



**WESTON
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planning + urban design

COMMUNICATION – C77

ITEM 1

Committee of the Whole (Public Meeting)

October 29, 2020

Office of the City Clerk
City of Vaughan
2141 Major Mackenzie Dr.
Vaughan, ON L6A 1T1

October 28, 2020
File 8304-1

Attn: City Clerk

**RE: City-Wide Comprehensive Zoning By-law Review
Committee of the Whole (Public Meeting)
4850 Highway 7 and 79 Arrowhead Drive
City of Vaughan**

Weston Consulting is the planning consultant for My Place On 7 Inc., the registered owner of the lands at 4850 Highway 7 and 79 Arrowhead Drive in the City of Vaughan (herein referred to as the “subject lands”). We have reviewed the third draft of the City-wide Comprehensive Zoning By-law (the “CZBL”) as it pertains to the subject lands, and are pleased to provide the following comments on behalf of the landowner.

The subject lands are currently zoned “R1 – Residential Zone” and “R2 – Residential Zone” by the in-force Vaughan Zoning By-law 1-88. These zones permit Single Family Detached Dwellings. Based on our review of the third draft of the CZBL, the subject lands are proposed to be zoned as “R2A(EN) – Second Density Residential Zone (Established Neighbourhood)” and “R1B(EN) – First Density Residential Zone (Established Neighbourhood).” These zones permit Detached Residential Dwellings.

As we are currently preparing both Official Plan Amendment and Zoning By-law Amendment applications for a 14-storey, mixed-use building on the subject lands for imminent submission, we ask that City Staff consider more permissive zoning regulations than those currently shown within the CZBL, as much of the existing policy regime is more accepting of increased growth and intensification upon the subject lands.

The subject lands are currently located within the Wigwoss-Helen BRT Major Transit Station Area. Section 2.1 of A Place to Grow states,

This Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas. To optimize provincial investments in higher order transit, this Plan also identifies priority transit corridors and the

Province expects municipalities to complete detailed planning for major transit station areas on these corridors to support planned service levels.

As referenced above, *major transit station areas* seek to align valuable public investments in transit infrastructure with planned growth to best leverage and utilize public resources.

Furthermore, Policy 2.2.4.3 states,

Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit;*

As the subject lands are located within the proposed Wigwoss-Helen Draft MTSA and are to be served by bus rapid transit (BRT) there will be a minimum density target of 160 residents and jobs combined per hectare and thus, a greater allowance for intensification. These targets would not be met within the current and planned for zoning permissions. Additionally, the subject lands are located within a *Regional Corridor* as per Map 1 – Regional Structure within the York Region Official Plan. Section 5.3 states,

Intensification will occur in strategic locations in the built-up area to maximize efficiencies in infrastructure delivery, human services provision and transit ridership. These strategic locations are based on an intensification framework that recognizes that the highest density and scale of development will occur in the Regional Centres followed by the Regional Corridors.

As outlined above, *Regional Corridors* should accommodate a greater amount of intensification. ‘

Policy 5.4.28 further illustrates the parameters for growth of Regional Corridors.

Regional Corridors are planned to function as urban main streets that have a compact, mixed-use, well-designed, pedestrian-friendly and transit-oriented built form.

The subject lands are also located within a *Regional Intensification Corridor* as per Schedule 1 – Urban Structure within the Vaughan Official Plan. Policy 2.2.1.1 states,

Regional Intensification Corridors will be 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. The Regional Intensification Corridors link the Vaughan Metropolitan Centre with other Intensification Areas in Vaughan and across York Region.

Furthermore, the subject lands are located within planned Intensifications Areas. Policy 2.2.1.2 states,

Intensification Areas will be the primary locations for the accommodation of growth and the greatest mix of uses, heights and densities in accordance with the prescribed hierarchy established in this Plan.

In summary, it is our opinion that the subject lands should be considered for a more permissible zoning regulatory framework within the CZBL as the lands fall within a policy regime that is more amenable to growth and intensification.

We kindly request that this correspondence be added to the public record for the Statutory Public Meeting received on October 29, 2020. Furthermore, we intend to continue to monitor the City-wide Comprehensive Zoning By-law Review process on behalf of our client on an ongoing basis. We request to be notified of any future reports and/or meetings regarding the CZBL and to be notified of any decisions regarding this matter.

Thank you for the opportunity to provide these comments. Please contact the undersigned at extension 320 should you have any questions regarding this submission.

Yours truly,

Weston Consulting

Per:



Tara Connor, MCIP, RPP
Senior Planner

cc. Ryan Guetter, Weston Consulting
Raymond Nicolini, My Place on 7 Inc.