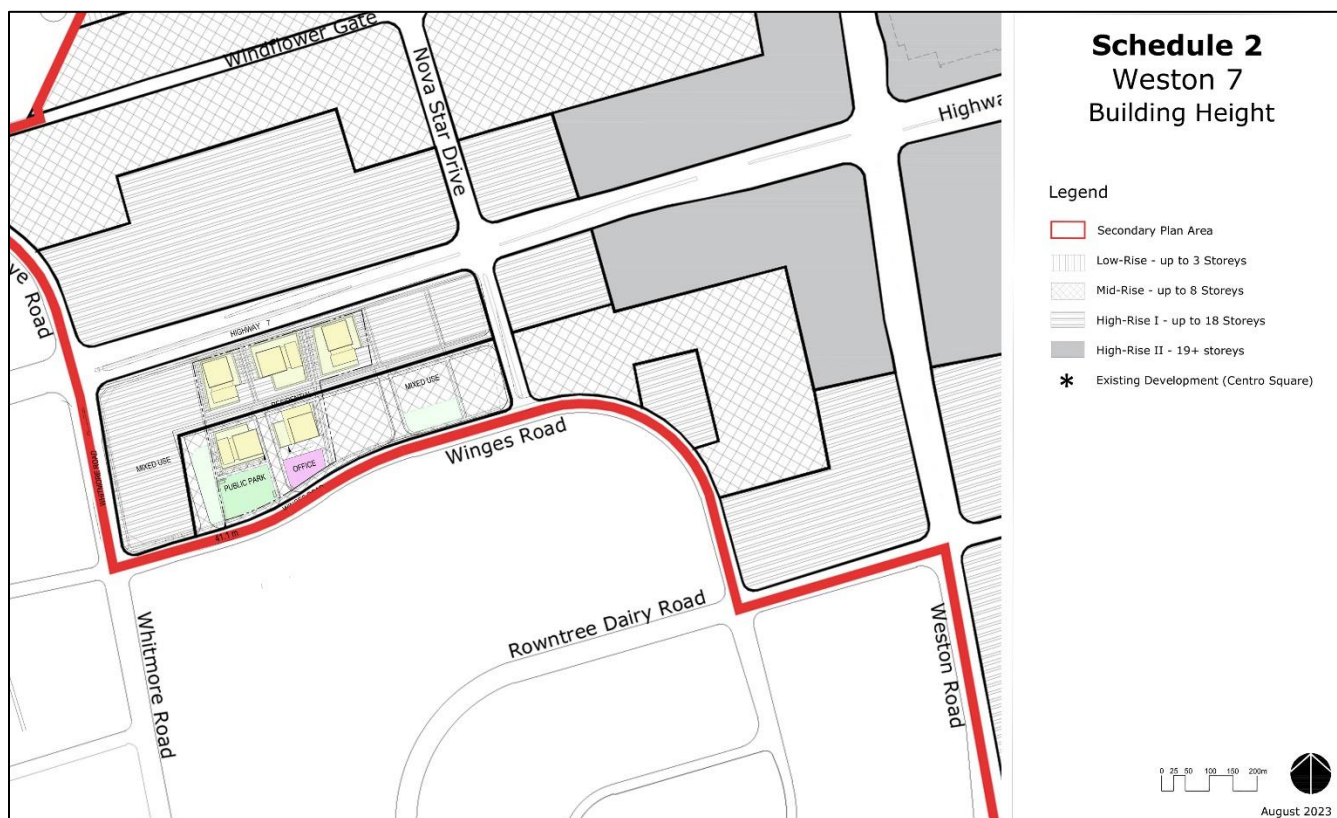


Figure 2: Schedule 2, Building Height

Parks

Schedule 3, Pedestrian Realm Network includes a number of proposed public parks, opens spaces and linkages to be coordinated throughout the W7SP area. In particular it proposes an *Urban Square* along the southern portion of the subject property, as well a *Pedestrian Connection and Connecting Links/Courtyard* along the western property boundary linking the proposed public park to Highway 7. Also envisioned is an *Enhanced Urban Streetscape* along Highway 7.

- While it is recognized that the W7SP has accounted for the proposed development and has generally proposed the public park and linkages in coordination with the submitted proposal, we note that some discrepancies still exist between Schedule 3 and the submitted plans. It is recognized that the W7SP has also considered the neighbouring development application to the west; however, it is noted that the proposed public parkland required for the quadrant has disproportionately been applied to the subject lands, while other lands within the block are not providing an equitable amount of potential park lands. The portion of the proposed Urban Squares presently located where the 8-storey office building is proposed should be shifted to the abutting parcels to the east for a more equitable distribution of parkland, providing more convenient access to public park space to all future residents within the block.

The proposed development is currently proposing to convey 1,603 square metres of public parkland, representing 10% of the development site, which is consistent with Policy 8.1.10 g). This park has been strategically positioned to seamlessly connect with the proposed public park of the adjacent western development, resulting in a larger community park covering approximately 3,093m² once fully realized. This integration delivers a substantial community benefit and significant overall parkland contribution to the southwest quadrant to serve the neighbouring developments. As such, an enlarged park beyond what is currently proposed is not required to service the immediate vicinity of the parks space. If the city is intent of exploring additional park lands, it would be more equitable and appropriate for the additional park lands being proposed in the W7SP to be shifted to the east, allowing for more convenient access to parks space within all

areas of the block, while also allowing the optimal parks strategy presently being proposed in the site specific applications to be realized.

- In addition to the Urban Square, the proposed development includes (4) dedicated POPS spaces that would also contribute to the overall parks network and permissible for Parkland Dedication credits per Policy 8.1.10 j) and the City of Vaughan Parkland Dedication By-law 168-2022.
- Given the substantial over contribution of parkland sought by the city from the proposed development, we seek clarity on what cost sharing mechanisms or additional density/development benefits could be achieved on the subject property given its presently contemplated dedication of parkland as compared with other development sites.
- The proposed development prioritizes pedestrian connectivity and active transportation. It provides for a dedicated pedestrian connection and Connecting Links/Courtyard on the western property line to link to the new park space, while also providing extensive linkages between the (3) buildings fronting onto Highway 7, which will increase pedestrian permeability and access interior to the site.
- The W7SP includes policies that allow for the dedication of Strata Parks.

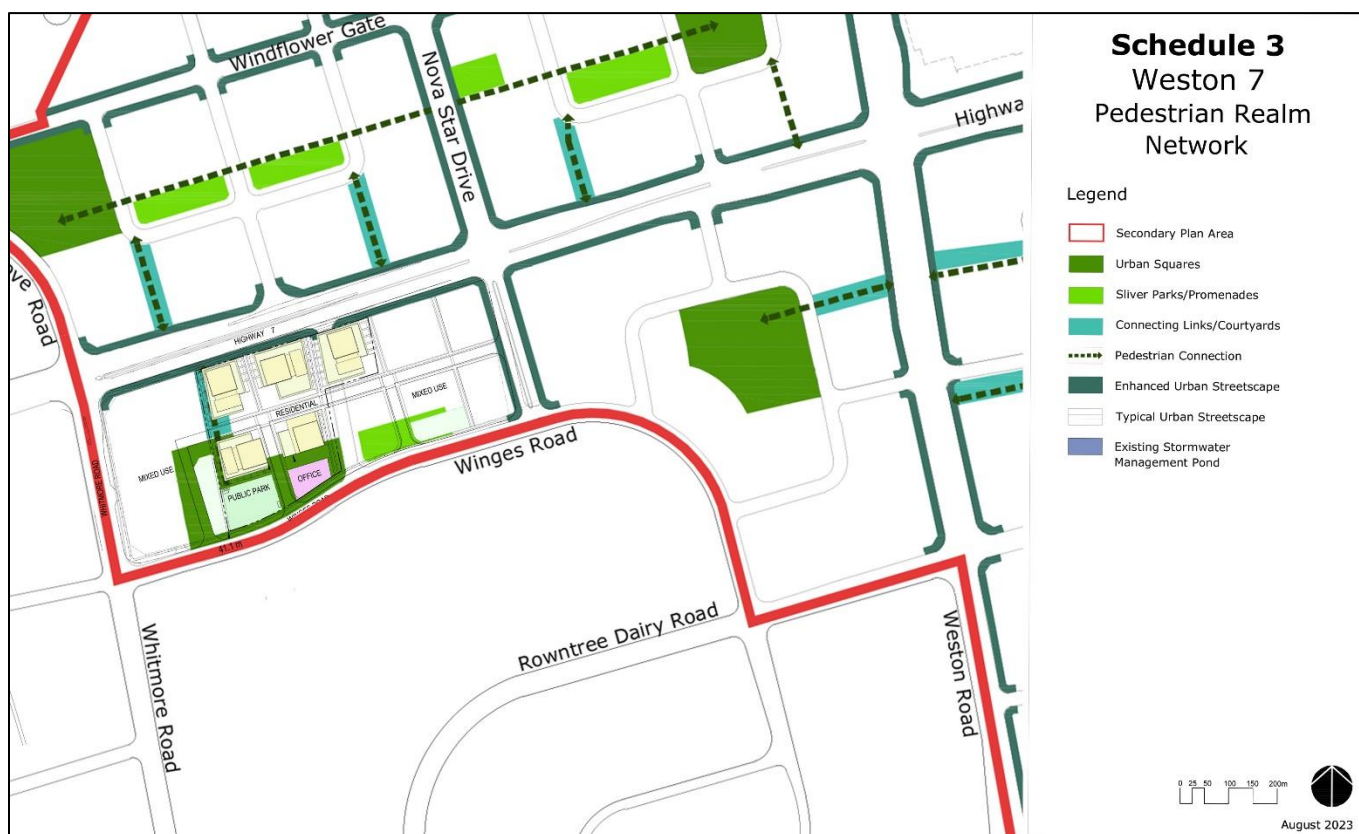


Figure 3: Schedule 3, Pedestrian Realm Network

Pedestrian Circulation and Road Network

The proposed development prioritizes pedestrian connectivity and active transportation over vehicle usage given the site’s location between (2) VIVA Stations and within a delineated MTSA. Schedule 4, Transportation System proposes an east-west *Laneway* that bisects the property, which is in line with the current development proposal, while also generally aligning with the intended road pattern subject to minor deviations in alignment. Also proposed is a *Local Road* for the eastern perimeter of the subject property, creating a link between Wings Road and Highway 7. The proposed development includes (4) direct pedestrian linkages and or mews’ to Highway 7 from the internal areas of the site in order to promote active transportation and the prioritization of pedestrian movement.

Crozier and Associates submits the attached Transportation Opinion Letter which concludes that although they are generally in support of the of the larger area-wide recommended transportation improvements, the new proposed north-south public road connection between the Nova Star Drive extension and Whitmore Road which bisects the Subject Property is not necessary from a traffic capacity perspective and would not be preferable from a safety perspective. The proposed new road will introduce additional conflict points between vehicles and non-auto transportation users and likely introduce significant cut-through traffic to the quadrant in an attempt for automobile traffic avoid delays and congestion issues at the critical Weston Road and Highway 7 intersection. Please refer to the attached Transportation Opinion Letter for additional discussion.

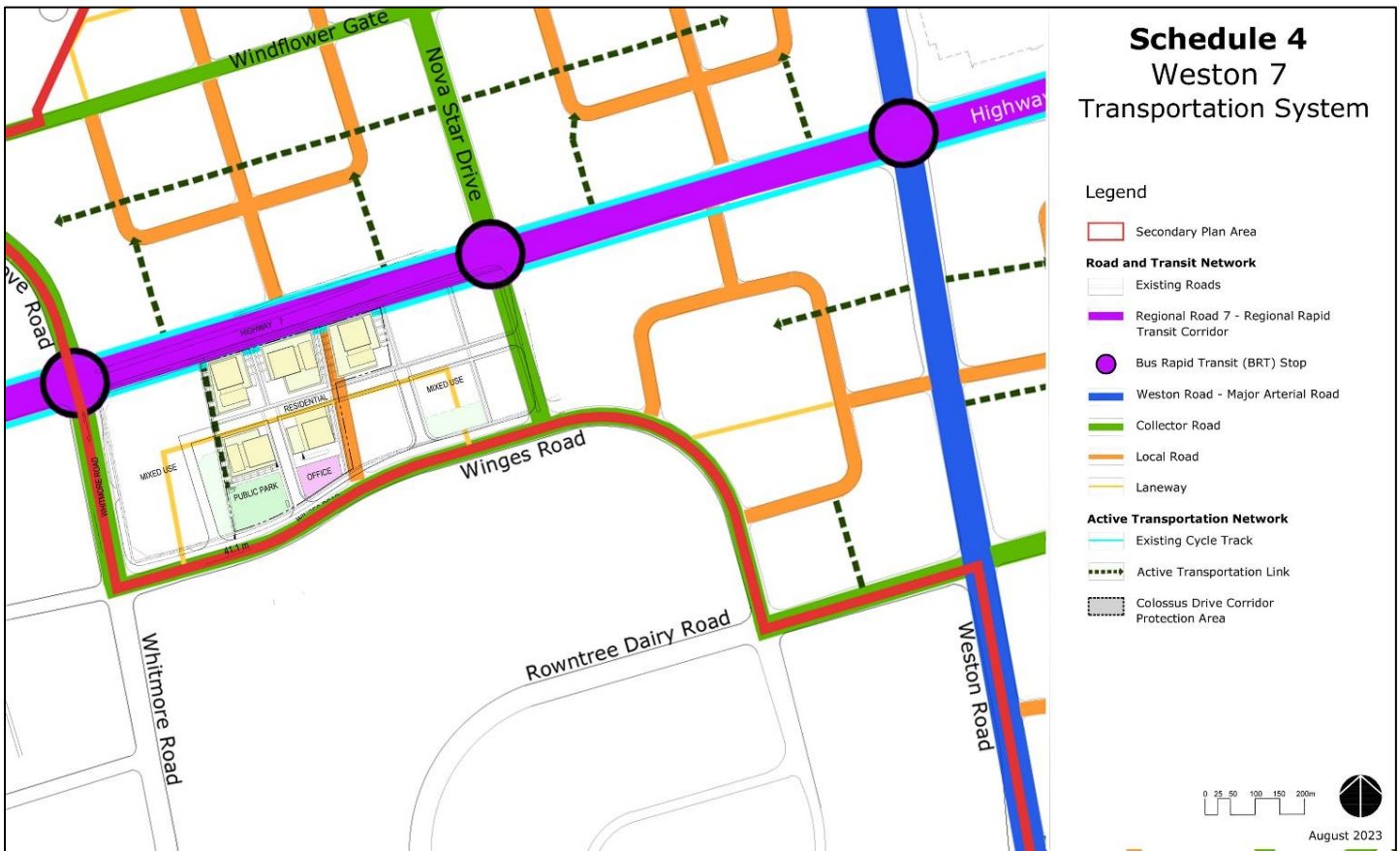


Figure 4: Schedule 4, Transportation System

We appreciate the opportunity to provide these comments as it relates to the W7SP and wish to continue to participate in the secondary plan process. We request that the comments contained in this letter be considered for incorporation into a revised W7SP and that a meeting be scheduled with the appropriate staff to discuss the W7SP policies as it relates to the proposed development.

We reserve the right to provide additional comments on this matter and request to be notified of any future meetings, reports and decisions relates to this matter. Should you have any questions regarding the above comments, please contact the undersigned at extension 252 or Mina Rahimi at extension 339.

Yours truly,
Weston Consulting
Per:



Michael Vani, BURPI, MCIP, RPP
Associate

- c. Gallu Construction Inc.
Brandon Bradt, Crozier and Associates
C. Cosentino, City of Vaughan
A. Slattery, City of Vaughan
F. Filipetto, City of Vaughan
C. Bruce, City of Vaughan
J. Grove, City of Vaughan

Att. Transportation Opinion Letter, Crozier and Associates

SEPTEMBER 26, 2023

PROJECT NO: 2325-6447

**SENT VIA: EMAIL
WESTON7TMP@WSP.COM
MARTA.ROIAS@VAUGHAN.CA**

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

**Attention: Marta Roias
Project Manager, Transportation**

**RE: TRANSPORTATION OPINION LETTER
WESTON 7 SECONDARY PLAN & TRANSPORTATION MASTER PLAN (1ST DRAFT)
3899 & 3901 HIGHWAY 7 AND 40 & 60 WINGES ROAD, CITY OF VAUGHAN**

Dear Ms. Roias,

C.F. Crozier & Associates (Crozier) has been retained to provide transportation engineering services by Gallu Construction (the Applicant) in support of the development applications for the site located at 3899 & 3901 Highway 7 and 40 & 60 Winges Road (Highway 7 and Winges) in the City of Vaughan, Regional Municipality of York.

The subject lands fall within the Weston Road and Highway 7 (Weston 7) Secondary Plan Area in the southwest quadrant. The Secondary Plan Study and Transportation Master Plan (TMP) regarding the planning and development of these lands commenced in May 2020. It is also noted that a Transportation Mobility Plan for the applicant's property was prepared and submitted in June 2023.

A separate Transportation Opinion Letter was previously prepared by Crozier on behalf of the applicant regarding draft material related to the Weston 7 Transportation Master Plan presented at the June 1, 2023 landowner's group (LOG) meeting.

The purpose of this Transportation Opinion Letter is to provide feedback and comments on the 1st draft of the Weston 7 Secondary Plan and Transportation Master Plan (dated August 2023) related to the proposed multi-modal transportation network within the southwest quadrant where the applicant's lands are located.

Weston 7 Southwest Quadrant Transportation Network Comments

This letter will focus on the transportation network improvements that are proposed within the western portion of the southwest quadrant of the Weston 7 lands where the applicant's property resides including: the proposed new north-south active transportation connection and the new north-south local road connection.

Other improvements such as the Nova Star Drive and Wings Road improvements are not discussed herein but continue to be supported by Crozier to support the development of the southwest quadrant, and the Secondary Plan area.

New North-South Active Transportation Connection

A new north-south active transportation connection in the form of a Multi-Use Pathway has been proposed between Whitmore Road and Nova Star Road on the south side of Highway 7 through the entire southwest quadrant of Weston 7 that was not on previous potential plans, although it was included as a proposed connection in the applicant's development proposal.

This active transportation connection is supportable and fulfils a need for more north-south active transportation connections in the Pedestrian Realm that will connect active users between the existing and proposed dedicated transportation facilities on Highway 7 and Wings Road, as well as directly to the proposed parks within the quadrant.

This connection appears to be well located along the property line between the applicant's lands and the adjacent applicant to the west, which will assist active users with convenient connections directly into both the development blocks and the co-located parklands.

Therefore, this new active transportation connection can be supported.

New North-South Local Street Connection between Wings Road and Highway 7

The Weston 7 TMP (1st draft) continues to propose a new north-south local road connection to Wings Road from Highway 7, which cannot be supported. As part of the pre-application process and via preparing Terms of Reference for the proposed development application, both Region and City transportation staff identified that a connection to Highway 7 would not be supported (see Appendix for correspondence).

Crozier is of the opinion that this public road connection would not be necessary or desirable for the following reasons:

- **Safety Concerns:** This connection would introduce a new conflict point for vulnerable road users (pedestrians and cyclists) who are travelling east/west along Highway 7. While during congested peak hour conditions this risk may be mitigated by lower operating speeds on Highway 7, this risk is increased during off-peak conditions where vehicles can travel at higher operating speeds on Highway 7 and then make high-speed right-turns in through the local road connection across the sidewalk and separated cycle track.

Additionally, the applicant's property is proposed to feature a shared laneway which connects to the east and west adjacent properties providing multiple ways in and out of the site, the accesses from the adjacent accesses can operate as functional emergency accesses should they be needed. Therefore, the proposed new north-south local street is expected to be unnecessary from an emergency access perspective.

Furthermore, this connection would very likely be used during congested peak hour operations on Highway 7 as a cut-through connection for non-local trips, increasing traffic and decreasing safety for the lands located adjacent to the new north-south road.

- Access and Road Network Hierarchy: Generally, access should be provided to specific destinations via the lowest order roadway. It is not preferred to have local roadways making connections to much higher order roadways/arterials such as Highway 7, these connections should be made via higher order collector roads such as Nova Star Drive and Whitmore Road.

Vehicle access can be adequately served in this block via driveway connections to/from the lower order roadways (Winges Road) without the need for direct Highway 7 access.

- Traffic Capacity: The connection would need to be right-in right-out and therefore would provide minimal additional capacity to vehicles seeking access to and from Highway 7. Additionally, the planned road extension of Nova Star Road south of Highway 7 to Wings Road is expected to provide the additional connectivity/capacity needed to serve the development of the subject lands and the surrounding southwest quadrant.

While the access may be convenient for vehicles inbound from the west and outbound to the east, it is not needed to serve the auto access needs of the quadrant as shown within the submitted Transportation Mobility Plan as part of the development application.

In consideration of the above, an additional mid-block, public north-south roadway is not deemed necessary from a traffic capacity perspective, nor would it be preferable from a safety perspective since it would introduce additional conflict points between vehicles and non-auto transportation users.

By removing this connection, a better public realm and active transportation safety can be maintained along the Highway 7 frontage to encourage non-auto forms of transportation within Weston 7, which will be necessary as the Weston 7 area continues to develop.

Summary

Crozier and the applicant are generally in support of the larger area-wide recommended transportation network improvements proposed within the Weston 7 Transportation Master Plan (1st Draft) area such as the Colossus Drive Overpass, Right of Way requirements, new active transportation facilities and connectivity, as well as the Nova Star Drive extension within the southwest quadrant.

However, the new proposed north-south public road connection between the Nova Star Drive extension and Whitmore Road cannot be supported and is not considered necessary from a traffic capacity perspective. Furthermore, it would not be preferable from a safety perspective since it would introduce additional conflict points between vehicles and non-auto transportation users and likely introduce significant cut-through traffic to the quadrant to avoid delays/congestion issues at the critical Weston Road and Highway 7 intersection.

We trust that the concerns identified herein will be heard and addressed with the utmost care recognizing that the safe and efficient movement of all modes of transportation remains paramount for the many future residents and visitors within the Weston 7 area.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.



Brandon Bradt, M.Eng. CEM, P.Eng.
Manager, Transportation Planning

TDS

J:\2300\2325- Gallu Construction Inc\6447- Highway 7 and Wings Road\Letters\September 2023 TOL\2023.09.26 -
Transportation Opinion Letter - Weston 7 TMP.docx

C.F. CROZIER & ASSOCIATES INC



Theshantha De Silva, E.I.T.
Engineering Intern, Transportation

Appendix A

City of Vaughan Terms of Reference and Pre-Application Comments

Theshantha De Silva

From: Brandon Bradt
Sent: Friday, May 5, 2023 11:28 AM
To: Theshantha De Silva
Subject: FW: [External] 3899 & 3901 Highway 7 and 40 & 60 Wings Road Terms of Reference

TOR from City

Brandon Bradt, M.Eng. CEM, P.Eng.
Manager (Planning), Transportation
DID: 416.842.0033

From: Paul Grove <Paul.Grove@vaughan.ca>
Sent: July 12, 2022 12:27 PM
To: Melanie Nguyen <mnguyen@cfcrozier.ca>
Cc: Brandon Bradt <bbradt@cfcrozier.ca>; Marta Roias <Marta.Roias@vaughan.ca>
Subject: RE: [External] 3899 & 3901 Highway 7 and 40 & 60 Wings Road Terms of Reference

Hi Melanie,

Thanks for reaching out. Please see our comments/feedback below on the submitted Terms of Reference. Please note these comments are not exhaustive and additional requirements may be provided with the submission of the Transportation Mobility Plan. Also note that in the absence of a concept plan or site statistics, the requirements listed below are subject to change. Please also refer to comments provided by our IPCAM team as they are managing the completion of the Transportation Master Plan which will support the Weston & 7 Secondary Plan.

Background

Comments to be provided with the submission. Access to Highway 7 if proposed is to be confirmed with York Region. Access should be integrated with the neighbouring application at 177 Whitmore Road and provided to Wings Road.

Study Methodology for the Transportation Mobility Plan

Please include all existing site accesses as part of the study area. The rest of the study area is acceptable. Please note, the LEA study is still under review and caution should be exercised in using these TMCs. Staff note that a number of TMCs from the LEA study are outdated and more recent counts should be collected at this time. Please also note that staff discourage the collection of TMCs during the summer months. Any TMCs used in the study that have been collected during the pandemic must be adjusted based on adjustment factors. Any counts collected in spring 2022 or later may not require adjustment factors. To obtain City TMCs or signal timing plans please contact our Transportation & Fleet Management Services team.

Analysis Periods and Scenarios

Staff generally require an existing, built-out, build-out + 5 years, and a 2041 horizon (2042 is acceptable)

Background Developments

Please add:

- OP.22.002 & OP.22.005

- DA.20.046
- Z.19.039
- For all those lands in the southwest quadrant that do not have active development applications, trip generation assumptions must be made for these properties based on the land use and density information from a Planning Justification Report and these assumptions should be approved by the City's Planning Department.

Roadway and Transit Improvements

The Colossus Drive overpass is subject to considerable study and consideration prior to implementation. It's application in the study should be as a sensitivity scenario if included. Please refer to comments provided by IPCAM as applicable regarding road network assumptions as they relate to the development of the Weston & 7 Secondary Plan

Background Growth Rate

Please note that staff provided comments on the LEA study and therefore caution should be exercised when applying assumptions from this study. The background growth rates and other calculations should be performed using acceptable methodology and source data such as EMME outputs from York Region, historical TMCs, etc.

Please let us know if you have any questions.

Thank you,

Paul Grove, M.P.I., MCIP, RPP
Transportation Engineering Lead
905-832-8585, ext. 8857 | paul.grove@vaughan.ca

City of Vaughan | Planning & Growth Management Portfolio
2141 Major Mackenzie Dr., Vaughan, ON L6A 1T1
vaughan.ca



From: Musa Deo <Musa.Deo@vaughan.ca>
Sent: Thursday, June 23, 2022 2:19 PM
To: Melanie Nguyen <mnguyen@cfcrozier.ca>; Paul Grove <Paul.Grove@vaughan.ca>
Cc: Brandon Bradt <bbradt@cfcrozier.ca>; Vi T.. Bui <vi.bui@york.ca>
Subject: RE: [External] 3899 & 3901 Highway 7 and 40 & 60 Wings Road Terms of Reference

Melanie,

Forwarding to my colleague Paul for his review/comment(s) as I believe he's working in this area.

Thank you.

Musa Deo, P.Eng., PTOE, PMP
Transportation Project Manager, Development Engineering, VMC
(905) 832-8585 ext. 8295 | musa.deo@vaughan.ca | cell: 647-376-6872

City of Vaughan | Planning and Growth Management Portfolio
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1
myVMC.ca

From: Melanie Nguyen <mnguyen@cfcrozier.ca>
Sent: June-23-22 1:41 PM
To: Vi T.. Bui <vi.bui@york.ca>; Musa Deo <Musa.Deo@vaughan.ca>
Cc: Brandon Bradt <bbradt@cfcrozier.ca>
Subject: [External] 3899 & 3901 Highway 7 and 40 & 60 Wings Road Terms of Reference

Good afternoon,

C.F Crozier and Associates (Crozier) has been retained to provide Transportation Engineering services in support of the Official Plan Amendment application for a mixed-use development located at the sites of 3899 & 3901 Highway 7, and 40 & 60 Wings Road in the City of Vaughan, Region of York.

To support our Transportation Mobility Plan (TMP), we are kindly requesting that you review the following Terms of Reference (ToR) and provide feedback regarding our scope of work and request for data. Should you not be the appropriate person for correspondence, it would be very appreciated to be directed to the appropriate contact.

Background

It is our understanding that the concept plans for the subject lands are still in development, however, are expected to include three (3) multi-use residential towers with ground floor retail uses along with green space.

Study Methodology for the Transportation Mobility Plan

The study shall be consistent with the Region's Transportation Mobility Plan Guidelines and Access Guidelines. The following intersections are proposed to be analyzed as part of the scope of the study:

- Ansley Grove Road/Whitmore Road at Highway 7 (Signalized)
- Nova Star Drive at Highway 7 (Signalized)
- Weston Road at Highway 7 (Signalized)
- Colossus Drive at Weston Road (Signalized)
- Wings Road/Auto Park Circle at Rowntree Dairy Road (Signalized)
- Wings Road/Trowers Road at Whitmore Road (Signalized)

We kindly request any recent available traffic count and signal timing plans for the above noted intersections. Additionally, please confirm the noted above intersections are sufficient for this study.

It is noted that all the intersections identified above were also examined within the TMP conducted by LEA for the proposed development at 177 Whitmore Road. Therefore, Crozier proposes to use LEA's existing (2021) traffic volumes as the basis of the existing conditions assessment per Figure 2-4 of the TIS. Please confirm this approach would be acceptable.

Alternatively, we may consult specialty traffic counting firms we typically work with, in the event recent counts are not available. Travel patterns have generally returned to normal levels after the Covid-19 pandemic's peak. However, please advise if the City is not accepting of new counts due to its lingering effects on traffic. As such, please advise with regards to any further steps should there be no applicable traffic data at the study intersection.

Analysis Periods and Scenarios

The above intersections will be analyzed in the weekday A.M. and P.M. peak hours for the following horizons: the existing year of 2022, a full build out year of 2027, a 5-year horizon beyond full build-out of 2032, as well as an analysis of a 2042 (20-year) horizon similar to the TIS completed by LEA for adjacent development to the west of the proposed site.

Background Developments

We have reviewed the City of Vaughan website to determine if there are any additional background developments that should be considered within the horizon of the study. The following background developments will be considered for traffic analysis:

- 177 Whitmore Road
- 3940 Highway 7
- 3850 Highway 7
- 7520, 7540, 7560 Weston Road
- 1 Auto Park Circle
- 7501-7621 Weston Road

Please provide any additional background developments in the vicinity of the proposed development and associated traffic impact studies that should be included in our analysis.

Roadway and Transit Improvements

According to York Region's Transportation Master Plan (2016), Weston Road is proposed to be widened from 4 to 6 lanes, with one (1) new lane in each direction designated for HOV/Transit use, for 2041 and would therefore be included in the 2042 horizon analysis.

Additionally, according to the City of Vaughan's Transportation Master Plan (2012), Colossus Drive is proposed to be extended across Highway 400 as a strategic improvement and would therefore be included in the 2042 horizon analysis.

Per WSP's Weston 7 Transportation Master Plan (TMP) Landowners Group Meeting on October 15, 2021, Nova Star Drive is proposed to be extended into a primary connection across Highway 7 to Wings Road to improve connectivity and will also be included in the 2042 horizon analysis.

Lastly, It is noted that per York Region's Transportation Master Plan (2022) there are proposed cycling facilities to be determined along Weston Road for 2051.

Please provide us with any additional roadway improvements within the study area network.

Background Growth Rate

A growth rate of 0.7% per year will be applied along Highway 7 and Weston Road to grow historical counts to 2022 based on LEA Consulting Ltd's Traffic Impact & Parking Study for the proposed mixed-use development located at 177 Whitmore Road dated March 1, 2022.

Please advise whether the assumed growth rate is sufficient, or alternatively please provide an appropriate growth rate(s) to reflect expected growth in the area.

Trip Generation and Distribution

Trip generation for the proposed development will be forecasted using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

Site generated traffic to and from the boundary road network will be assigned using 2016 Transportation Tomorrow Survey (TTS) data.

Multi-Modal Analysis Procedures

Weekday A.M. and P.M. peak hours will be analyzed using Synchro 11.0 analysis software, using Highway Capacity Manual (HCM) methodology per the Region's TMP Guidelines. MMLOS will also be evaluated for non-auto modes based on the Region's TMP Guidelines for the existing and future total horizons.

Parking and Loading Study

The site, located in EM1 (Prestige Employment Zone), is subject to the City of Vaughan Zoning By-Law 1-2021. It is understood that the proposed parking supply may differ to the City's parking requirements. As the site is located within a 2.5km radius of the Ansley Grove BRT station and the Vaughan Metropolitan Centre Station (Line 1 Yonge-University), there is an opportunity for a reduction in required parking and thus a parking study may be conducted. If required, the parking study would be completed following the City's Parking Study Guideline. The parking study would examine the travel behaviour within the area and provide a database of similar sites with approved or pursued parking requirement reductions. Past parking demand studies in areas of similar context would be reviewed.

Likewise, it is understood that the proposed loading supply may deviate from the requirements and a loading justification study may be completed to justify the variance. The study would provide an itemized list of comparable sites with approved or pursues loading restrictions within the area, if available. If required, a loading demand study will be completed. In the case no suitable proxy surveys are available, Crozier will consult the appropriate parties to complete the study.

Transportation Demand Management (TDM) Opportunities

Existing and future Transportation Demand Management (TDM) opportunities will be explored to reduce single-occupant vehicle (SOV) trips and promote applicable alternative modes of transportation, including transit and active transportation, following York Region Transportation Mobility Plan Guidelines and the City of Vaughan Transportation Demand Management Guideline including the TDM Toolkit.

Summary

We request the following information for inclusion in the study, along with any comments that arise with regards to the above Terms of Reference. Please provide:

- Confirmation that the intersections of study outlined are sufficient
- Signal timing plans available for the intersections of study identified in this Terms of Reference
- If the assumed growth rate is applicable or provide relevant growth rate(s) applicable to the roadways of study
- Confirmation that the relevant background developments are sufficient or provide any additional relevant background developments, as well as associated traffic impact studies that are to be included in our study
- Details of any additional planned roadway or transit improvements in the surrounding study area within the proposed horizon year(s)

I hope the contents outlined in this email are acceptable. Should you have any questions or require any further information, please feel free to contact us.

Best,

Melanie Nguyen

Melanie Nguyen | Engineering Intern
2800 High Point Drive, Suite 100 | Milton, ON L9T 6P4
T: 905.875.0026

Office Use Only	Assigned PAC No.	PAC.22.065	
	Date of PAC Meeting	August 11th, 2022	
	PAC Expiration Date (180 days from date of PAC Meeting)	February 7, 2023	
	Planner	Dulaa Osman, Christopher Cosentino	
	Owner/Agent	Gallu Construction Inc. / Michelle Wei	
	Site Location	3899, 3901, Hwy 7 & 40, 60 Wings Road	
	Proposal	<p>A PAC meeting has been requested to facilitate the development of four, high-rise, mixed use buildings. Three buildings front onto Highway 7 and are 40, 33, and 38 storeys tall. One building fronts Wings Road and is proposed to be 25 storeys in height. The proposed development contains a total Gross Floor Area of 137,698m². The applicants is proposing the development of 1,848 dwelling units, 2,832m² of retail space and 1,217.03m² of office space. The development also proposes a total of 1,477 underground parking spaces – 1,110 residential spaces and 278 visitor spaces.</p>	
		<input checked="" type="checkbox"/> Major Official Plan Amendment	<input type="checkbox"/> Draft Plan of Subdivision
	<input type="checkbox"/> Minor Official Plan Amendment	<input checked="" type="checkbox"/> Site Development	
	<input checked="" type="checkbox"/> Zoning By-law Amendment	<input checked="" type="checkbox"/> Draft Plan of Condominium (common element only)	

IMPORTANT – READ AND ACKNOWLEDGE

1.0 Purpose

- 1.1 The purpose of the Understanding is to identify the information required to commence a complete application as set out in the *Planning Act* for only the specific development application(s) subject to this Understanding.
- 1.2 The Understanding will be completed by Planning Staff of the Development Planning Department and will form part of a complete application.
- 1.3 The PAC meeting or PAC Understanding does not imply or suggest any decision whatsoever on the part of City staff or the Corporation of the City of Vaughan to either support or refuse the application(s).

2.0 PAC Execution

- 2.1. The PAC Understanding will only be considered valid once executed by both the City Planner/Planning Technician and the Owner/Agent
- 2.2. If the PAC Understanding is not signed and returned by the Owner/Agent, it is considered null and void. As part of a complete application submission, we require an executed PAC Understanding. Applications will not be accepted without the signed PAC Understanding.

Dulaa Osman

From: Wong, Justin <Justin.Wong@york.ca>
Sent: Friday, September 23, 2022 11:11 AM
To: Mark Antoine; Dulaa Osman
Subject: [External] RE: PSC.22.V.0364 (PAC.22.065) - 3899, 3901, Hwy 7 & 40, 60 Wings Road
Attachments: PSC.22.V.0364 Submission Checklist YR SP.pdf

Hi Mark and Dulaa,

My apologies for the delayed response. Here are our comments:

We understand the purpose of this pre consultation involves OPA, ZBA, Site Plan and Draft Plan of Condominium applications to facilitate the development of four, high rise, mixed use buildings with heights of 33, 38, and 40 storeys fronting Highway 7 and a 25 storey building fronting Wings Road, with a total of 1848 proposed dwelling units and 1477 underground parking spaces. York Region provides the following comments:

- A Planning Justification Report is required as part of a complete application clearly outlining how this proposal complies with all the relevant policies of the applicable Provincial, Regional and local planning documents, including the YROP and the Local Official Plan. The Planning Justification Report shall also indicate how the proposed development conforms with the planned urban structure.
- York Region staff do not have any special submission requirements on the potential OPA, ZBA and Draft Plan of Condominium applications – your standard circulated documents are sufficient.
- For the site plan application, a checklist has been attached.
- Transportation comments:
 - It should be noted that City of Vaughan is in the process of Weston 7 Secondary Plan. Therefore, it is strongly recommended that the proposed application be deferred until the VMC Secondary Plan review and update is completed to ensure consistency related to the policy, urban built form and most importantly, the fine grid transportation network.
 - If the applicant wants to proceed with the development, a Transportation Impact Study will be required that takes into consideration Weston 7 Secondary Plan. The Study shall include the increase height and density anticipated as a result of the Secondary Plan review and update process initiated by the City of Vaughan. The Study will be deemed incomplete until the impacts of the anticipated growth in the area are fully analyzed. Additionally, The Study shall ensure consistency related to the policy, urban built form and most importantly, the fine grid transportation network. The Study shall develop a phasing plan and all the associated transportation infrastructure improvements required to implement the phases of the development.
 - The Study shall ensure that sufficient and appropriate access arrangement and the required infrastructure improvements associated with each phase of the proposed development are implemented, to the satisfaction of the Region.
 - The comprehensive Transportation Study shall be consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016).
 - Transportation Mobility Plan Study terms of reference shall be approved by the Regional and City of Vaughan staff prior to the commencement of the Study.
 - The proposed development shall implement the internal roadway network as planned in the updated VMC Secondary Plan.

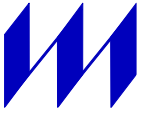
- The Study shall identify all the associated transportation infrastructure improvements required to implement the proposed development.
 - The Study shall provide a comprehensive Transportation Demand Management Plan (TDM) consistent with Region Transportation Mobility Plan Guidelines to the satisfaction of York Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.
- York Region RapidCo comments:
 - No direct site access will be permitted onto Highway 7, all access shall be provided via Wings Road or Whitmore Road
 -



- The site is located within the CTC Source Protection Region corresponding with the Toronto and Region Conservation Authority (TRCA) boundary. Water Resources would like to note the site is partially in an identified area of concern due to known high water table conditions and confined artesian aquifer conditions, which could have geotechnical implications with respect to construction activities including, but not limited to, dewatering (short term or long term), foundation construction, and building stability. As such, Water Resources recommends that any geotechnical and hydrogeological investigations undertaken by the owner take into account the fact that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. Also, please note that the Environmental Monitoring and Enforcement group of the Environmental Services department should be contacted at sewusagebylaw@york.ca for a dewatering permit, if required. Should the applicant have any questions please contact the Source Water Protection Admin at York Region at 1 877 464 9675 ext. 75139 or SourceWaterProtection@york.ca to discuss the proposed works and associated requirements from Water Resources. For more information on Source Protection please visit www.York.ca/protectingwater. A Section 59 Notice (Source Protection Permit) WILL NOT be required.
- Please refer to York Region’s Development Application Fees on our webpage: York.ca/developmentservices. All fees need to be made payable by cheque to “The Regional Municipality of York”. Development application fees are subject to annual adjustments and increases. Any unpaid fees, regardless of the year the application is submitted, will be subject to current fee requirements.

Please be advised that the comments above are based upon the information provided as part of this pre consultation meeting request. Should the scope of the proposal change and/or should it be determined that additional approvals are required under the Planning Act, our comments and requirements may be subject to change.

Please contact me should you or the applicant have any questions regarding this e mail.



**WESTON
CONSULTING**

planning + urban design

Sent by email to: Michelle.Moretti@vaughan.ca

October 10, 2022

File 11009

Ms. Michelle Moretti
Senior Policy Planner
City of Vaughan
Planning and Environmental Sustainability Department
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

**Re: Weston & Hwy 7 Secondary Plan Review
Written Submission On behalf of Gallu Construction
3899, 3901 Highway 7, and 40 & 60 Wings Road, City of Vaughan**

Weston Consulting Planning and Urban Design has been retained by Gallu Construction Inc. ("Gallu") to act as planning consultant for their lands municipally known as 3899, 3901 Highway 7, and 40 & 60 Wings Road (the "Properties") in the City of Vaughan. The Gallu Properties have significant frontage on the Highway 7 intensification corridor and Wings Road, comprising 492 feet and 360 feet, respectively. The subject Properties are occupied by a 6 story office building and a three single-storey commercial building with associated surface parking.

As you may be aware our client recently completed it's PAC meeting on August 11th, 2022 with City staff. The City recently issued the comment package which is currently under review by my client.

The purpose of this correspondence is to provide our client's comments in response to the planning process undertaken to date for the Weston & Hwy 7 Secondary Plan and the Demonstration Plan prepared by the Planning Partnership. This written submission expands and refines the February 16, 2021 correspondence issued by Bousfield's Inc. on behalf of Gallu Construction for the Properties and should be considered the current perspective of the owner in relation to the secondary plan. My client will be submitting correspondence under separate cover for the TMP being prepared for the Secondary Plan in the next few weeks. This will be based upon input from our client's transportation engineer.

Given the proximity of the Properties to the Ansley Grove and the Weston MTSA's, we encourage the City to plan beyond the minimum density targets of the York Region Official Plan in order to take full advantage of the significant public sector investment in transit supportive infrastructure.

Gallu does not support the heights, densities, and the general layout of the building footprints illustrated in the demonstration plan for the southwest quadrant of the secondary plan. We recommend that the Whitmore & Hwy 7 intersection be identified as a secondary gateway in the

Secondary Plan and that the proposed densities and heights proposed by the Kingsmoor Applications should be comparable to the balance of the quadrant facilitating a non-uniform building skyline with tall buildings developed throughout the secondary plan rather than a “circus tent” building skyline as illustrated in the Planning Partnership’s Demonstration Plan. The correct approach in our opinion, if maintained, would unnecessarily restrict the assignment of future heights and densities for the Properties and other properties within the southwest quadrant of the secondary plan.

Despite the foregoing comments on the secondary plan, which are of specific issue to Gallu as presented in the Demonstration Plan, it is noted that as certain comments pertain to and are in direct response to elements of the Kingsmoor Inc. Applications. These comments were provided to the City in two separate submissions as Gallu’s formal input to the May 3, 2022 statutory public meeting and a further submission dated August 26, 2022.

In addition to our stated concerns with the insufficient allocation or distribution of heights and densities to the southwest quadrant of the secondary plan area illustrated by the Demonstration Plan, we note the following additional concerns:

1. **The Internal Road Network**

We suggest that the east/west mid-block road shown on the Demonstration Plan within the precinct should be identified clearly as a private road or a laneway with a maximum width of 6-8 metres. The same approach should be applied to the mid-block north/south road shown in the Weston & Hwy 7 Secondary Plan bisecting the Gallu Properties. In our opinion, a public road connection through the Gallu property is not necessary and a connection can be provided by other means.

Presently there is a right in and right-out access to the Properties at this location, and in the Planning Partnership’s Demonstration Plan the extension of this access is not identified as a continuation of this proposed road on the north side of Hwy 7. In the event that this road is anything but a 6-8 metre width, Gallu’s northeast corner will be impacted and the development envelope will be unnecessarily reduced.

Lastly, there are signalized intersections at Nova Star Drive and at Whitmore Road, which, in our view are more than adequate to serve as mid-block connections for the southwest quadrant of the Weston & Hwy 7 Secondary Plan once Nova Star Drive is extended to Winges Road. In our opinion, private access driveways from the public roads to the Properties will be adequate to serve this area of the development precinct.

2. **Parkland**

It is our opinion that the share of the public park block as illustrated on the Demonstration Plan on the Kingsmoor lands is underrepresented and disproportionate. Gallu’s position is that a more equal share of the park block located between the Kingsmoor and the Gallu

Properties should be implemented and that consideration for an overall reduced park size for the shared Gallu and Kingsmoor park should be advanced.

Generally speaking, on site amenities assist in reducing the size of the park block given on-site recreational amenities will alleviate some of the parkland need in the southwest quadrant of the secondary plan area. Additionally, it is our position that greenfield development service standards should not be used to calculate parkland within an intensification area, in favour of a more compact urban form park from a size and programming perspective.

Consideration should be given and accommodation provided for the substitution of the public park block with a smaller urban square function and size that is a private open space amenity open to the public and credited towards CIL of parkland. Furthermore, we support the concept of strata parks, and we recommend this be pursued through the City's Secondary Plan as set out in the City's new Parkland Dedication By-Law.

Furthermore, any the pedestrian walkways that the Applications illustrate in the Demonstration Plan should be shared equally and provide appropriate minimum setbacks in a manner that is equitable and achieves the connectivity objectives.

3. Height/Density/Massing

We generally support the implementation of one mixed use land use designation in the Secondary Plan that provides for a range of heights, densities and uses that aligns with the City's urban structure as prescribed by the Vaughan Official Plan.

With regards to height and density, we do not agree with the approach illustrated in the Planning Partnership's Demonstration Plan which promotes a "circus tent" building skyline with the greatest heights assigned to the Weston & Hwy 7 intersection. Our vision for Hwy 7 is an avenue that promotes a non-uniform building skyline with tall buildings greater than 18 floors throughout the secondary plan.

We believe that the heights and densities (minimum of 35 floors) approved for the Centro development or similar at Weston Road and Hwy 7 should also apply to the balance of the precinct that recognizes the Weston gateway into the Secondary Plan that is located on an Intensification Corridor and serviced by two MTSA's (Ansley Grove and the Weston).

We ask that these comments be considered by staff in further updates to the secondary plan and we look forward to actively participating in the Weston & Hwy 7 Secondary Plan and will continue to monitor process actively.

Accordingly, we request notice of any items, reports, meetings, and decisions regarding the Weston & Hwy 7 Secondary Plan.

If you have any questions regarding the above comments, please contact the undersigned at extension 290.

Yours truly,

Weston Consulting

Per:



David Waters MCIP, RPP, PLE
Associate

Encl.

c. Client
Clerk's Office, City of Vaughan