



inclusive • connected • future-friendly

# WESTON 7 SECONDARY PLAN

Background Report

October 29, 2018









# TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b>	01
SECTION 1: <b>INTRODUCTION</b>	08
SECTION 2: <b>PLANNING FOR CHANGE</b>	16
SECTION 3: <b>STUDY AREA ANALYSIS</b>	44
SECTION 4: <b>ENGAGEMENT SUMMARY</b>	60
SECTION 5: <b>TRENDS IN COMMERCIAL CENTRE INTENSIFICATION</b>	70
SECTION 6: <b>SUMMARY OF CONSULTANT REPORTS</b>	82
SECTION 7: <b>NEXT STEPS</b>	94

# EXECUTIVE SUMMARY

The City of Vaughan is growing and changing. A new subway station at the Vaughan Metropolitan Centre (VMC) opened in 2018; the Highway 7 bus rapid transitway, VivaNext, will be fully operational by 2019; tall buildings are beginning to dot the landscape at locations connected to new transit infrastructure; aging, low-density, single-use parcels of land are beginning to evolve into higher density mixed use developments across the City, particularly in the City's planned centres where growth and intensification are directed. Vaughan is at the precipice of a long term transformation into a place of greater development intensity, connectivity, and urban place-making.



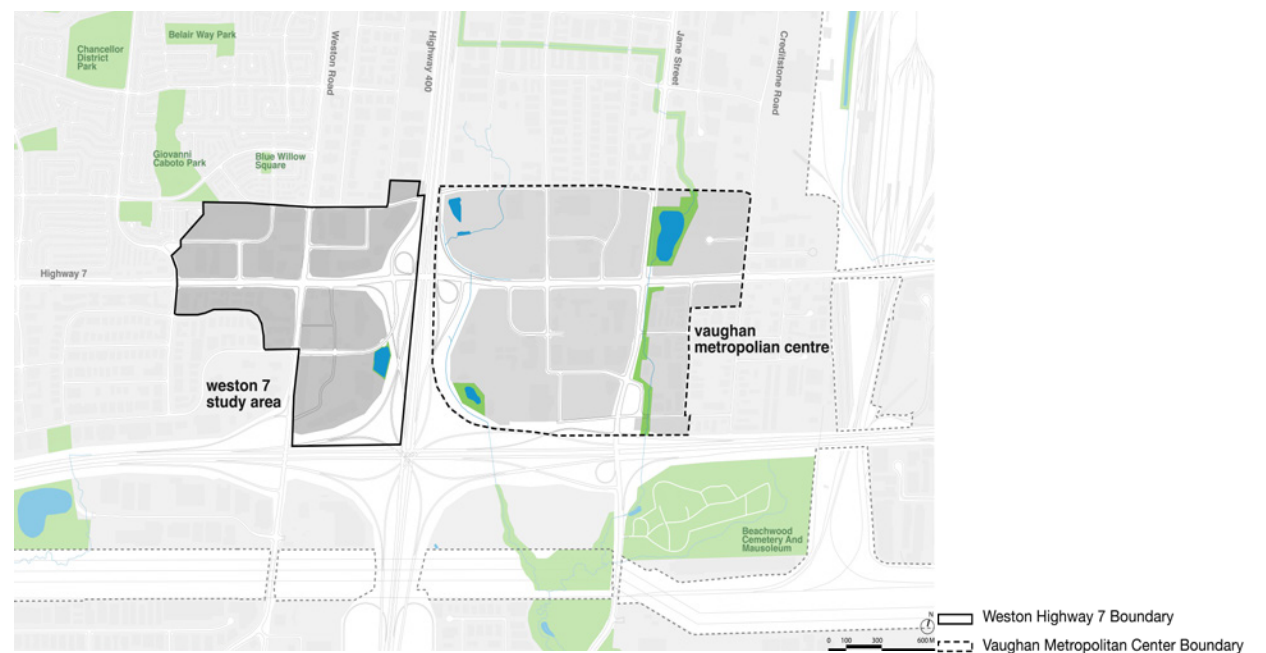




By 2031, the City is expected to accommodate approximately 167,300 new residents and 103,900 new jobs, largely in areas of the City that are already built up. The City of Vaughan has already advanced the thinking about how to accommodate this anticipated growth, through the identification of a number of strategic growth areas. One such location identified for growth is the Weston Road and Highway 7 Secondary Plan area, identified on Schedule 14 of the VOP 2010 as a 'required Secondary Plan area'. The area is 129 hectares in size and is positioned across Highway 400 from the centre of the City's anticipated growth, the Vaughan Metropolitan Centre (VMC). The Weston 7 area is identified as a Primary Centre in the VOP 2010 and intended to become

a place to realize a connected, sustainable, mixed use, vibrant community that is transit oriented, pedestrian friendly and a distinct place of major activity.

To effectively plan for the long term future of Weston 7, the City of Vaughan has initiated a Secondary Plan Process. The first step in this process is a three stage study that will create a strategy to define all the elements needed for successful growth: new roads and active transportation routes, new open spaces and parks, policies to establish height and density of new development, and hard and soft infrastructure requirements. Ultimately the process will result in the creation of a Secondary Plan to formally guide



Study Area

the evolution of Weston 7.

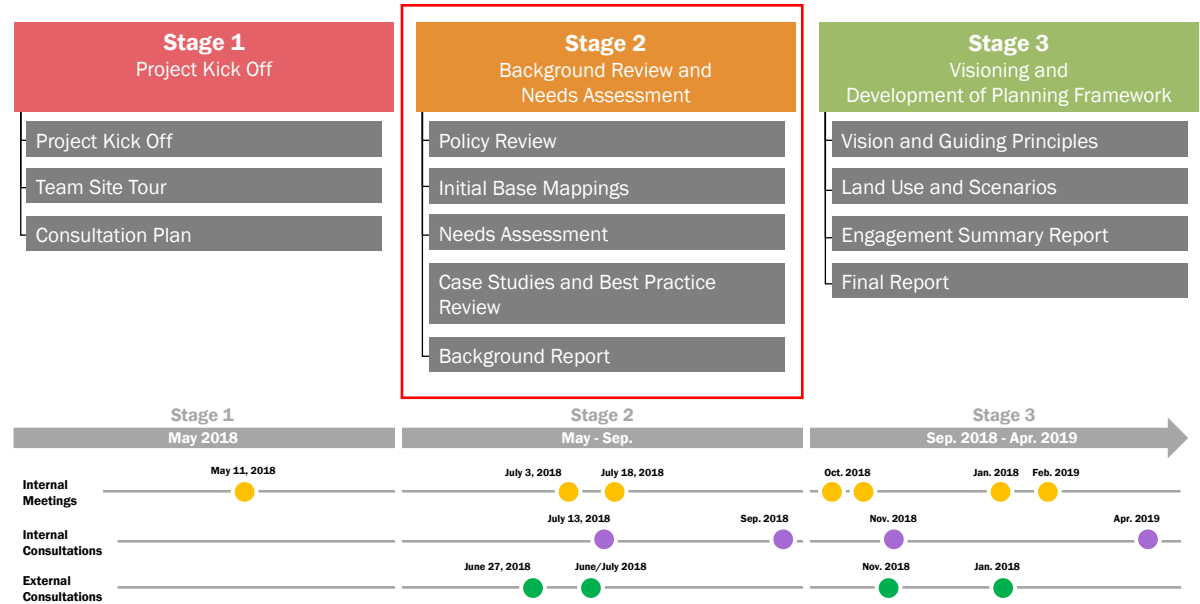
Phase 1 of the Secondary Plan process was awarded in April 2018 and is being undertaken by the following consultant team:

- **Urban Strategies Inc.** as project lead planning and urban design expertise;
- **HDR** providing traffic and active transportation planning analysis and guidance;
- **Hemson** providing expertise in land economics and growth management;
- **The Municipal Infrastructure Group (TMIG)** providing analysis and guidance on servicing and stormwater; and
- **Urban Equation** providing sustainability analysis and a community energy plan.

Phase 1 of the Secondary Plan development process is focused on a background review and needs assessment of the Weston 7 area, the development of a vision, and the creation of land use alternatives that describe how the area may achieve its policy direction in the future. This Background Report represents the first formal document developed as part of Phase 1 of the Secondary Plan development process and summarizes the key findings of the consultant team's background work.

The following are highlights of the detailed technical analysis and site evaluation that is contained in the background report:

## Three-stage, 12-month work plan



## Study Area Analysis

Weston 7 is intended to become a location for compact, mixed use growth, however, its current conditions still reflect the area's suburban commercial character. The Weston 7 Secondary Plan Area (SPA) is currently characterized by single storey low density retail commercial buildings and associated surface parking lots, with the exception of one recent high-density residential development at Weston Road and Highway 7. Thirty-three

hectares of surface parking dominate the site. The sizes of the structuring blocks are large and the area is lacking a fine-grained network of streets. The area also exhibits limited pedestrian infrastructure and amenities. With regards to barriers, Highway 7, planned as a 60 metre right-of-way, is a barrier between the north and south portions of the Study Area; Weston Road, forming part of the Regional Transit Priority Network in the VOP 2010, is a 40 m





Highway 400

road and heavily used corridor in this area of the City, is difficult to cross and acts as a barrier for east to west movements; Highway 400, spanning approximately 300 meters in width, creates a large barrier between the Weston 7 area and the VMC. Opportunities for the future of Weston 7 arising from the existing context include providing greater connectivity to the existing neighbourhoods to the north and west, providing ridership for planned rapid transit improvements. In addition, an open space network exists to the northwest of the site, which could provide an opportunity for connection and enhancement of open space, of which there is currently none, in the Weston 7 area.

While there are significant constraints to the site and, given the commercial nature of many of the land uses, full growth potential may be realized beyond 2041 (Growth Plan planning horizon).

There is a significant amount of opportunity and relatively unencumbered land to redevelop and contribute to a complete, mixed used community. Additionally, there are landowners with significant interest in the redevelopment and intensification of properties in the Weston 7 area. Greater mobility choices could potentially alleviate the area's significant traffic congestion issues. A complete Study Area analysis is provided in the body of the report in Section 4.

### Engagement Summary

The Weston 7 Secondary Plan Phase 1 process features an engagement process for internal stakeholders, external key stakeholders and the general public. Although no formal decisions regarding land use policy are being made as part of the Phase 1 work, inputs from the public and



Roundtable Summit: discussing opportunities



Roundtable Summit, a cross section of stakeholders



Members of the public report back on their vision boards



Participants working collaboratively on vision boards

key stakeholders are being used to help inform the development of land use alternatives, based on identified constraints and opportunities, future development plans of landowners, and community ideas and visions for the area.

Engagement for the project to date includes:

- Roundtable Summit Meeting on June 13, 2018 with representatives from City of Vaughan departments including Policy Planning, Environmental Sustainability, Cultural Heritage, Development Planning, Economic Development, Infrastructure Delivery, Parks Development, Public Libraries, Development Engineering. The meeting also included representatives from York Region, Toronto and Region Conservation Authority, VivaNext, York Region Transit, as well as the Public and Catholic School Boards.
- Ideas Workshop on June 27, 2018, attended by members of the public and development

industry representatives.

- Eleven Key Stakeholder interviews with area landowners and their representatives held in June, July, and August 2018.
- Four interviews with area and Regional Councillors.
- Several project website updates providing information about the project.

Future engagement planned for the project includes:

- Community vision workshops- November 2018
- Land Use Alternatives workshops- January 2019

Each of the stakeholder groups provided unique insights and perspectives on the current status of the Weston 7 area and what the future could hold with regards to change. While each stakeholder group brings a different lens to the



Participants discuss the areas they visit in Weston 7



process, in general there is a common desire for a comprehensive plan that addresses issues such as: development density, appropriate building heights, increased community amenity and character, natural heritage and open space connectivity, traffic congestion and improved transportation for a variety of modes and a transparent and collaborative process to determine the Plan. A complete review of the process and feedback themes from the engagement are detailed in the body of the report in Section 4.

## Intensification Trends for Commercial Centres

In many cities and towns in the Greater Golden Horseshoe, commercial centres are becoming prominent sites of intensification and redevelopment, as directed by Provincial, Regional, and Local policy planning frameworks. Where paired with rapid transit infrastructure, the re-imagining of commercial centres has begun to structure a new pattern in suburban redevelopment. In Section 5 of the report, opportunities and challenges of suburban transformation are explored and four case studies are presented to explore various lessons learned and approaches to similar redevelopment in other contexts including: Brentwood Station in Calgary, Golden Mile in Scarborough, Surrey City Centre in the Greater Vancouver area and ConsumersNext in the City of Toronto.

## Technical Reports

As part of the Phase 1 study, background reports were prepared by the consultant team including:

- Transportation Needs Assessment Report, HDR;
- Population and Employment Outlook and Commercial Use Assessment, Hemson Consulting;
- Sustainability Analysis, Urban Equation;
- Community Energy Plan, Urban Equation;
- Planning Policy Analysis, Urban Strategies;
- Community Facilities and Services Study, Urban Strategies;
- Preliminary Water, Wastewater and Stormwater Servicing Analysis; and
- Telecommunications Memo, RTG Systems.

Each of the consultant reports is summarized in greater detail in Section 6 and available in full in the Background Report Appendices.

## Next Steps

The Background Report includes a summary of a range of baseline conditions and preliminary findings about the Weston 7 area. Some of the key findings that will be critical to the subsequent stages of work include:

- Define the appropriate people and job targets for the Weston 7 area in relationship to its role in the urban structure and the overall network of Major Transit Station Areas (MTSAs) in the City of Vaughan.
- Reflect principles of sustainability in urban design strategies and policy recommendations for the Weston 7 area.
- Identify strategies to accommodate growth and address the high levels of traffic congestion including the creation of a draft new street network and transportation demand management strategies to influence movement patterns over time.
- Determine the appropriate open space network to frame development.
- Clearly define Weston 7's role and character in the City and in relationship to the VMC.

The work from this stage of research and analysis will inform the next stage of work in the Secondary Plan development process, where a vision for the area is established, along with development principles. From there, a number of land use alternatives will be created to illustrate various ways that development can take shape in the future. The Final Report will provide an analysis of the alternatives and policy directions.



CINEPLEX CI



SECTION 01

# INTRODUCTION



# INTRODUCTION

The City of Vaughan has initiated a process to develop a Secondary Plan for the area surrounding Weston Road and Highway 7. The Secondary Plan process has been divided into three phases; this Background Report has been prepared as a part of Phase 1, which is focused on defining the role of the Weston Road Highway 7 area as a Primary Centre and establishing a vision and land use alternatives that will guide change and the scope of subsequent work needed to complete the Secondary Plan. The selection of a preferred land use concept and Secondary Plan policies will be addressed in Phases 2 and 3 of the Secondary Plan process, which will be awarded by the City of Vaughan through a competitive process under a separate contract.

## 1.1. Introduction to the Weston 7 Secondary Plan Study

The Weston 7 Secondary Plan Area (Weston 7 SPA) is defined as a Primary Centre in the City of Vaughan's 2010 Official Plan (VOP 2010). Primary Centres are locations within Vaughan's urban structure that have been identified for intensification and a greater mix of land uses. A Secondary Plan allows for the effective direction of land use, built form and urban design, and will ensure this growth, intensification, and greater mix of uses is planned logically to support the investments in higher order transit along the Highway 7 corridor and the area's role as a Primary Centre.

The 129 ha plan area is located at the intersection of Weston Road and Highway 7 in southern Vaughan, and includes all 4 quadrants of this intersection. It is bounded by Fieldstone Drive, Chrislea Road, and Portage Parkway to the north, the Highway 400 corridor to the east, the Highway 407 corridor and Wings road to the south, and Ansley Grove road, Whitmore Road, and Wings Road to the west.

The plan area is located immediately to the west of the Vaughan Metropolitan Centre (VMC). The VMC is identified as an Urban Growth Centre in the Growth Plan (2017).

Today, Weston 7 functions as a regional commercial centre, characterized by low-density, auto-oriented uses situated on relatively large blocks and land parcels. Businesses in the area are primarily large format retail and entertainment uses with extensive surface parking areas.



## Density Targets Used in the Weston 7 Secondary Plan

The purpose of the Background Report is to explore a range of factors that will influence future growth in the Weston 7 study area. Part of the information conveyed in the Background Report are density targets, numbers that estimate the potential people and job growth that could occur at this location.

The density targets included in this study reflect direction for growth found in the existing policy framework as well as evaluate densities beyond what is currently anticipated.

The in-force policy framework informing the density targets includes:

- Minimum density target of 160 people and jobs per hectare for Major transit Station Areas served by light rail transit or bus rapid transit (Growth Plan 2017. 2.2.4.3.b) ;

- A long term density target of 2.5 FSI for Key development areas (Intensification Areas on Regional Corridors) (Official Plan Policy 2.2.5.11.); and
- Contribution the Local Municipal Intensification Targets set by the Region of York (York Region Official Plan 5.1.2, and 5.3.3)

Densities explored in the Background Report that go beyond those identified in the current planning framework are included in this study as a proactive measure in light of the upcoming York Region Official Plan review and City of Vaughan Official Plan review., and are not intended to preclude any findings of these reviews or the City's or Region's ongoing study of the Major Transit Station Areas, nor any future Official Plan Review process

These processes are outlined in the timeline found in Figure 1 below, which illustrates an estimated planning policy review timeline based on information available at the time of this background report.

The ultimate Weston 7 Secondary Plan policies will conform with all higher order planning policies in force at the time of its approval, including the Provincial Policy Statement, The Growth Plan for the Greater Golden Horseshoe, the York Region Official Plan, and the City of Vaughan Official Plan.

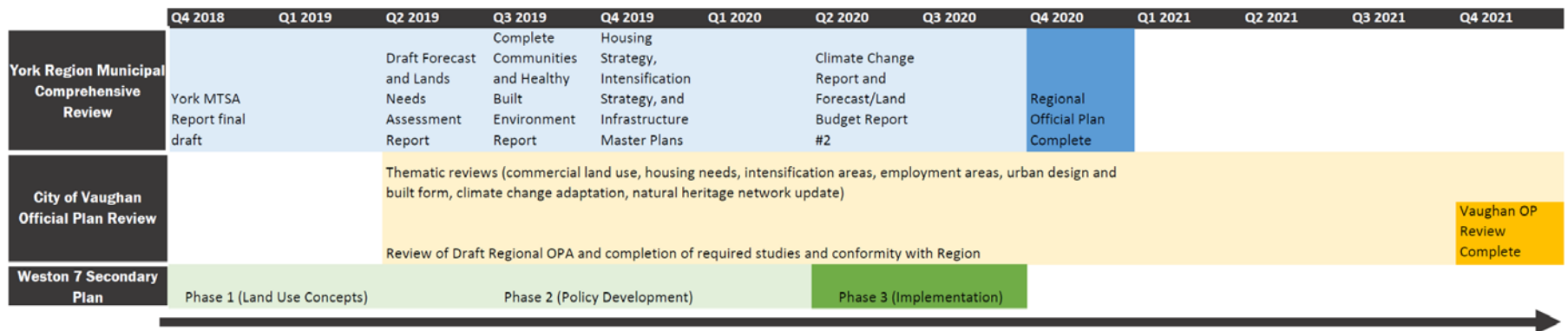


FIGURE 1. Estimated Policy Review Timeline



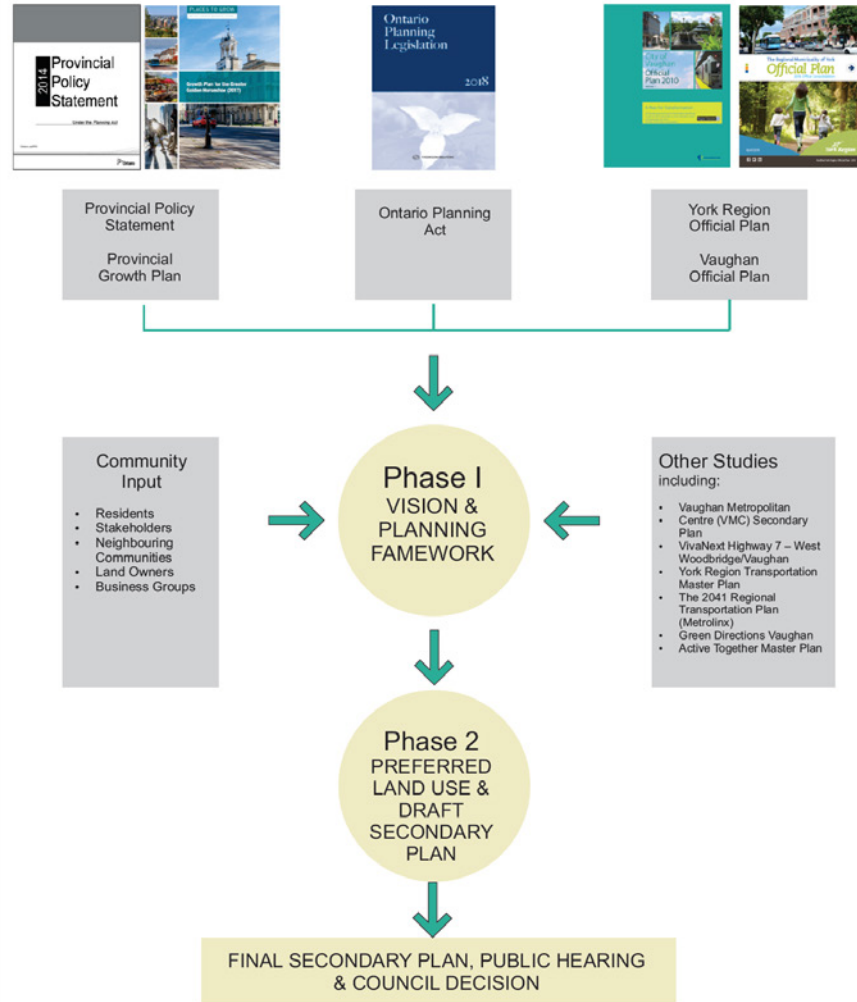
Study Area  
 Property Line

**FIGURE 2. Weston Highway 7 Secondary Plan Study Area**





## HOW DO WE DEVELOP THE WESTON 7 SECONDARY PLAN?



Weston 7 Secondary Plan Process Source: City of Vaughan

# Three-stage, 12-month work plan

## Stage 1 Project Kick Off

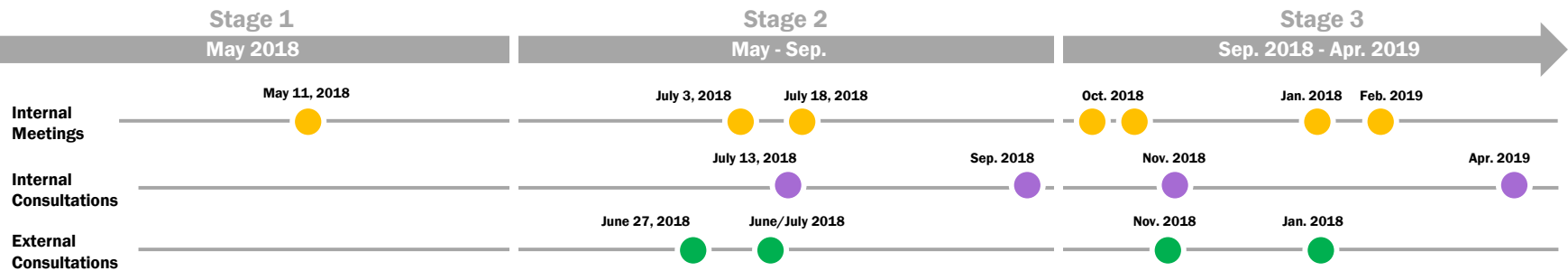
- Project Kick Off
- Team Site Tour
- Consultation Plan

## Stage 2 Background Review and Needs Assessment

- Policy Review
- Initial Base Mappings
- Needs Assessment
- Case Studies and Best Practice Review
- Background Report

## Stage 3 Visioning and Development of Planning Framework

- Vision and Guiding Principles
- Land Use and Scenarios
- Engagement Summary Report
- Final Report





## 1.2. The Consultant Team and Project Timeline

The City of Vaughan has engaged a team of consultants, led by Urban Strategies Inc., for Phase 1 of the Weston 7 Secondary Plan process. This Background Report has been developed by the following consultant team:

- Urban Strategies Inc. as project lead and providing planning and urban design expertise;
- HDR providing traffic and active transportation planning analysis and guidance;
- Hemson providing expertise in land economics and growth management;
- The Municipal Infrastructure Group (TMIG) providing analysis and guidance on servicing and stormwater; and
- Urban Equation providing sustainability analysis and a community energy plan.

The consultant team is working together with the City of Vaughan through the Policy Planning Division to deliver this project. The project timeline shown on the opposite page provides a snapshot of the key stages of work, deliverables and consultation events.

## 1.3. Report Purpose and Contents

This Background Report provides a comprehensive overview of baseline conditions in the Weston 7 SPA gathered through an initial needs assessment, document review, file analysis, and early stakeholder consultation. Building on this information, this report also includes high level directions that will inform the development of land use alternatives in subsequent stages of the project.

This Background Report provides a summary of:

- The site context, opportunities and constraints;
- A summary of the engagement process to date and key emerging themes;
- Precedent research on the redevelopment of low density suburban development where rapid transit has been introduced;
- A summary of the key findings of the supporting background studies prepared by Urban Strategies, HDR, Hemson, TMIG, Urban Equation and RTG; and
- A summary of key conclusions, questions and directions for the next stages of work prepared as part of the Background work.

Full technical reports are included as appendices to this document.



PETRO-CANADA

ACE  
Canadian Tire  
Wash

DIESEL





SECTION 02

# PLANNING FOR CHANGE

## 2.1 Land Use Planning Context

The Province, York Region, and City of Vaughan’s planning policies direct growth and intensification to the Weston 7 SPA. Table 1 Provides a summary overview of relevant policies, guidelines and resources related to Weston 7. The following section provides a high-level review of key land use designations and policy direction. A complete analysis of the planning context is provided in the Planning Policy Review found in Appendix 5.

**Table 1. Relevant Provincial and Municipal Policies, Guidelines, and Resources**

Planning Policy or Guideline Document	Directions
<b>Policies</b>	
<b>Provincial Policy Statement, Ontario (2014)</b>	<p><b>Description:</b> The Provincial Policy Statement (PPS), enacted in April 2014, provides policy direction on matters of provincial interest related to land use planning and development.</p> <p><b>Directions:</b> The most relevant policy directions in the PPS include:</p> <ul style="list-style-type: none"> <li>• Policy 1.1.2 encourages intensification and redevelopment to accommodate an appropriate range and mix of employment opportunities, housing and other land uses.</li> <li>• Policy 1.1.3.2a states that land use patterns within settlement areas are to be based on densities and a mix of land uses which efficiently use land and resources and are transit-supportive, where transit is planned, exists or may be developed.</li> <li>• Policy 1.6.7.4 encourages densities and land use patterns that minimize the length and number of vehicle trips and supports the use of public transit and active transportation.</li> <li>• Section 1.1.3.4 states appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</li> <li>• Section 1.8.1 directs planning authorities to support energy conservation and efficiency through land use and development patterns which promote compact form and a structure of nodes and corridors, and the use of active transportation and transit in and between residential, and employment (including commercial and industrial) areas.</li> </ul>



Planning Policy or Guideline Document	Directions
<p><b>Growth Plan for the Greater Golden Horseshoe, Ontario Ministry of Municipal Affairs (2017)</b></p>	<p><b>Description:</b> The Growth Plan for the Golden Horseshoe (“Growth Plan”), which took effect in July 2017, is a Provincial plan that directs how regional growth in the Greater Golden Horseshoe should be managed until 2041. The Growth Plan provides people and jobs growth targets for municipalities to meet, as well as policy direction for what qualities growth areas should meet.</p> <p><b>Directions:</b> The most relevant policy directions in the Growth Plan include:</p> <ul style="list-style-type: none"> <li>• Section 2.2.1 directs new growth to built-up areas, and to strategic growth areas in particular.</li> <li>• Section 2.2.4 includes specific direction in how Major Transit Station Areas (MTSAs) and Priority Transit Corridors (PTCs) are to be planned, calling on these areas to be transit supportive, incorporate a diverse mix of uses including affordable housing, and enable multi-modal transportation options to transit stations.</li> <li>• Policy 2.2.4.3a directs that MTSAs and PTCs will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit</li> <li>• Policy 2.2.4.4 indicates that, for upper and single-tier municipalities council may request an alternative to the applicable target established in policy 2.2.4.3 through a municipal comprehensive review under some circumstances</li> </ul>
<p><b>York Region Official Plan (2010)</b></p>	<p><b>Description:</b> The 2010 York Region Official Plan is the overall planning tool to guide growth and development in York Region, and sets the stage for detailed planning by local municipalities.</p> <p><b>Directions:</b> The most relevant policy directions in the YROP include:</p> <ul style="list-style-type: none"> <li>• Section 5.4.31 of the YROP instructs lower-tier municipalities to direct the most intensive and widest range of uses within the REgional Corridors to specific intensification areas, identified as Key Development Areas, which include MTSAs</li> <li>• Section 5.4.6 instructs local municipalities to prepare comprehensive secondary plans for REgional Centres and Key Development Areas.</li> <li>• Section 5.4.34 indicates that Key Development Areas will support an overall long term density target of 2.5 floor space index for developable areas.</li> <li>• Section 3.5.6 directs a minimum of 35% of new housing units in REgional Centres and Key Development Areas to be affordable</li> </ul>

Planning Policy or Guideline Document	Directions
<p><b>City of Vaughan Official Plan (2010)</b></p>	<p><b>Description:</b> The City of Vaughan Official Plan 2010 (VOP 2010) forms a part of the City's overall Growth Management Strategy. The Official Plan is the primary planning tool used to guide development in Vaughan to 2031.</p> <p><b>Directions:</b> Weston 7 is designated as a Primary Centre within Vaughan's Urban Structure. Land Use Designations within this Weston 7 are Mid-Rise Mixed-Use, High-Rise Mixed-Use and Community Commercial Mixed-Use. Overarching policies to implement the City of Vaughan's new direction include a range of policies directly relevant to the Weston 7 Secondary Plan. These include:</p> <ul style="list-style-type: none"> <li>• 2.1.3.2 (b): directing a minimum of 29,300 residential units through intensification within the built boundary;</li> <li>• 2.1.3.2 (c): identifying <i>Intensification Areas</i>, consistent with the intensification objectives of this Plan and the Regional Official Plan, as the primary locations for accommodating <i>intensification</i>;</li> <li>• 2.1.3.2 (h): identifying a hierarchy of mixed-use centres to be developed in a compact form and at appropriate densities to support transit service and promote walking and cycling;</li> <li>• 2.1.3.2 (i): promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and particularly at Viva stations, GO stations and future rapid transit stations;</li> <li>• 2.1.3.2 (j): providing for a diversity of housing opportunities in terms of tenure, affordability, size and form;</li> <li>• 2.1.3.2 (k): establishing a culture of design excellence with an emphasis on providing for a high quality public realm, appropriate built form and beautiful architecture through all new development;</li> <li>• 2.1.3.2 (l): ensuring environmental sustainability through the protection of natural features and ecological functions and through the establishment of green development standards to be achieved by all new development;</li> <li>• 2.1.3.2 (m): developing a linked system of active and passive parks, greenways and Natural Areas throughout the City;</li> <li>• 2.1.3.2 (o): ensuring development is phased in an appropriate manner to allow for the creation of complete communities and that such phasing is coordinated with infrastructure investments made by the City and York Region; and</li> <li>• 2.1.3.2 (p): planning and designing communities in a manner that facilitates inclusivity and accessibility for residents, workers and visitors.</li> </ul>
<p><b>City of Vaughan Zoning By-Law 1-88</b></p>	<p><b>Description:</b> The City of Vaughan Zoning By-Law 1-88 identifies the as-of-right land use, density and height permissions as well as a variety of built form standards for new development.</p> <p><b>Directions:</b> While current zoning in place for properties located in the Weston 7 area is not reflective of the intent of currently in-force higher level policy, existing zoning allows for primarily low-intensity commercial, in addition to some employment and open space parcels. Commercial Zones in the area include C1, C2, C5, C6 and C7, which all limit heights to 11m, and lot coverage to between 30% and 50%. Some parcels are zoned C9 and C10, allowing for heights up to 25m.</p>



Planning Policy or Guideline Document	Directions
<b>Guidelines and Resources</b>	
<b>York Region Best Practices for Planning Centres and Corridors</b>	<b>Description:</b> The York Region Best Practices for Planning Centres and Corridors document does not provide policy direction or guidelines, but is intended as a resource to assist with planning and developing centres and corridors, through an overview of the context, key challenges and approaches to address these challenges, and case study examples.
<b>City of Vaughan Active Together Master Plan (2018)</b>	<b>Description:</b> The City of Vaughan's 2018 Active Together Master Plan (ATMP) is used to guide City departments in the provision of parks and open space areas, recreation programs and facilities, libraries, and other community services and facilities. In addition to documenting the existing inventory of community assets, the ATMP also establishes provision targets to maintain the high quality of life in the City of Vaughan as the City continues to grow.
<b>City of Vaughan Parks Redevelopment Strategy</b>	<p><b>Description:</b> The City of Vaughan Parks Redevelopment Strategy (Parks Strategy) provides a decision-making framework to establish priorities for park redevelopment in the City in order to ensure resources are targeted where they are needed most. The Parks Strategy recognizes that parks are a shared resource, and are an important element in creating healthy, complete communities. The goals of the Parks Strategy are:</p> <ul style="list-style-type: none"> <li>• “To ensure that the City’s parks and open space facilities continue to be responsive to the current and future needs of Vaughan communities in a responsible and cost effective manner.”; and</li> <li>• “To provide a comprehensive strategy for making investments into the renewal of parks and open space facilities that support an appropriate level of service provision and the City’s commitment to Service Excellence.”</li> </ul>
<b>Ontario Transit Supportive Guidelines (2012)</b>	<b>Description:</b> The Transit-Supportive Guidelines produced by the Ontario Ministry of Transportation (2012) are not a statement of provincial policy, but identify tools to meet the objective of building transit-supportive communities, a key goal outlined in the Provincial Policy Statement and Growth Plan. The Transit Supportive Guidelines contain strategies, case studies and resources to promote development patterns that make transit less expensive, less circuitous and more convenient, with an overarching goal to enhance service and make transit more appealing to potential users.
<b>York Region Transit Oriented Development Guidelines (2006)</b>	<b>Description:</b> The purpose of the Regional Transit-Oriented Development Guidelines (2006) is to advance the implementation of York Region’s planned urban structure of Regional Centres, linked by Regional Corridors, served by public transit. These guidelines reflect the vision articulated in the Regional Official Plan to develop in a way that is compact, well-designed, mixed-use, pedestrian-friendly and transit-supportive.

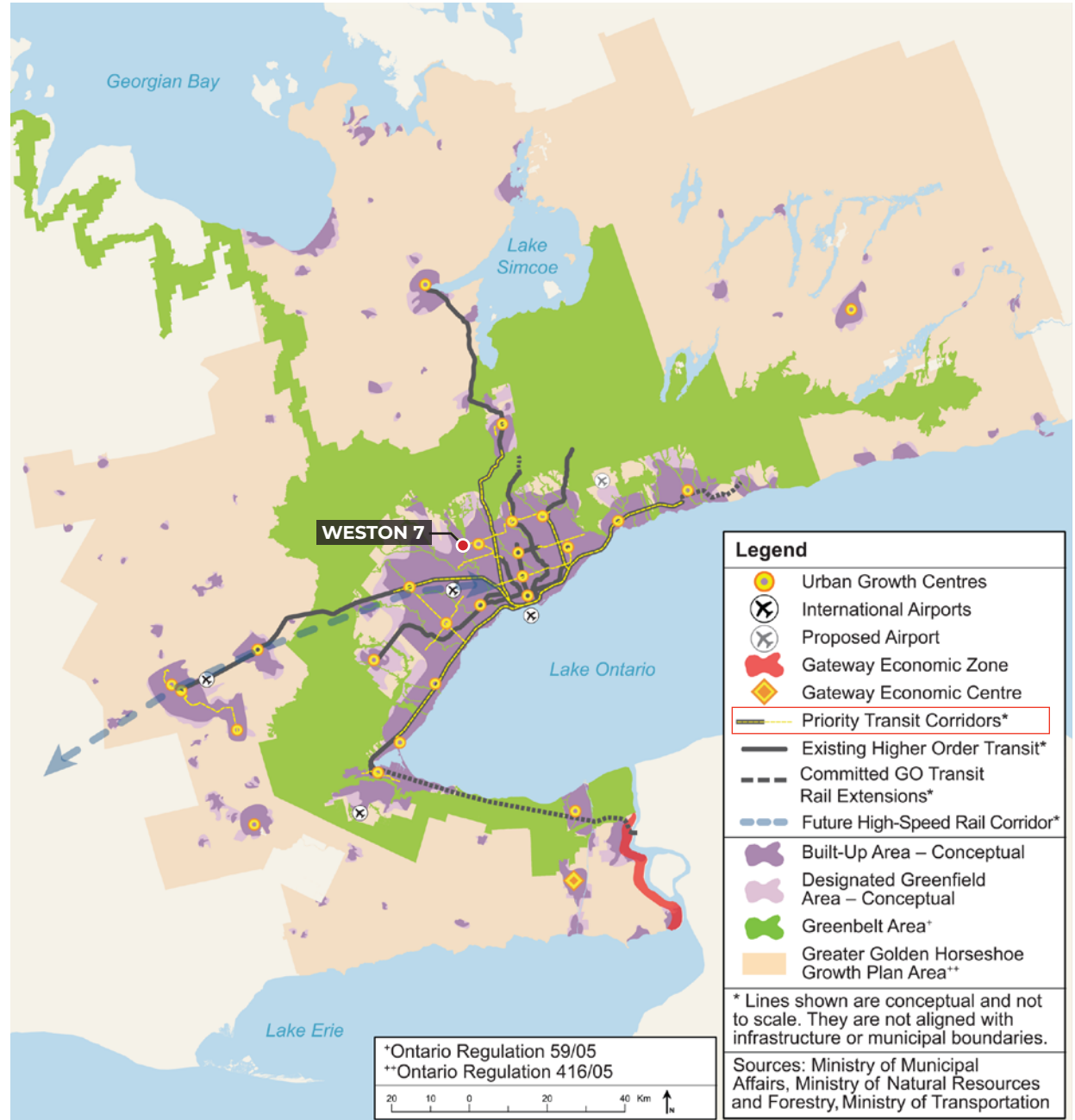
Planning Policy or Guideline Document	Directions
<b>City of Vaughan Community Improvement Plan By-law 177-2015</b>	<b>Description:</b> The City of Vaughan Council enacted the Community Improvement Plan (CIP) bylaw 177-2015 in November 2015. The bylaw was developed in response to the fact that primary centres and intensification corridors are “fundamental building blocks of the city’s growth management strategy, and essential to the long-term economic vibrancy of the City as an office employment centre”. The CIP aims to incentivize office development in the VMC and Weston 7 areas.
<b>Vaughan City-Wide Urban Design Guidelines</b>	<p><b>Description:</b> The City of Vaughan’s City Wide Urban Design Guidelines (UDG) were adopted by Vaughan Council in January 2018. The UDG provide performance-based directions for building and site design.</p> <p><b>Directions:</b> As stated by the UDG, development in Vaughan is guided by the following principles:</p> <ol style="list-style-type: none"> <li>1. Reflect Vaughan’s unique context by promoting a green City development approach and contextual analysis that responds to sense of place</li> <li>2. Promote Mid-Rise development as the ‘missing middle’ to connect nodes including historic settlement areas and employment areas</li> <li>3. Encourage creativity and variety through context specific guidelines that respond to adjacent land uses, built form conditions and natural and cultural heritage</li> <li>4. Frame and activate the public realm</li> <li>5. Create a balance between built form and open space</li> <li>6. Address interim development and changing conditions</li> <li>7. Promote active transportation and healthy environments.</li> </ol>
<b>Vaughan City-Wide Streetscape Implementation Manual</b>	<b>Description:</b> The Vaughan City Wide Streetscape Implementation Manual (Streetscape Manual) is an integrated design and financial framework intended to manage the design and costing of streetscapes in intensification areas. The Streetscape Manual does not address roadways or street cross-sections, but rather the public realm component- from the curb to building frontage. The intent of these streetscape improvements is to support active transportation, provide consistent quality of design, and design streets that are appropriate to their context.



Planning Policy or Guideline Document	Directions
<p><b>Green Directions Vaughan</b></p>	<p><b>Description:</b> Green Directions is Vaughan’s city-wide sustainability plan, intended to help shape future development in Vaughan in a way that achieves a healthy natural environment, vibrant communities and a strong economy. Six goals structure the Green Directions document including:</p> <ol style="list-style-type: none"> <li>1. To significantly reduce the use of natural resources and the amount of waste generated;</li> <li>2. To ensure sustainable development and redevelopment;</li> <li>3. To ensure that Vaughan is a City that is easy to get around with a low environmental impact;</li> <li>4. To create a vibrant community where citizens, businesses and visitors thrive;</li> <li>5. To demonstrate leadership in advocacy and education on sustainability issues; and</li> <li>6. To ensure a supportive system for the implementation of Green Directions</li> </ol>

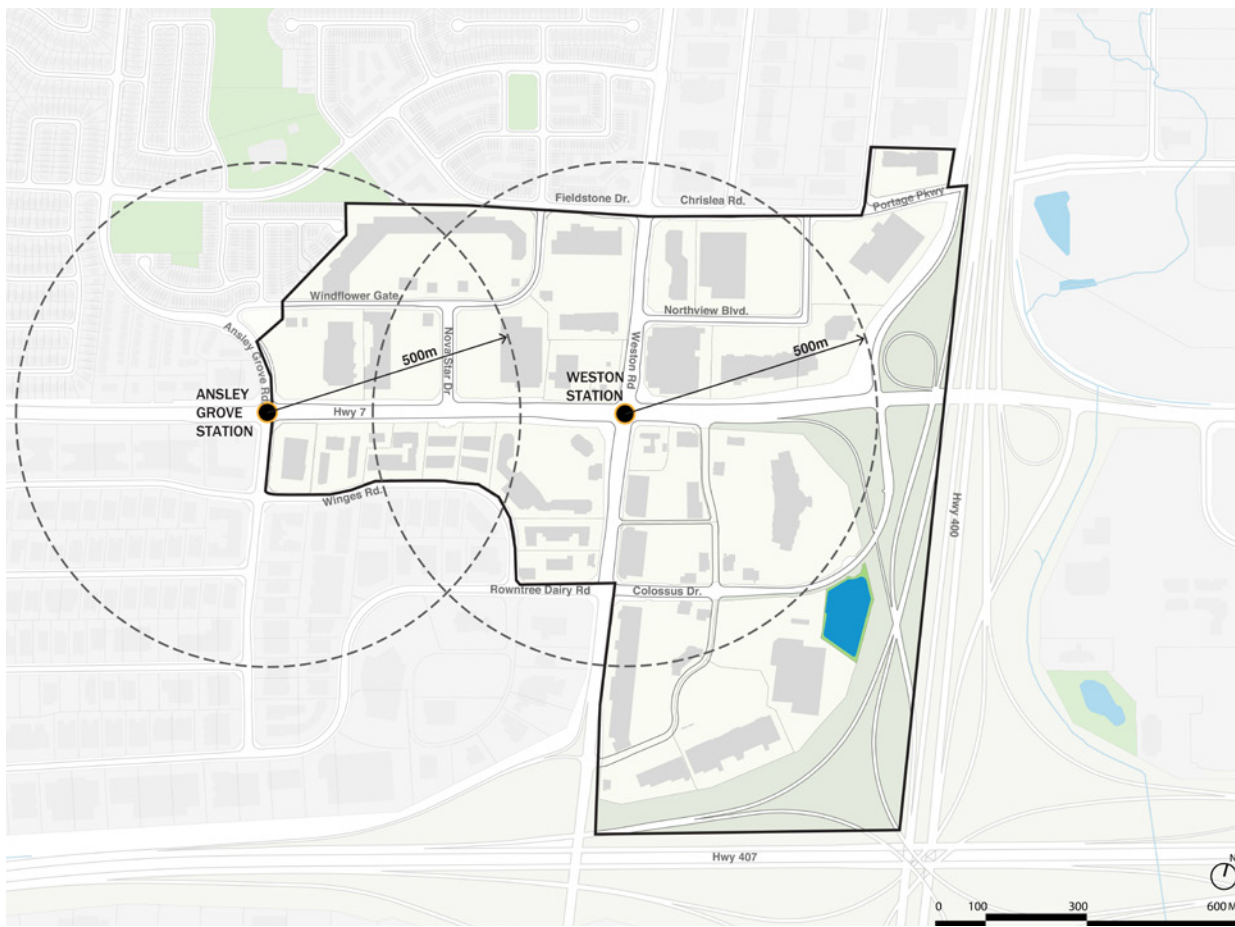
## 2.1.1 The Growth Plan

The Growth Plan for the Greater Golden Horseshoe 2017 is the Province's primary planning document to guide growth and intensification in the Greater Golden Horseshoe (GGH). Municipalities all over the Region must take direction from the Growth Plan for how to plan for growth in their communities. The overall objective of the Growth Plan is to create complete, healthy communities that prioritize intensification of specially identified areas close to public transit infrastructure make efficient use of land and infrastructure and support transit viability. Weston 7, located on VivaNext's Highway 7 Rapidway and only 800 meters from the northern terminus of TTC's Subway Line 1, is a strategic place for intensification along transit as described in the Growth Plan. The Growth Plan identifies Highway 7 as a 'Priority Transit Corridor', and the Plan Area will need to be planned to support intensification based on its role as a Primary Centre in the city's urban structure. The area should be developed as a complete community providing the necessary infrastructure, facilities and services to support development within this strategic growth area.






Weston 7's location in the context of the Growth Plan for the Greater Golden Horseshoe





**FIGURE 3.** MTSAs are generally defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk

The Growth Plan also identifies Major Transit Station Areas (MTSAs) and Priority Transit Corridors (PTCs), which must be planned to be transit supportive, and incorporate a diverse mix of uses including affordable housing, achieve multi-modal access to stations, and provide connections to nearby major trip generators. Reflecting the two VivaNext rapid transit stops in the Study Area, the Weston 7 SPA includes two Major Transit Station Areas, which are targeted places for employment and residential growth that include a requirement to plan for 160 people and jobs per hectare. Matching transit infrastructure with greater population and employment densities is a key principle of the Growth Plan and Major Transit Station areas will play a large role in supporting transit use and improving livability of new communities.

-  Study Area
-  VIVA Next Stops
-  500m Buffer from Stations

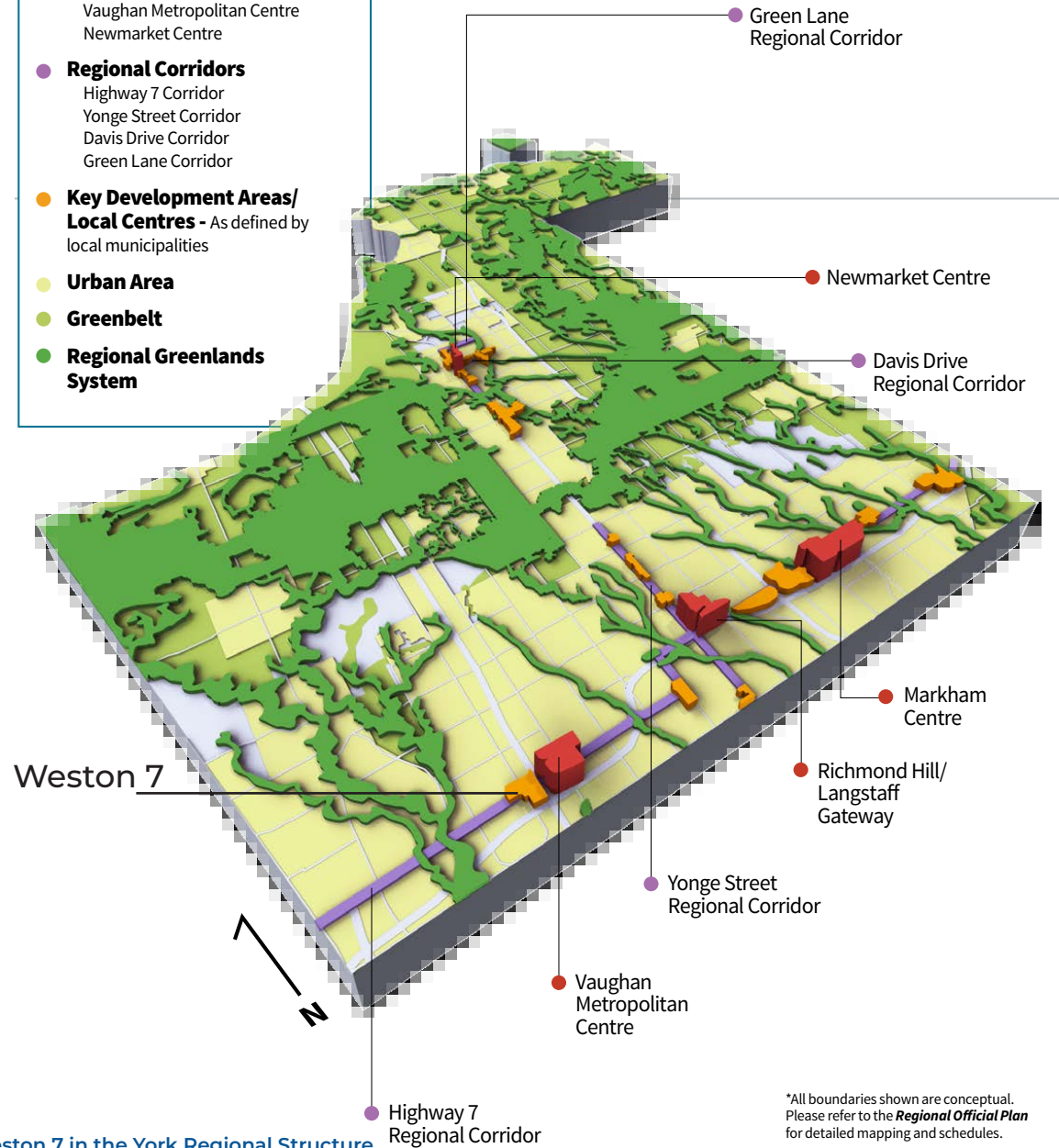
## 2.1.2 York Region

The 2010 York Region Official Plan (YROP) is the overall planning tool to guide growth and development in York Region, and sets the stage for detailed planning by local municipalities. The YROP identifies the VMC as a 'Regional Centre' and Highway 7 as a Regional Corridor, seen in the York Regional Structure diagram (right) Regional Centres and Corridors form part of a larger regional system of urban growth centres and intensification corridors, which are vital to the long-term prosperity and identity of communities within the Region. As a Key Development Area, Weston 7 will be a focus area for growth and development within the City of Vaughan.

The section of Highway 7 that runs through Weston 7 is designated as a corridor, seen in the York Regional Structure diagram (right). Regional Centres and Corridors form part of a larger regional system of urban growth centres and intensification corridors, which are vital to the long term prosperity and identity of communities within the Greater Toronto area. The YROP 2016 instructs lower-tier municipalities to direct the most intensive and widest range of uses within the Regional Corridors to specific intensification areas, identified as Key Development Areas, including Weston 7. The York Region requires Secondary Plans to be developed for Key Development Areas, a process which the City of Vaughan has initiated through this three Phase Secondary Plan development process. As stipulated by the Region, Secondary Plan areas within Key Development Areas shall include minimum density requirements and targets, and will also establish a fine-grained street grid, a pedestrian-oriented built form and will seek to concentrate development close to rapid transit stations.

### The York Region Structure

- **Regional Centres**
  - Markham Centre
  - Richmond Hill/Langstaff Gateway
  - Vaughan Metropolitan Centre
  - Newmarket Centre
- **Regional Corridors**
  - Highway 7 Corridor
  - Yonge Street Corridor
  - Davis Drive Corridor
  - Green Lane Corridor
- **Key Development Areas/ Local Centres** - As defined by local municipalities
- **Urban Area**
- **Greenbelt**
- **Regional Greenlands System**



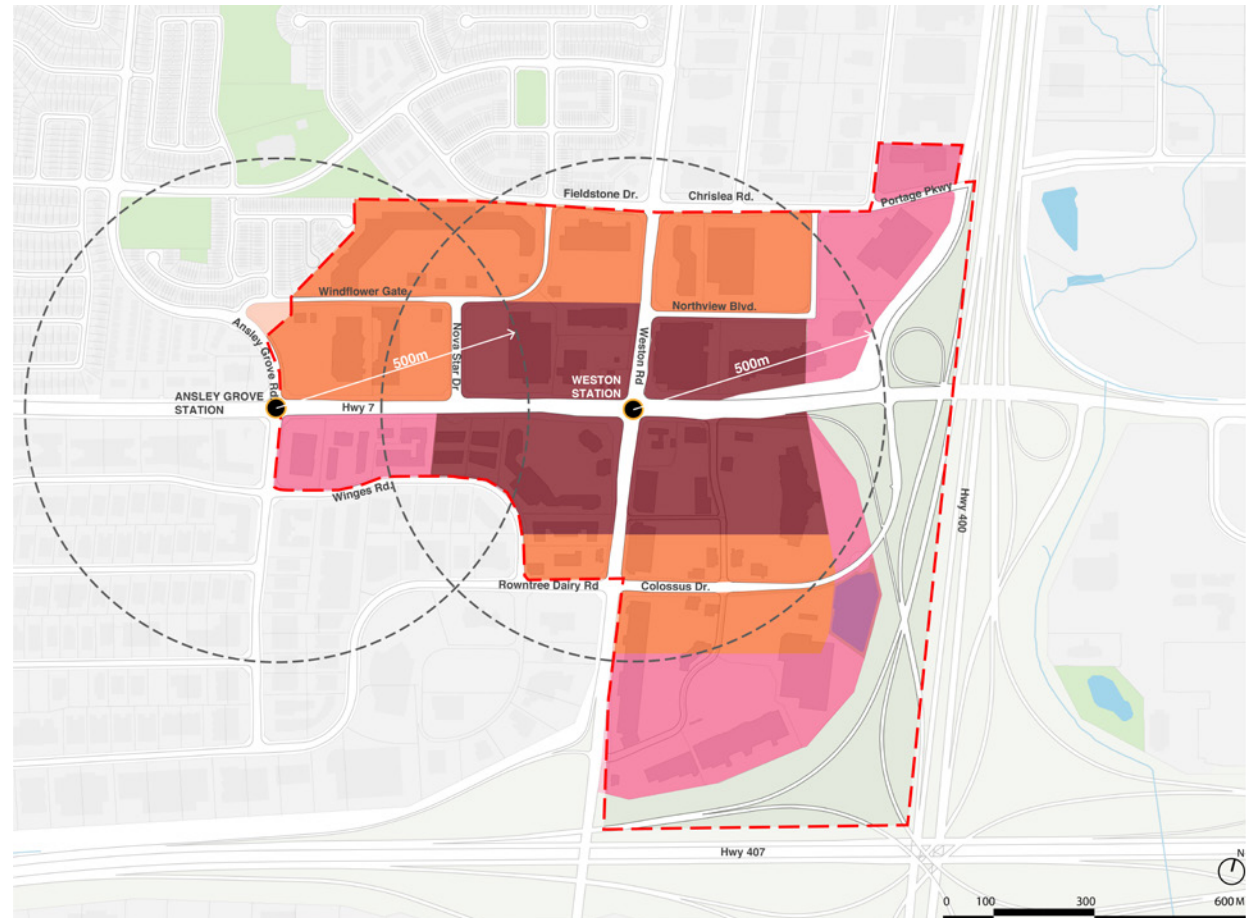
\*All boundaries shown are conceptual. Please refer to the **Regional Official Plan** for detailed mapping and schedules.

Weston 7 in the York Regional Structure

### 2.1.3 The City of Vaughan Official Plan

The City of Vaughan Official Plan (VOP 2010) reflects the Provincial and Regional direction for Weston 7 to be a place for growth and transit-supportive intensification. In VOP 2010, the City planned for growth in the Weston 7 Secondary Plan area by identifying land uses for intensification that included Mid-Rise Mixed-Use, High-Rise Mixed-Use and Community Commercial Mixed-Use to establish the intention for future growth and change in this area. VOP 2010 includes a requirement for a comprehensive Secondary Plan for this area to guide future development, determine the appropriate hard and soft services, amenities, urban form, sustainable initiatives and housing options to develop a complete community. The outcome of this study will result in recommendations for the policy development phase of the Weston 7 Secondary Plan. This will be based on three land use scenarios tested against land use, height and density, sustainability, multi-modal transportation, parks and open spaces, economic needs, and smart intensification principles. The VOP includes a requirement for a comprehensive Secondary Plan to guide future growth and development. The outcome of this study may be recommendations to modify or update the land use designations to better plan for Weston 7's future growth.

Primary Centres are locations for intensification, accommodating a wide range of uses in the form of mainly mixed-use mid rise and high-rise buildings that provide for residents' daily needs for living and working in close proximity to transit. They are to be developed as transit-supportive, pedestrian friendly places that support the current and future residents of Weston 7 while supporting residents of both the VMC and neighbouring community areas.



**FIGURE 4. Land Use Designations**

- Study Area
- VIVA Next Stops
- 500m Buffer from Stations
- Mid-Rise Mixed-Use
- High-Rise Mixed-Use
- Community Commercial Mixed-Use

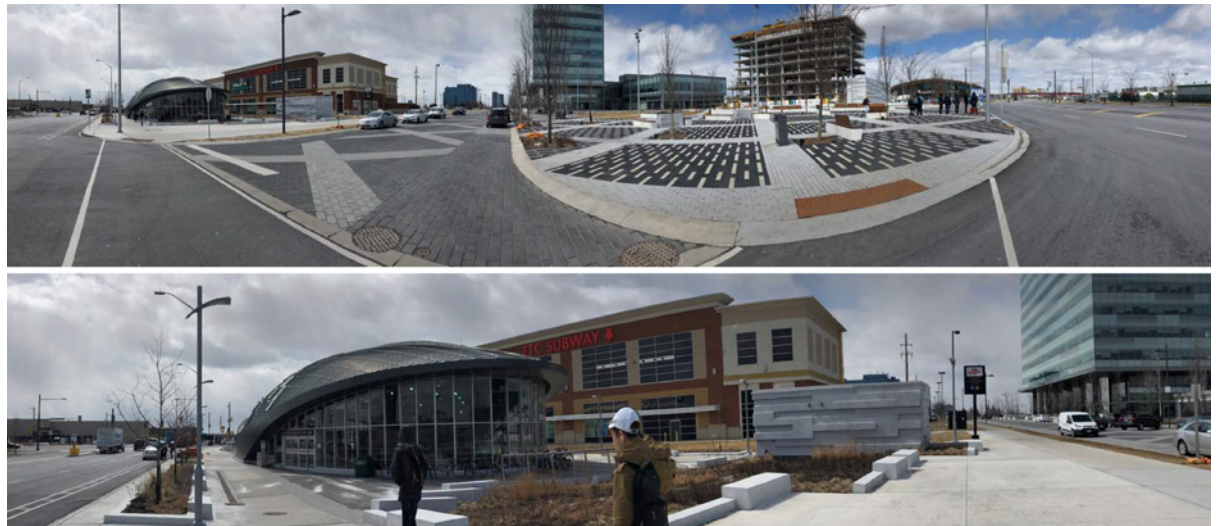


## 2.1.4 Vaughan Metropolitan Centre

To the east of Weston 7 is the City of Vaughan's primary growth node, the VMC. Growth in the VMC is strong. As reported in a staff report to Council in April of 2018<sup>1</sup>, if all currently approved and proposed development is realized, it will represent more than 19,224 residents and 9,700 units in the VMC, achieving 81% of residential units and 77% of population targets identified for the 2031 planning horizon far earlier than expected. This is primarily due to the fact that recent approvals far exceed densities and building height recommended for the VMC established through its Secondary Plan process (Figure 13). Increased density will have impacts on the transportation and servicing capacity of the area, which has not yet been studied. With regards to office, 53,000 m<sup>2</sup> of new commercial office space has been approved in the VMC, representing 2,000 job or 36% of the 2031 office space target. A key consideration for the planning of Weston 7 will be to encourage the appropriate amount of growth while not taking market share away from the VMC, which is at the top of the growth area hierarchy in Vaughan.



Selection of built or planned new development in the VMC<sup>1</sup>

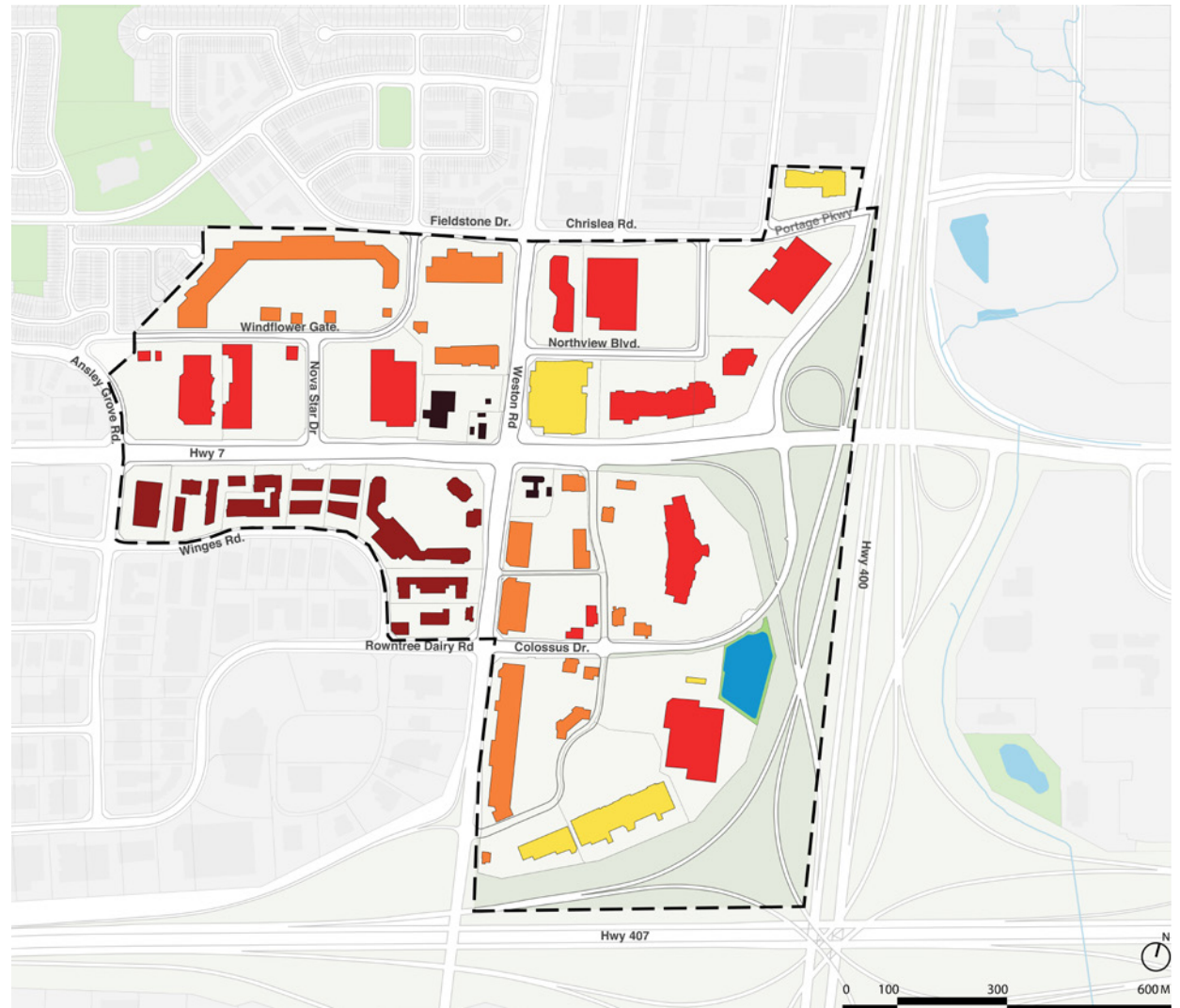


The mobility hub at the VMC takes shape<sup>1</sup>

<sup>1</sup> VMC Development Activity Update. VMC Sub-Committee Report. April 2018

### 2.1.5 Age of Development

As illustrated in Figure 5, the majority of development in the SPA is relatively new with most occurring since the 1990s. The oldest buildings include the gas station and auto dealership properties located at the intersection of Weston Road and Highway 7, which were built between 1970 and 1980. The smaller employment and commercial units in the southwest of the SPA were built in the 1980s. The newest development in the area includes a high-density mixed use complex located at the northeast corner of the intersection of Highway 7 and Weston Road. While preliminary discussions with landowners in the area indicates a general interest in redevelopment and intensification, most locations are not likely to redevelop in the short term. Proposed phasing of development in the Weston 7 Secondary Plan will need to take advantage of short-term opportunities for transformation, while focusing on the comprehensive long-term vision for intensification of the area.



**FIGURE 5. Age of Development**

- Study Area
- 1970-1980
- 1980-1990
- 1990-2000
- 2000-2010
- 2010-2020

## 2.1.6 Relevant Weston 7 and Vaughan Metropolitan Centre Approved and Proposed Development

### Weston 7

#### 1. 222 Rowntree Dairy Road

(Active Development Application)

Site plan application for a two-storey office addition of 120 m<sup>2</sup> to an existing two-storey training centre, and a proposed two-storey second floor office expansion.

#### 2. Centro Square

(Completed/Under Construction/Approved)

Two residential apartment towers of 30 and 33 storeys and approval for 800 units. The development also includes a 10 storey office component of 14,357 square meters and commercial uses of up to 11,402 square meters.

#### 3. 3940 Highway 7

(Proposed- In Progress)

Site plan application to permit a single-storey, 850 m<sup>2</sup> commercial building with four retail units.

#### 4. 15 Jevlan Drive and 156 Chrislea Road

(Proposed- In Progress)

Rezoning application from General Employment to Employment Commercial Mixed-Use to permit service and retail uses along with existing employment uses.

### Vaughan Metropolitan Centre

#### 5. The Met

(Completed/Under Construction/Approved)

#### 6. N/E Block

(Active Development Application)

#### 7. Transit City

(Completed/Under Construction/Approved)

#### 8. YMCA/Library/Office

(Completed/Under Construction/Approved)

#### 9. Temporary Parking Lot

(Completed/Under Construction/Approved)

#### 10. Transit Square

(Completed/Under Construction/Approved)

#### 11. KPMG

(Completed/Under Construction/Approved)

#### 12. Icona Condos

(Completed/Under Construction/Approved)

#### 13. Quadreal Block 3

(Active Development Application)

#### 14. Quadreal Block 2

(Active Development Application)

#### 15. Vaughan City Square

(Active Development Application)

#### 16. (Unlabeled)

(Completed/Under Construction/Approved)

#### 17. 2901 Highway 7

(Active Development Application)

#### 18. ZZEN Developments

(Active Development Application)

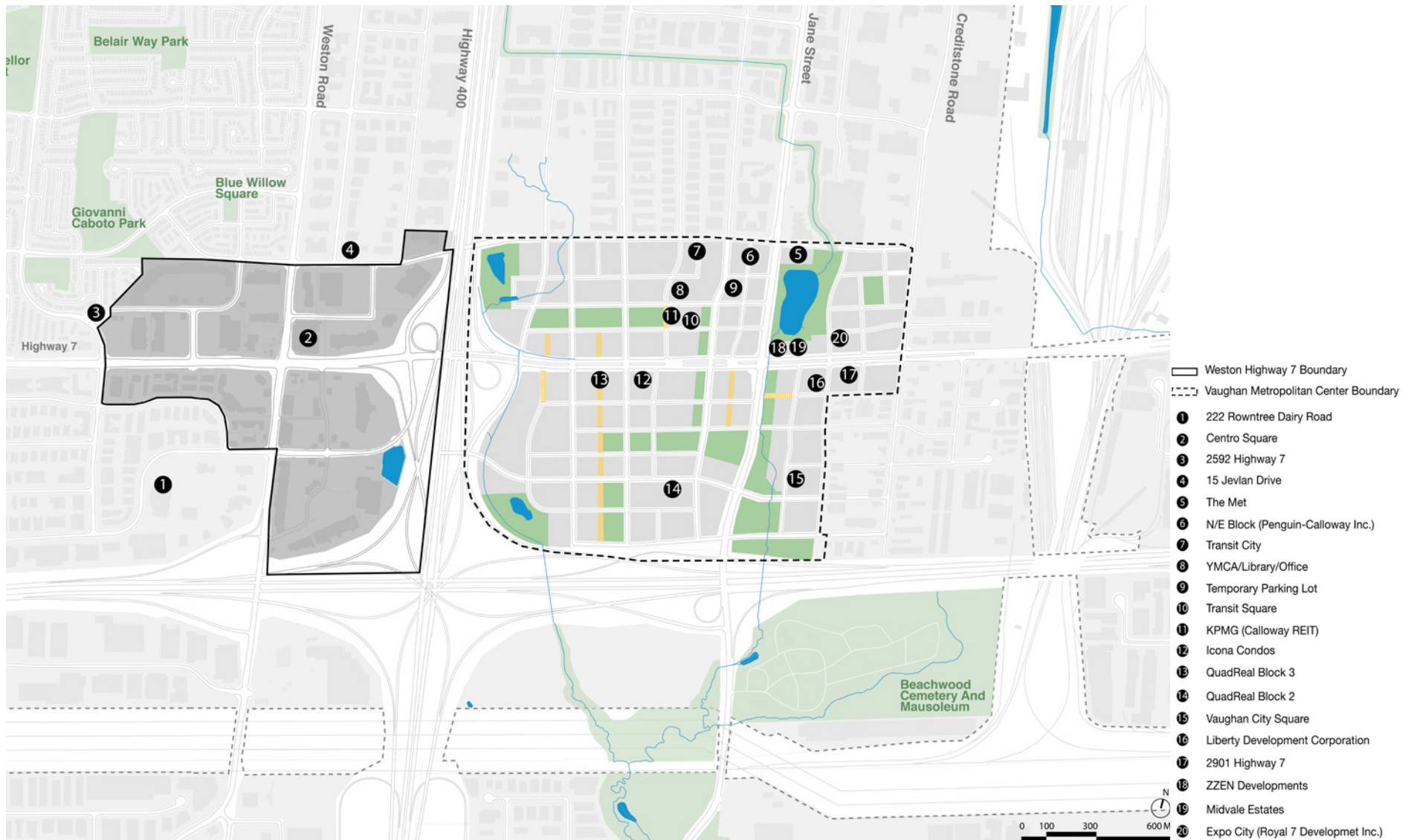
#### 19. Midvale Estates

(Active Development Application)

#### 20. Expo City

(Completed/Under Construction/Approved)





**FIGURE 6.** Recent Approved and Proposed Development in Weston 7 and VMC

## 2.1.7 Public Transportation

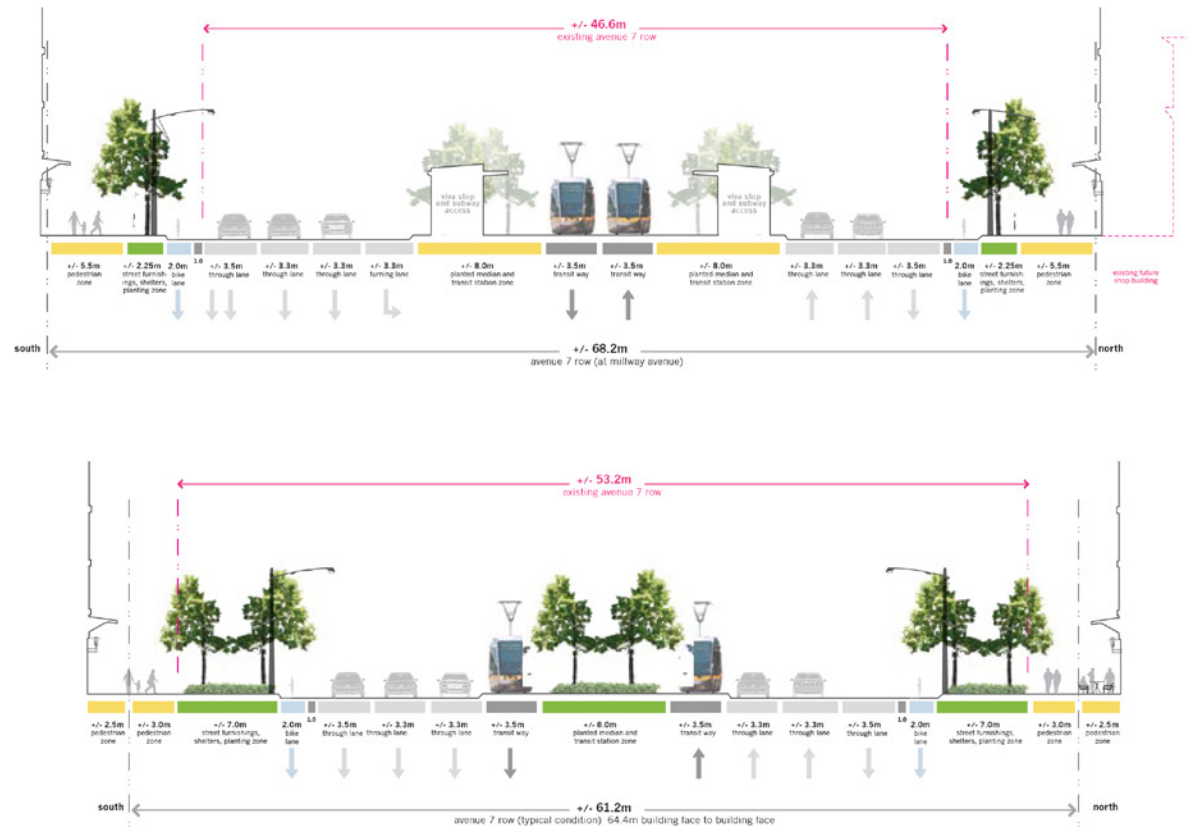
The Weston 7 SPA is currently served by public transit including the following:

**VIVA Orange:** VIVA is York Region’s bus rapid transit service, launched in 2005 and designed to provide high-frequency, limited stop transit service on five major corridors in York Region, operating with transit priority in mixed traffic, as well as dedicated bus lanes in some locations. VIVA buses operate daily, running approximately every 15 minutes during peak hours and approximately every 20 minutes during the off peak. VIVA Orange runs along Highway 7, terminating at Martin Grove in the west and Richmond Hill Centre in the east. The BRT service also connects with the TTC Subway system, Brampton’s ZÜM transit, and local York Region Transit buses.

**ZÜM 501, 501A and 501C:** ZÜM is the City of Brampton’s bus rapid transit system, and the 501 route provides connections to Downtown Brampton, York University, and the VMC.

**YRT Route 10:** Provides local, conventional transit service between the VMC and Woodbridge. The service operates on a regular schedule approximately every 37 minutes on weekdays, and as a ‘dial-a-ride’ service on weekends.

**YRT Route 77:** Provides local, conventional transit service along Highway 7 between Vaughan Valley Boulevard and Finch GO bus terminal.



VivaNEXT Sample BRT Cross-sections (Millway Avenue), Vaughan Metropolitan Centre Secondary Plan

**YRT Route 165:** Provides local, conventional transit service connecting Pioneer Village Bus Terminal in the south with Major Mackenzie Drive in the north.

In addition to those routes listed above, the neighbouring VMC is served by the following routes:

**TTC Subway Line 1:** The VMC is the northern terminus of the west leg of the TTC Line 1 Subway, which connects to the TTC network and Union Station.

**YRT Route 20:** Provides local, conventional transit service along Jane St. between Mosque Gate and Teston Road in the north, and Pioneer Village Bus Terminal in the south.

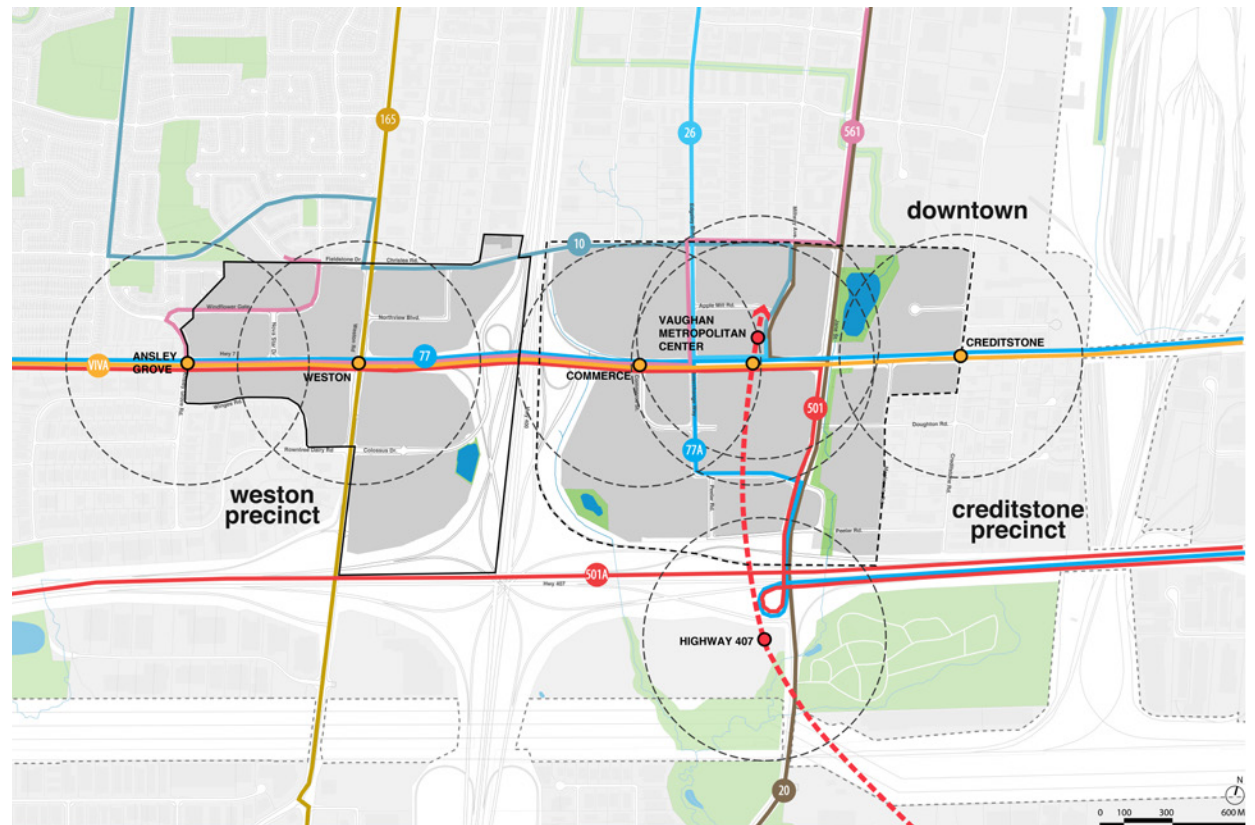
**YRT Route 26:** Provides local, conventional transit service between the community of Maple and Vaughan Mills Shopping Centre, connecting to the VMC during peak hours

**On-demand Blue Willow Community:**

Provides on-demand bus service operating on Wednesdays from 10:00 am - 2:00 pm, offering connections to VMC and a variety of local travel destinations.

**VivaNEXT Highway 7 West Woodbridge/**

**Vaughan:** A section of rapidway along Highway 7 is under construction and scheduled to open for service by the end of 2019, including a stretch from Bruce Street to Edgely Boulevard.



**FIGURE 7. Major Transit Routes**

- Weston Hwy 7 Secondary Plans
- - - Vaughan Metropolitan Center
- - - TTC Line 1 Subway Extension
- VIVA Next Stops
- Subway Station
- VIVA Orange
- Line 501/501A
- Line 77/77A
- Line 26
- Line 10
- Line 561
- Line 165
- Line 20
- 500m Buffer from Stops



## 2.2. Planning Issues and Opportunities

The Weston 7 SPA has a number of issues and opportunities that will frame how the next stages of work will unfold. The following is a summary of the primary issues and opportunities facing the area.

### 2.2.1 Opportunities

#### Sustainable Communities

At this early stage of planning for future development, there is a great opportunity to build in progressive sustainable development practices and policies to shape Weston 7's future and add to the City's objective to cultivate an environmentally sustainable City. As outlined in the Sustainability Analysis (Appendix 3), key themes such as green buildings, sustainable water management, energy efficiency, climate change adaptation, and sustainable waste management should be put at the forefront of how the Secondary Plan takes shape to ensure that sustainable thinking is embedded into the process early on. Green infrastructure refers to an approach to water management that replicates, restores, and protects natural site hydrology processes at the scale of a community. Low Impact Development measures are captured by the term green infrastructure and are generally designed at the site or building level. Policies guiding development in Weston 7 should contemplate promoting these types of sustainable practices.

The Sustainability Analysis and Community Energy Plan have been created to begin this conversation and the recommendations from their work, summarized in Section 6 and included in Appendices 3 and 4, will inform the Secondary Plan development process going forward.



Green roofs promote building efficiency, reduce heat island effect, and add insulation value to buildings. They also help regulate stormwater runoff and remove total suspended solids.



Permeable pavers can receive runoff from parking lot areas, driveways, rooftops, and other impervious surfaces, which then infiltrate into underlying native soil.



Bioswales, which help to reduce stormwater runoff, peak flows, and remove pollutants, can be incorporated into landscaping or alongside roads in the form of grass channels.



Harvesting rainwater, using rain barrels and underground cisterns, allows for reuse, particularly for irrigation and toilet flushing, thereby decreasing the use of potable water.



Rain Gardens can be utilized to store, treat, and infiltrate stormwater runoff on a temporary basis. Bio-retention cells are typically incorporated into landscaping.

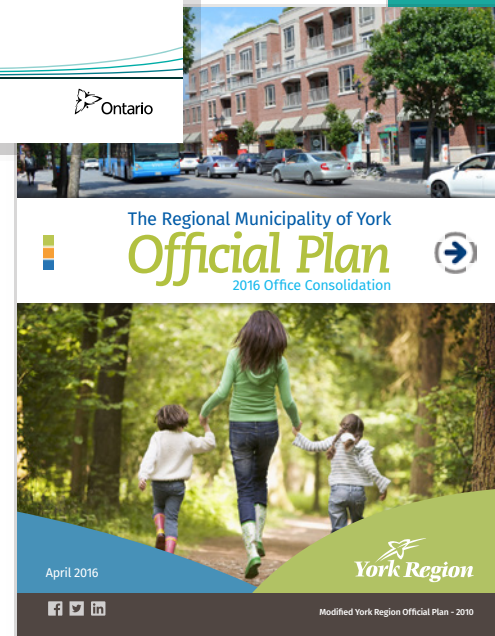


Filter, or buffer, strips are land areas of planted vegetation are best suited for treating stormwater runoff from parking lots, roads, and roof downspouts.

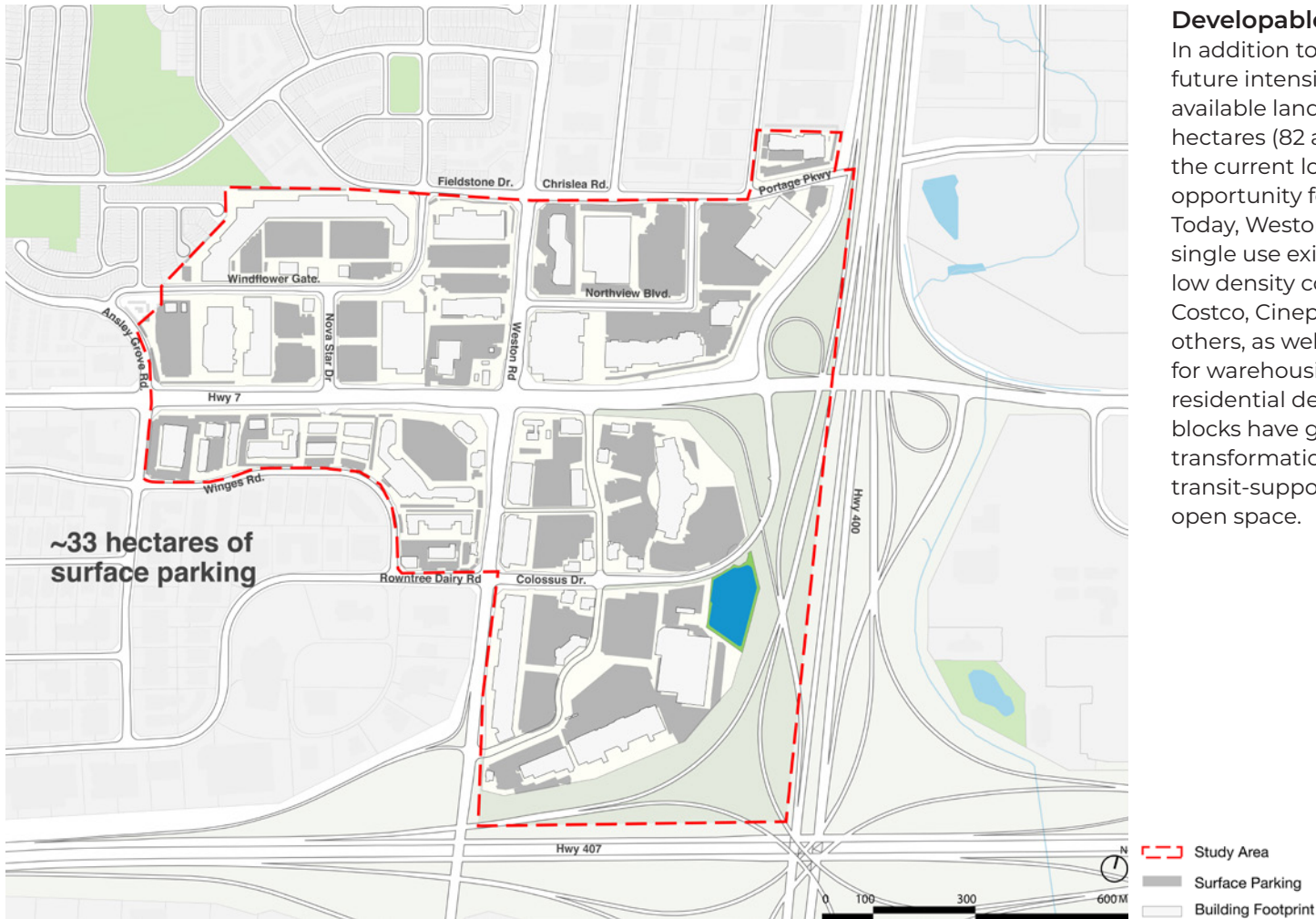
Credit: Urban Equation, Sustainability Analysis

## A Place for Growth

The greatest opportunity for the Weston 7 SPA is that it is identified as an area for growth from the Provincial policy direction through to the City of Vaughan Official Plan. Primary Centres are locations for intensification, places where rapid transit services intersect with nodes of retail and commercial development, and where there is high redevelopment potential for mixed use transit-oriented development. Change is desirable at this location and there is strongly supportive policy context for transformation of the area into a more complete, connected community, as detailed here and in the Planning Policy Review technical report found in Appendix







**FIGURE 8. Surface Parking Areas in Weston 7**

### Developable Land

In addition to the policy direction to support future intensification and growth, the available land base at Weston 7, including 33 hectares (82 acres) of surface parking lots and the current low density uses, represents an opportunity for redevelopment of the area. Today, Weston 7 is largely defined by isolated single use existing development including low density commercial buildings, including Costco, Cineplex, Home Depot, Fortinos and others, as well as smaller employment uses for warehousing and wholesaling and limited residential development. The large impermeable blocks have great potential for change and transformation into more compact, mixed-use transit-supportive development which includes open space.



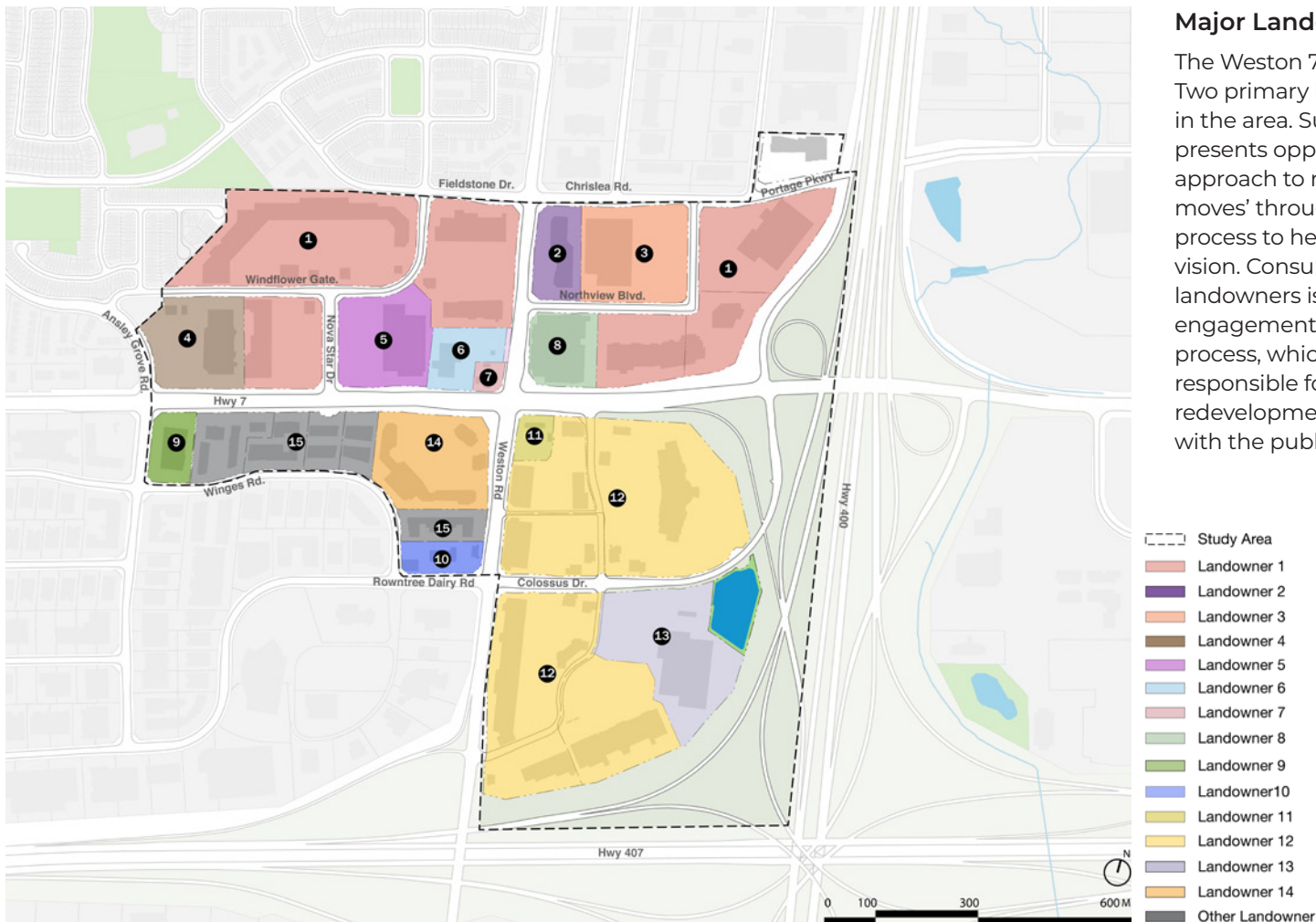


FIGURE 9. Landowners

### Major Landowners

The Weston 7 SPA includes over 20 landowners. Two primary land owners hold 43% of the land in the area. Such a land ownership structure presents opportunities for a comprehensive approach to redevelopment, allowing for 'big moves' through the development approvals process to help achieve the Secondary Plan's vision. Consultation with all of the private landowners is an important part of the engagement strategy for the Secondary Plan process, which will ensure that those ultimately responsible for implementing change through redevelopment have a voice at the table, along with the public and other stakeholders.

## 2.2.2 Planning Issues

### Streets and Blocks

The existing road network of the Weston 7 SPA is auto-centric, and does not currently support alternate modes of transportation. To transform large, single-use blocks, improvements must be made to the connectivity and movement system within the Site Plan Area (SPA) and beyond. To develop a thriving commercial centre and support the Highway 7 VivaNext Rapidway, improvements to circulation are needed to enhance site access and improve movement choices. The widths of the existing rights of way present further challenges in this regard. Weston Road (a 40m right-of-way) and Highway 7 (a 60 m right-of-way) transect the site from north-south and east-west directions. Road widths of these magnitudes tend to create environments that are hostile to pedestrians and cyclists, both in perception and reality, thereby creating barriers. In addition to the experiential factors, the distance between the two sides of these major corridors present practical challenges for crossing, often requiring pedestrians and cyclists to cross in multiple stages. A fine-grained pattern of streets and blocks will help to establish Weston 7 as a thriving, pedestrian-oriented mixed-use centre, by creating porosity and enhanced urban realm to give pedestrians convenient options and alternative routes. Weston 7 streets would follow the new service level standards for urban streetscapes established through Vaughan's City-Wide Streetscape Implementation Manual.

### Distinguishing Weston 7 From the Vaughan Metropolitan Centre

The Highway 400 corridor represents a significant barrier between Weston 7 and the VMC, and as such, they must be considered as distinct, but inter-related centres. Along the Highway 7 corridor, the ramps to and from Highway 400 create an 800 metre separation of existing and future development that can not be reduced. Weston 7 and the VMC are adjacent to another across this considerable gap created by the Highway 400 corridor.

The VMC is the primary node for intensification and mix of uses in the City of Vaughan's urban structure. The VMC Implementation plan was identified as a priority project for the 2014-2018 Term of Council. The VMC is planned to function as Vaughan's downtown, including the widest mix of uses, including office employment uses, as well as the greatest densities of population and jobs within Vaughan's urban structure. Weston 7 is currently a Primary Centre located along a primary transit corridor, will also form an important area of intensification. However, the levels of intensification should not be the same as those of the VMC. Weston 7 currently functions as a successful retail and entertainment centre, and this function is very likely to continue into the future. The Weston 7 Secondary plan will need to recongize and support this function as the area continues to intensify and redevelop.

Ongoing intensification and redevelopment will need to maintain an awareness of the

relationship between these two centres and balance the approved development. While both Weston 7 and the VMC physically have the space to accommodate a great deal of intensification, market forces and development across the City must be considered when thinking about the future absorption of new residential units, office and commercial space. As highlighted in Hemson's Population and Employment Outlook and Commercial Use Assessment memo (Appendix 2), if Weston 7 is planned to achieve 160 persons and jobs per ha by 2041, as directed in the Growth Plan, and the current applications submitted for the VMC are approved and constructed during the next 20 years, Weston 7 and the VMC will account for 70% of the forecast for all of the apartments in the entire City of Vaughan to 2041. Balancing growth to allow for all of the City's primary growth areas to succeed in the long term will be an important consideration for future phases of this study.

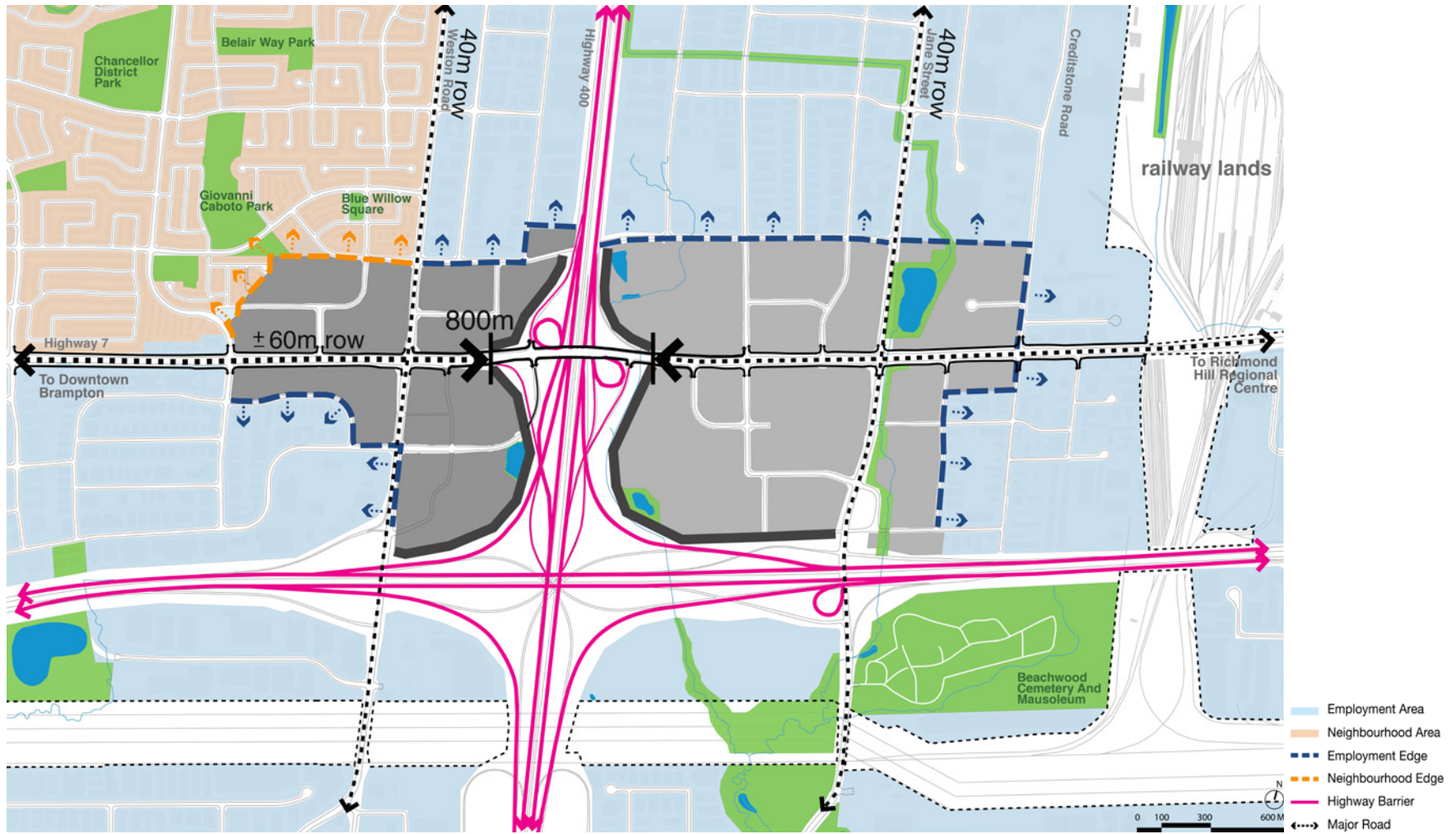


FIGURE 10. Planning Issues



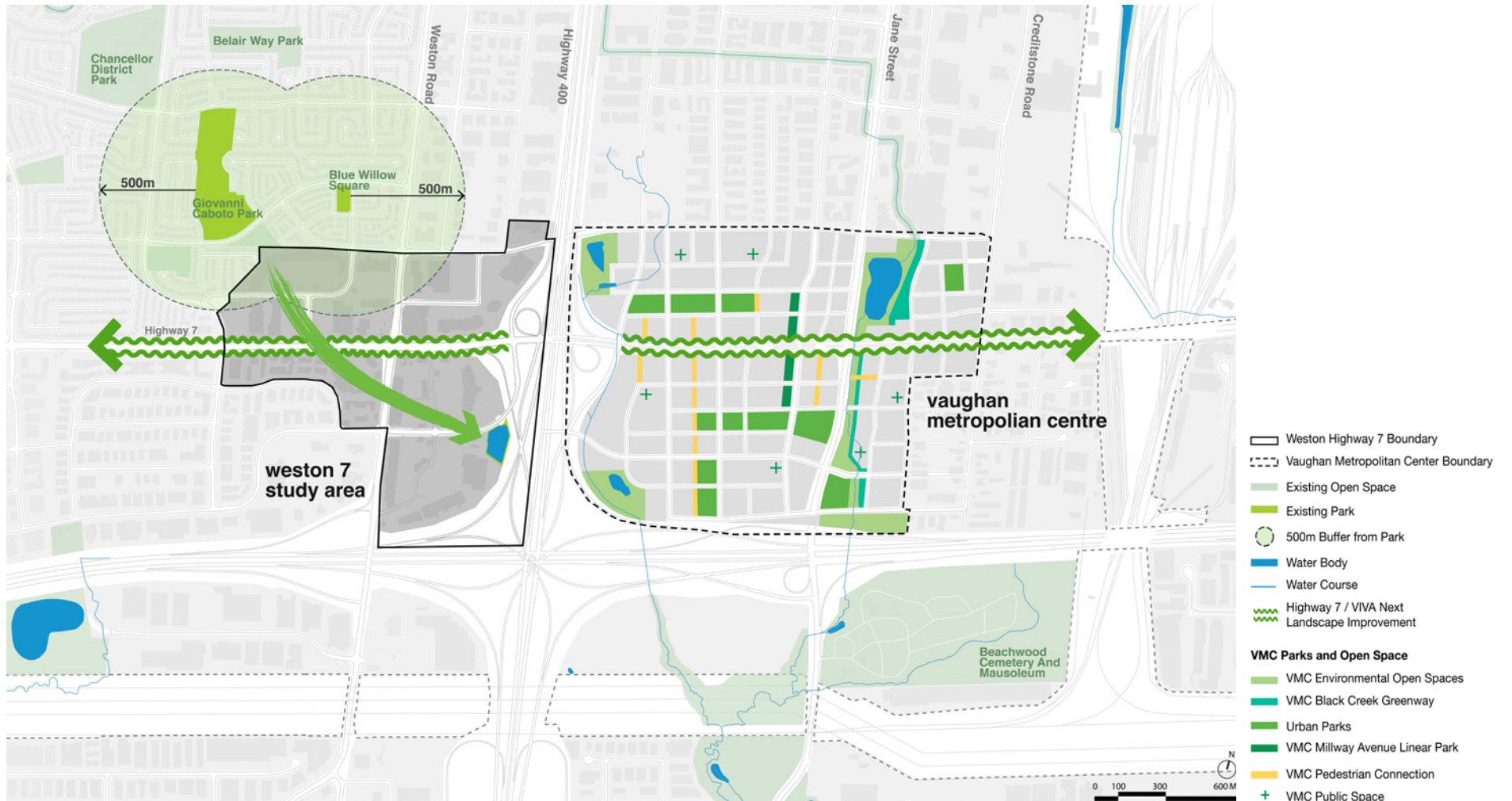
## Open Spaces

Open space in the Weston 7 SPA today is limited. There are no public parks or natural heritage areas within the Study Area. A managed and fenced stormwater management pond is located in the south east portion of the Study Area. Two parks are located to the north of the SPA- Giovanni Caboto Park (6.72 ha), and Blue Willow Square (0.64 ha). Within a two kilometre walkshed, there are nine parks, totaling 28.5 hectares; all of which are located in the northwest section of the walkshed, a residential area. The Active Together Master Plan recommends all residential areas be within 500m (walking distance) of a park. However, the majority of the SPA is not within walking distance of a park. Figure 11, Major Parks and Open Spaces, shows the properties within the SPA that are within 500m of the parkland.

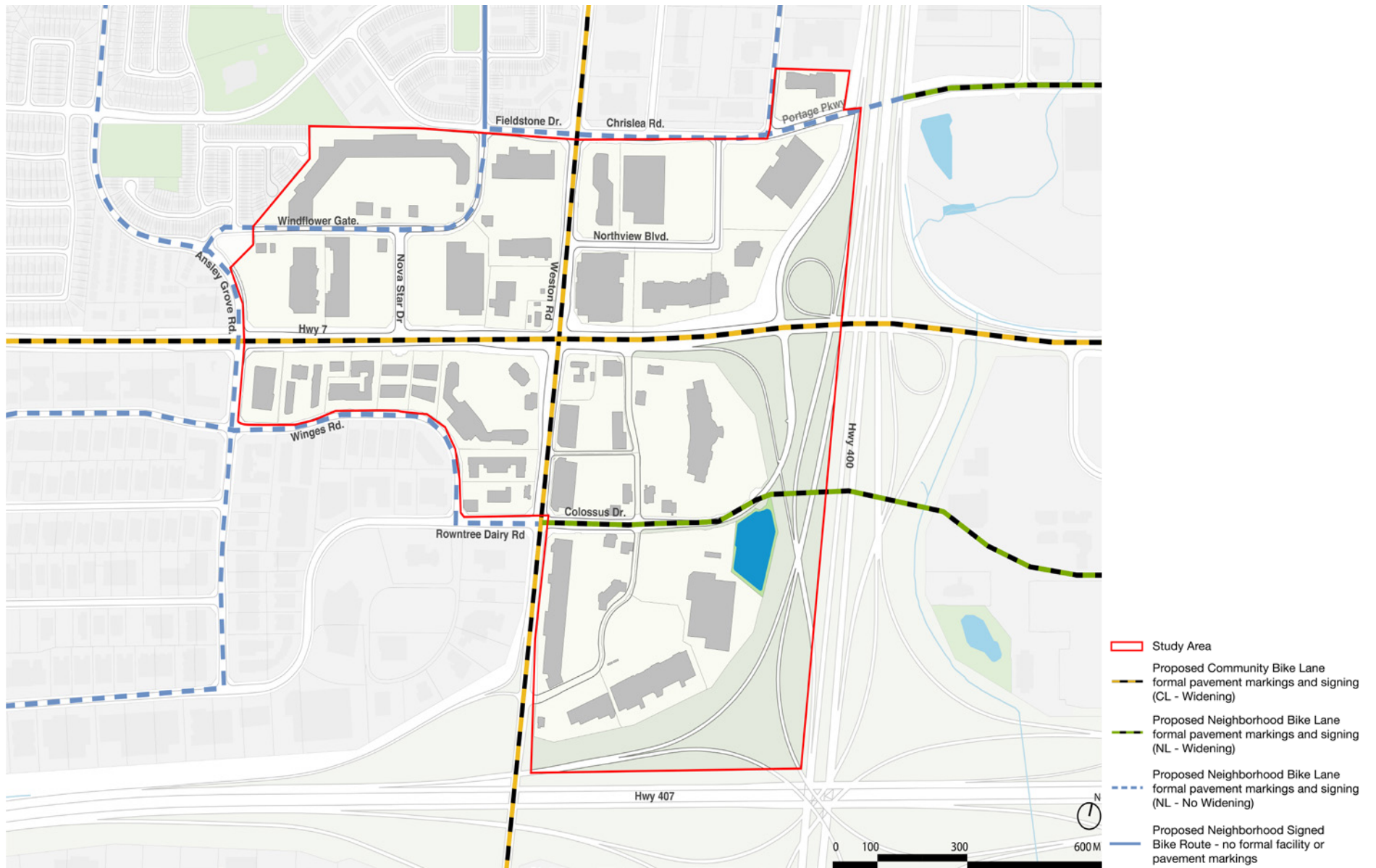
The planned landscape improvements associated with the development of the Highway 7 corridor present a limited opportunity to contribute to a network of green spaces in the SPA. In addition, many of the existing streets in the area include tree-lined boulevards. Future open space planning in the area should take advantage of these existing assets and planned improvements to create a green space network through the plan area. While they may contribute to an overall network of open spaces, it should be noted that landscaped areas along Highway 7 are not a replacement for public park and open space. The VMC includes a number of new parks and environmental open spaces such as Edgeley Pond and the Black Creek Greenway that frame new development blocks. Weston 7 will require its own strategy and direction to create a meaningful open space network that contributes to the areas quality of life. The future phases of work will begin to define strategies to achieve an open space network to support development.

## Transition to Adjacent Uses

The Weston 7 area interfaces with both employment areas (to the north, west, and south), and established residential areas to the north and west. The existing stable residential area of the community of Woodbridge to the northwest of the Weston 7 area consists primarily of low density single family homes and townhomes. The Weston 7 interface with this neighbourhood to the north will require a sensitive transition between higher densities and heights in the centre of the plan area to edge areas. Areas located to the north, south, and west of the Weston 7 area are protected as employment lands, and may only be redesignated through a municipal comprehensive review (MCR). In addition, the light industrial and auto-oriented character of the employment lands to the south and west are located directly adjacent to the plan SPA with no natural 'buffers', and as such, the transition between the two areas will be an important consideration in minimizing potential land use conflicts.



**FIGURE 11. Major Parks and Open Spaces**



**FIGURE 12. Active Transportation**



## Active Transportation

Weston 7 has no existing bicycle infrastructure in place, however there are a number of planned routes that engage the Study Area. While a planned intention for active transportation is a first step forward, making an built environment that is conducive to cycling and streets that feel safe is important part of making active transportation a viable mobility choice. Through refinements to the street network and changes to the quality and character of the streets, active transportation in Weston 7 could become a preferred way to travel.



Active transportation along Highway 7, bottom right and top centre; New bike lanes in the VMC, right.









SECTION 03  
**STUDY AREA  
ANALYSIS**



# STUDY AREA ANALYSIS

The following section provides a detailed analysis of the Weston 7 SPA through a number of lenses. The analysis presented in this section reflects a range of considerations and is based on an underlying goal and associated assumptions – as supported by the higher-level planning framework – **that future development in the area will be higher density, involve a greater mix of uses, will support transit infrastructure along Highway 7, will incorporate green infrastructure, and will be supportive of active transportation.** The discussion found in this analysis is intended to help develop a holistic understanding of issues and considerations for the Secondary Plan area and is focused on a review of the site context and existing conditions and a description of key issues and opportunities that touch on topics related to planning, transportation, sustainability, land economics, servicing and urban design.

## 3.1. Site Context

### 3.1.1 Existing Conditions

The Weston 7 area today functions as a commercial centre of regional significance. It is a destination for shopping and entertainment uses for people across Vaughan, and York Region, North York and Toronto, different in its role and character in the City from the neighbouring Vaughan Metropolitan Centre (VMC). Day to

day and specialized shopping needs are met in the Weston 7 area, making it an active, healthy commercial node, at the edge of the established Woodbridge neighbourhood.

#### Weston 7 Today:

- 129 hectares of Study Area
- 33 hectares of surface parking
- 36 parcels of land
- Predominant age of development is 1990's and prior
- 160 people and jobs per hectare expected by 2041
- 2019 Opening date of Highway 7 Viva Rapidway
- Major Commercial Uses include:
  - Fortinos
  - Canadian Tire
  - Costco
  - LCBO
  - SAIL
  - The Brick
  - Colossus Theatre
  - Nations
  - Golf Town
- Marshalls
- Indigo
- Homesense
- Staples
- Restaurants include:
  - Baton Rouge Steakhouse
  - The Burger's Priest
  - California Sandwiches
  - Earls
  - Five Guys
  - Jack Astor's
  - La Paloma
  - Moxie's
  - Pho Tan Dinh
  - Pizza Al Metro
  - Tim Hortons
  - Scaddabush
  - Shoeless Joes
  - Spoon & Fork



From top left: Piazza Del Sole, Home Depot, Colossus Theatre, SlumDog Bar and Grill, Famous Avenue, Golf Town and other recent Commercial uses, Sleep Country and LCBO, Costco, and SAIL from Northview Blvd.



### Low Density Commercial

This area is predominately large format destinations and large associated parking lots. Most people are using automobiles to access the area and few are walking. The predominance of parking areas and street connections results in few options for how people and vehicles travel through the area, and there is very little pedestrian activity and significant traffic congestion along the major routes of Highway 7 and Weston Road. Blocks are very large and missing a fine grained street network that would make walking easy and desirable.

The photos at right illustrate a portion of Piazza Del Sole along Windflower gate in the north west portion of the Study Area. While sidewalks and a wide boulevard are present along Windflower Gate, there are not many people choosing to walk in the area.



Looking north from Windflower Gate into Piazza Del Sole

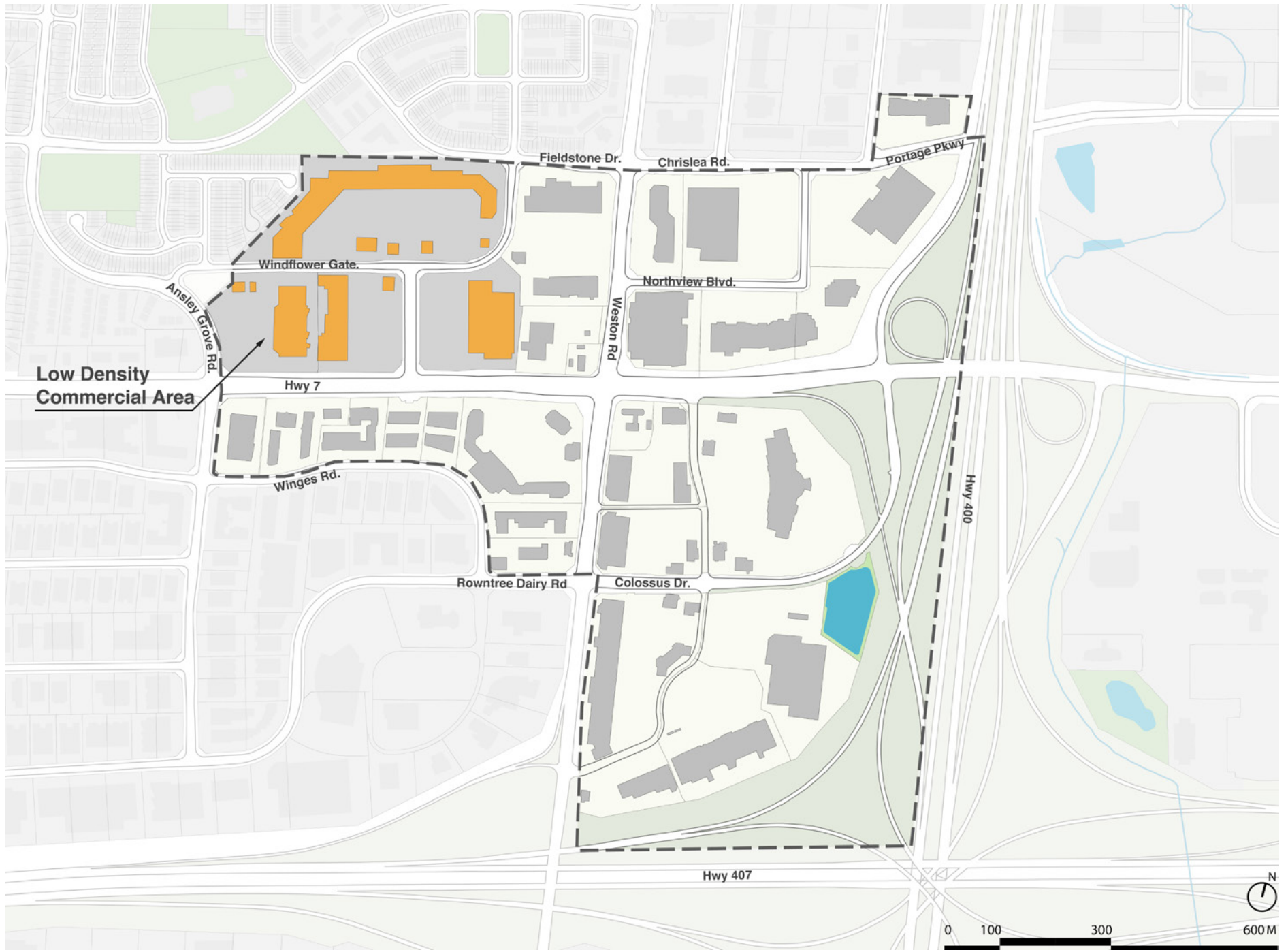


A wide boulevard and sidewalk along Windflower Gate



A four-way stop intersection along Windflower Gate





**FIGURE 13.** Piazza Del Sole, Fortinos, and Canadian Tire are predominate uses in the north west portion of the Study Area

### Recent Mixed Use Development

One high-density mixed use development at the north east corner of Weston Road and Highway 7 was approved by Council in 2014 and is now nearing complete occupancy. The development, known as Centro Square, includes two residential apartment towers of 30 and 33 storeys and approval for 800 units. The development also includes a 10 storey office component of 14,357 square meters and commercial uses of up to 11,402 square meters. Centro Square's built form is reflective of the pattern seen in the VMC, including a retail/commercial and office podium with residential towers above.



Elevated private outdoor amenity space

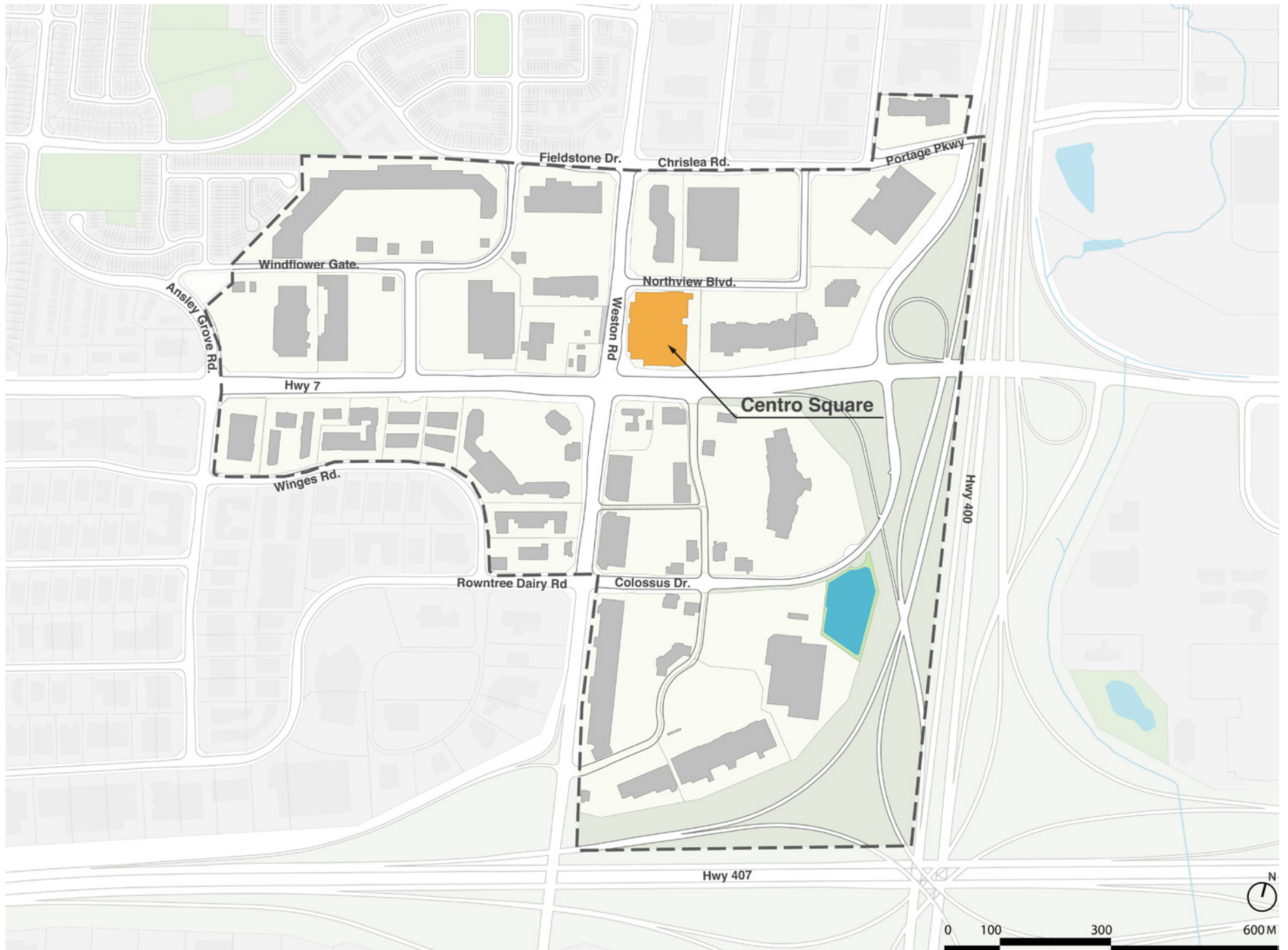


Centro towers are 30 and 33 storeys in height



A 10 storey office component to the Centro development fronts Northview Blvd.





**FIGURE 14.** Centro Square is at the north east corner of Weston Road and Highway 7



### Existing Stable Neighbourhood

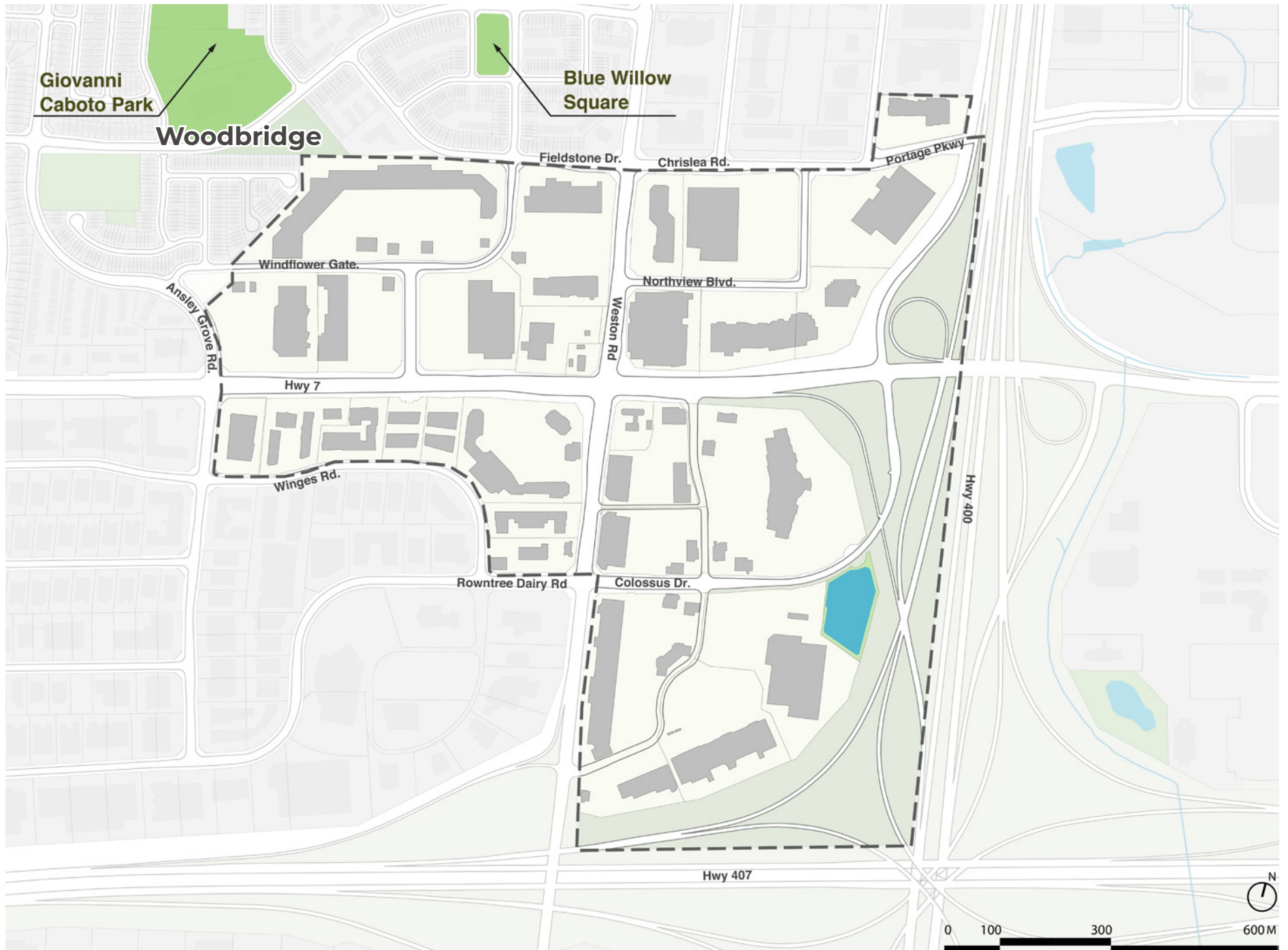
Immediately northwest of the Weston 7 SPA is a well-established low density residential neighbourhood comprised of mainly single family detached homes and townhouses. A Neighborhood Park, Giovanni Cabotto Park and a parkette, Blue Willow Square, exist to the north and west of the Study Area boundary and serve the area residents. There are no existing public parks and open spaces in the Weston 7 SPA today. Later stages of work will contemplate how to create appropriate open space in the Weston 7 area and may create a link to existing open space assets in neighboring areas. Land use alternatives will also explore how new built form in the Weston 7 area will appropriately transition to the existing neighbourhoods.



Giovanni Caboto Park, co-located with Blue Willow Public School



An established neighbourhood abuts the Weston 7 SPA



**FIGURE 15.** Established neighbourhoods and Giovanni Caboto Park are found outside the Study Area to the north and west



## Employment Uses and Stormwater Management

Employment lands border the Study Area to the south and include a range of commercial enterprises in buildings that are well tenanted and active. Understanding how intensification in the Weston 7 Secondary Plan Area (SPA) effectively transitions and relates to surrounding areas will be explored in land use alternatives created in a subsequent stage of work.

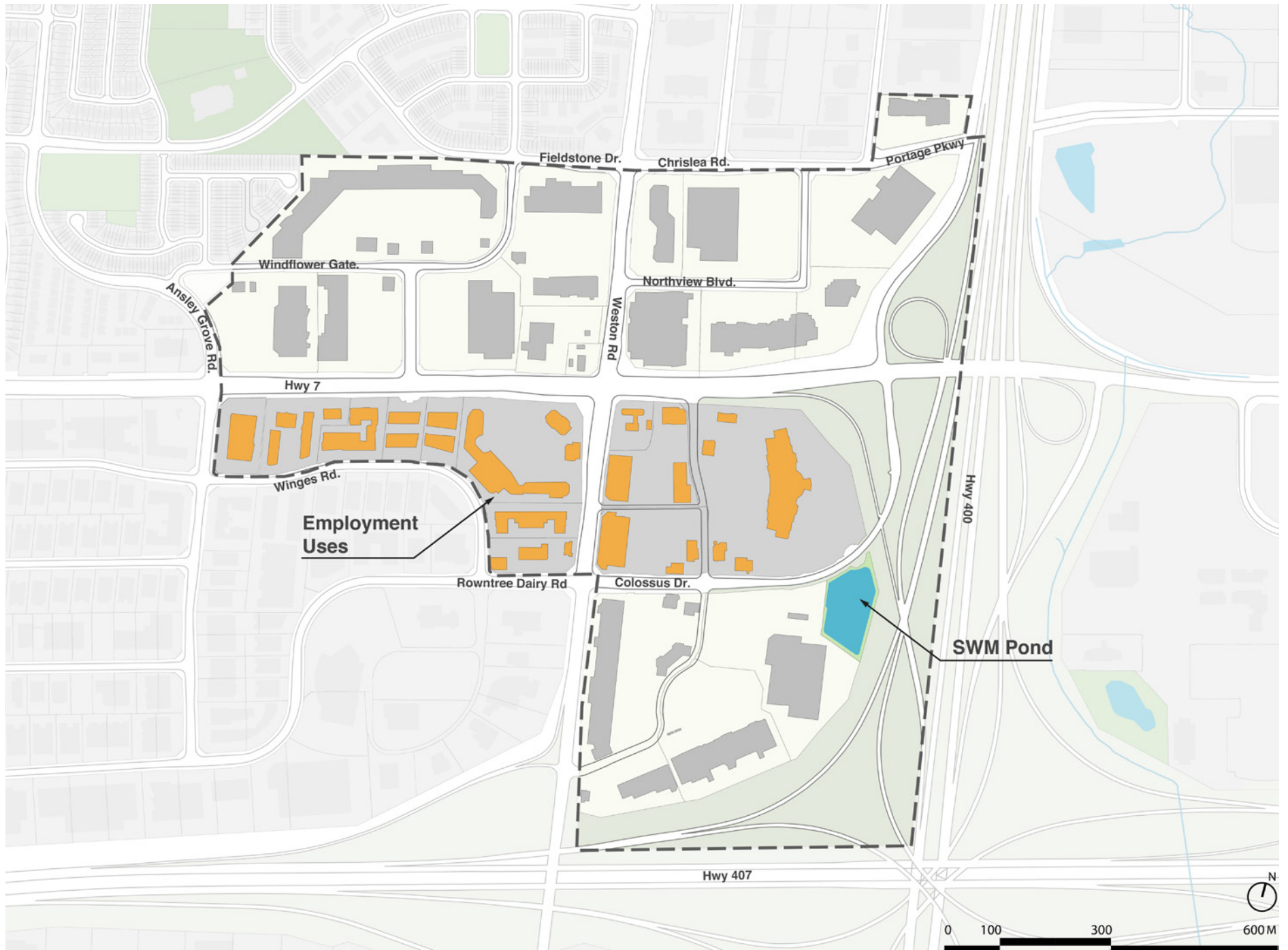
A large storm water facility is also part of the south portion of the Weston 7 SPA. The VMC provides a strong example of how an existing natural feature, Black Creek, was used to frame and anchor character areas and redevelopment blocks, turning a stormwater feature into an amenity. The land use alternatives will explore opportunities to enhance and build on this natural feature in the Weston 7 area.



Designated employment lands about the Weston 7 SPA along the south side of Wings Road



An engineered stormwater management pond south of Colossus Drive abuts the Highway 400 Corridor



**FIGURE 16.** The south portion of the Study Area includes a mix of older commercial areas bordered by employment areas



### Recent Commercial Development

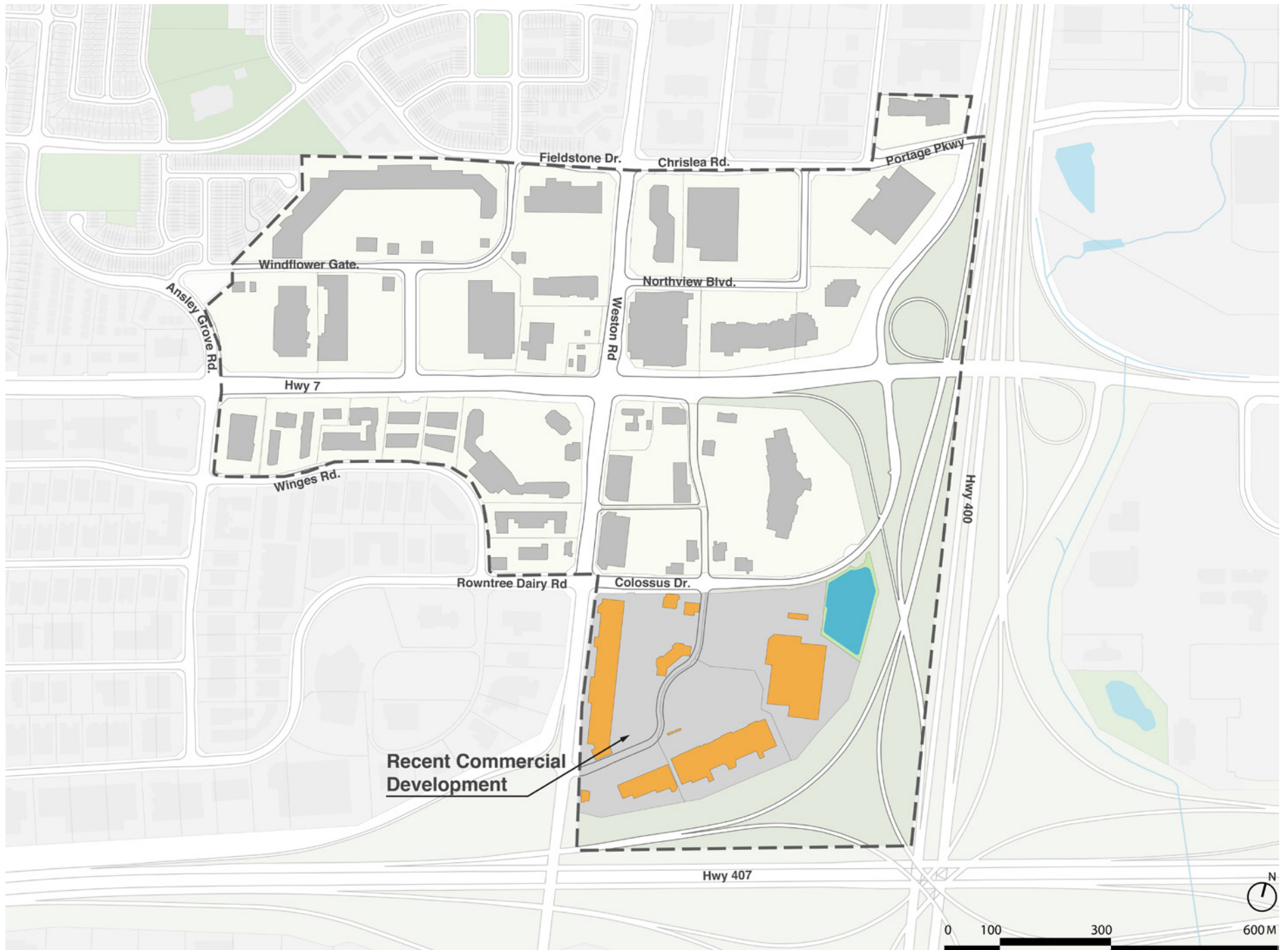
Some of the commercial development in the south east quadrant of the Weston 7 area is relatively new, as opposed to older building stock along the south side of the Highway 7 corridor. Consideration to phasing and development timing for existing landowners will be considered in the final recommendations of Phase 1 of the Secondary Plan development process.



A restaurant cluster at Colossus Drive and Famous Avenue is a popular destination



New commercial development dates from the early 2000s



**FIGURE 17.** Newer commercial development is present in the south east portion of the Study Area



## Highway 7

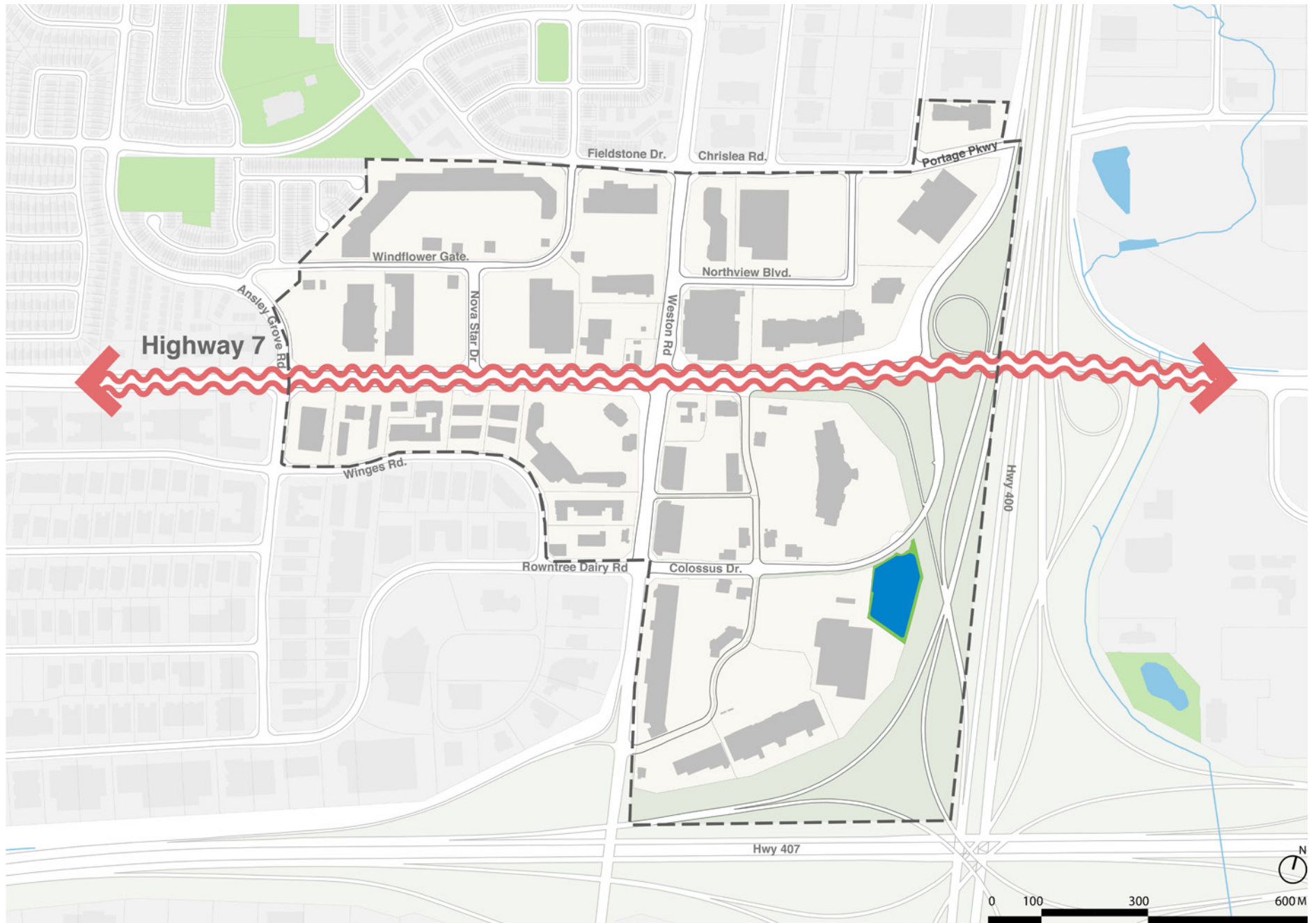
Highway 7 has a planned 60 metre right-of-way and is currently under construction to realize the centre-lane Viva Rapidway, a regional bus rapid transit line.

Weston 7 will be home to two Rapidway station stops, one at Weston Road and the other at Ansley Grove Road at the western edge of the Study Area.

Highway 7 today is a commercial corridor built to move traffic and is generally hostile to cyclists pedestrians. Some pedestrian and cycling infrastructure is being implemented as part of the Viva Next Rapidway construction including a multi-use path and sidewalks.



Highway 7 Rapidway construction today



**FIGURE 18.** Highway 7 is a significant barrier that is undergoing major change

Study Area  
Highway 7





VAUGHAN  
Highway 7 Secondary plan Phase 1





SECTION 04

# ENGAGEMENT SUMMARY





## SECTION 04

# ENGAGEMENT SUMMARY

The Weston 7 Secondary Plan Phase 1 process features an engagement process for internal stakeholders, external key stakeholders and the public. The project engagement approach consists of three components:

- Informing stakeholders and the public about the project and its progress
- Informing stakeholders and the public about how to participate and provide input
- Engaging stakeholders and the public at various points in the development of land use alternatives

The ultimate outcome for Weston 7 Phase 1 is the creation of a set of land use alternatives that will inform an eventual preferred land use strategy and Secondary Plan. Selection of a preferred concept and development of policies will occur in subsequent phases of work. Although no formal decisions regarding land use are being made as part of Phase 1, input from the public and key stakeholders is being used to help inform the development of land use alternatives, based on identified constraints and opportunities, future development plans of landowners, and community ideas and visions for the area.

Engagement also serves the function of informing and educating the public about the Secondary Plan and the process behind its development.

The following list summarizes the engagement to date:

- **Roundtable Summit Meeting** on June 13, 2018 with representatives from City of Vaughan departments including Policy Planning,

Environmental Sustainability, Cultural Heritage, Development Planning, Economic Development, Infrastructure Delivery, Parks Development, Public Libraries, Development Engineering. The meeting also included representatives from York Region, Toronto and Region Conservation Authority, VivaNext, York Region Transit, as well as the Public and Catholic School Boards.

- **Ideas Workshop** on June 27, 2018, attended by members of the public and development industry representatives.
- **Eleven Key Stakeholder interviews** with area landowners and their representatives held in June and July 2018.
- **Interviews** with Area and Regional Councillors.
- **Project website** providing project information and updates.

Future engagement for the project includes:

- **Community visioning workshop**- November, 2018
- **Land Use Alternative workshops**- January 2019

## 4.1. Roundtable Summit

On June 13, 2018, a Roundtable Summit was held with representatives from the City of Vaughan, including Policy Planning and Environmental Sustainability, Cultural Heritage, Community Development, Economic Development, Infrastructure Planning and Corporate Asset Management, Public Libraries, and Development Engineering, as well as external agencies. Some of the agencies included York Region, Toronto Region and Conservation Authority, VivaNext, York Region Transit, York Catholic School Board and York Region District School Board.

The summit included presentations from the Urban Strategies consultant team to establish the context for the area and to share initial observations about the site, its potential and related challenges. Following the presentations, each of the attendees shared their vision for the future of Weston 7 as well as challenges to achieve that vision with the group. Following individual reflections, the attendees participated in facilitated roundtable discussions around topic areas of transportation and infrastructure, Environment and Sustainability, Parks and Open Space, Community Infrastructure, and Planning, Development and Urban Design. At each table, participants were asked to discuss challenges and opportunities related to their topic area as well as general questions including:

- What is the role of this Centre in the city / urban structure?
- How is it distinguished from the VMC and what makes it different?



Roundtable Summit attendees work on a conceptual road network for Weston 7



The Roundtable Summit included a range of representatives from various City and Region departments



- What do you see as the greatest challenge for the centre to reach its potential as described in policy?
- What advantages does the Centre have in terms of fulfilling its potential?

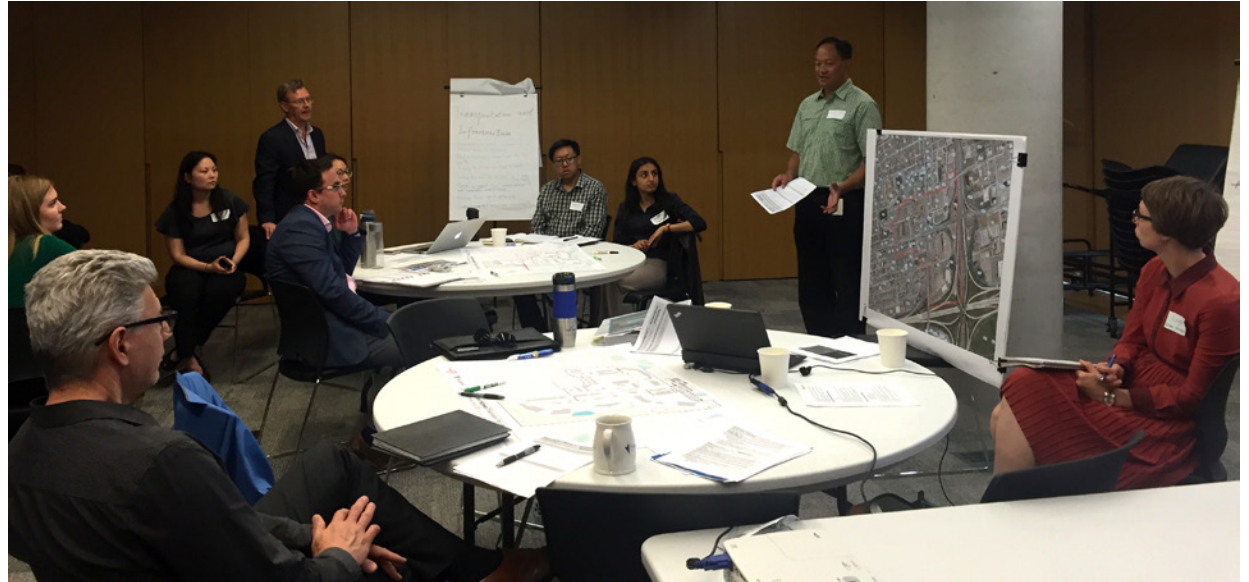
Highlights of Roundtable Summit were grouped by theme and are summarized below:

### Street Network- Create a Finer Grid and Support Active Transportation

- The area lacks a supportive environment for cyclists and pedestrians- some described it as 'scary' and feeling threatened by cars.
- A finer grained network of streets is needed to improve conditions for all transportation modes in the area.
- There were differing opinions on how to support active transportation- some suggested off-road improvements/network and grade separated crossings, and others suggested on-street bike lanes and improved sidewalks.
- The width of Highway 7 at approximately 60 metres was seen as a barrier for pedestrians and cyclists.
- The intersection of Highway 7 and Weston Road was seen as a challenge from a transportation standpoint.

### Land Use- Increasing mix while retaining commercial use

- A mix of uses should be established to create a complete community at Weston 7.
- The 'anchor' of this area is currently commercial use and this should be



Attendees reported back to the group on their topic-based discussions

maintained- there was general agreement among most engagement participants on this theme.

### Intensification- Focus on Highway 7 and Weston Road

- The greatest extent of intensification area should be at Highway 7 and Weston.

### Capitalizing on Bus Rapid Transit Route- Create a 7 Day Destination

- This area needs to be a '7 day Destination'- a place with uses for every day of the week, as it will have higher-order transit service.
- Land use intensification should happen around the Highway 7 corridor.

### Relationship with VMC- Weston 7 as a 'younger sibling' with new development at a lower level of intensity than the VMC.

- This area needs to remain distinct from the VMC, and maintain its commercial character and not compete with the level of intensification proposed for the VMC.

### Parks Space/Green Space- Assembling land will be a challenge

- From a City perspective, assembling enough park land here will be a challenge- there may not be the ability to create 'destination' parks at Highway 7, but there may be potential for urban square dog parks, community gardens and smaller park sites.
- The area is currently devoid of natural features- there are no Toronto and Region Conservation Authority regulated areas within the SPA.

### Community Infrastructure- Focus on co-location

- If there is no library in this area, look at creative approaches that could be explored, such as co-locating with schools, or smaller ‘storefront’ style branches.
- There is general support for co-location of parks with schools in this area.
- Local public schools are close to capacity and are not likely able to accommodate new pupils generated by future residents
- Community hubs are an option to explore to provide multiple services in one location.

### Environment/Sustainability- Low Impact Development and sustainability principles should be foundational.

- Strong emphasis on keeping this aspect as a foundation for the plan, and encourage LID for storm water management. The secondary plan for this area should have ‘green roots’, meaning that sustainability principles are foundational to the plan.
- The future Secondary Plan should increase the urban tree canopy.

## 4.2. Ideas Workshop

On June 27, 2018 a public Ideas workshop was held at the Chancellor Community Centre. The workshop included members of the public and local development community and was the first of three public engagement events designed to inform people about the project process and solicit their feedback. The workshop included interactive mapping activities to gather insight into the places in Weston 7 that are most used, what qualities of the area were liked or disliked, where there are major problems or issues in the area and suggestions for making the place better in the future. Following a brief presentation including policy background and a virtual tour, the attendees were divided into small groups to work on vision boards to illustrate what kind of place Weston 7 could become in the future. The following is a summary of the key themes that emerged from the interactive mapping activities:

### Question 1 What places in Weston 7 do you go to? What do you go there for?

Responses to this question indicated that the area continues to be an important city-wide destination for Vaughan residents. Participants indicated that they use the area for shopping, entertainment, and restaurants. Some participants worked in the area.

### Question 2 What do you like about Weston 7? What would you change about Weston 7 and why?

Responses and discussion around this question reinforced the role of the area as a shopping and entertainment destination, and participants focused on the many places to shop, eat, to meet and gather and for entertainment.

Areas for change were focused almost exclusively on traffic congestion- participants shared concerns about congestion while driving in the area, and noted that the area did not feel safe for walking. Others were concerned with the lack of cycling infrastructure. Some felt that there was ‘too much commercial’ and the area lacked social and community amenities.



Community members working on a Vision Board





Interactive mapping activities provided an opportunity to share personal experiences in the Study Area and stimulated conversation among participants

### Question 3 How would you describe the identity of Weston 7 today?

While the Weston 7 area appears to play an important role for Vaughan residents, this use may be largely utilitarian- the availability of retail and entertainment destinations is attracting people to the area, not its quality of place, including built form or public realm components. Overall, participants described the area as bland or typical, lacking identity. Sample comments include: “unattractive, incomplete”, “clusters of random stores/complex”, “no identity”, and “confused about its identity”.

### Question 4 What are the major problems or issues you experience in Weston 7?

Responses to this question were almost exclusively related to traffic- many felt there is too much traffic and congestion in the area, that they do not feel safe around the number of

trucks in the area. One participant noted that density in the area was too high, and another expressed concern that a sufficient amount of green space be provided with new residential development in the area.

### Question 5 What improvements would you suggest to make Weston 7 better in the future?

Participants shared a range of suggestions to improve Weston 7. There were varying opinions on density, with one participant indicating a preference for low rise buildings only, while others indicated mid-rise densities would improve the area. The desire for improvements to the pedestrian realm were indicated by a number of participants, as well as an increased mix of retail destinations.

### Vision Board Activity

Participants used images provided by the consultant team from theme areas of transportation, parks and open space, residential development, land uses and urban design. Using the images and markers provided, the participants created a collage that expressed, in words and pictures, their aspirations for Weston 7. Key themes emerged included:

- A desire for passive, tranquil open spaces that could be an asset to balance the planned intensity of development.
- Encouraging mid-rise and mixed-use built form, multi-purpose public open spaces that could act as a destination for the new community.
- A common desire to retain the retail in the area along with new residential development in to maintain the level of retail service and convenience in the area.



Vision boards included precedent imagery to help participants express their desires for future development



### 4.3. Stakeholder Interviews

Throughout June, July and August 2018, the Urban Strategies Team held on-one-one interviews with area landowners to inform them about the study process and timelines, gather insight into their perspective on the role of Weston 7 in the City of Vaughan and to discuss their short or long term intentions for redevelopment. Reflecting the policy in the 2010 Vaughan Official Plan (VOP 2010) that requires a Secondary Plan prior to redevelopment, most of the landowners are eager to work with the City of Vaughan to achieve their long term development goals for the area. The City of Vaughan has reached out to land owners on a number of occasions by direct mail, email as well as in some cases in-person site visits to ensure that each landowner was informed of the study and the ability to participate in the process.

### 4.4. Councillor Interviews

Throughout June, July and August 2018, the Urban Strategies Team held on-one-one interviews with Area and Regional Councillors to inform them about the study process at an early stage, and to gain insight on the potential role of Weston 7 in the City and Region.

A common concern shared during these interviews was traffic congestion in the Weston 7 area. While Councillors described the benefits of intensification in this area, they cautioned that development should transition sensitively to surrounding stable neighbourhoods.

Councillors interviewed also emphasized the role of Weston 7 as a 'people place', a retail and entertainment centre. There was support for creating more pedestrian and cyclist friendly environment with a greater mix of uses. Arts and culture were seen as key opportunities for the Weston 7 area, including consideration for a cultural hub such as a performing arts centre.







54 Weston Rd

BEST BUY





SECTION 05

# TRENDS IN COMMERCIAL CENTRE INTENSIFICATION



## TRENDS IN COMMERCIAL CENTRE INTENSIFICATION

Examining commercial centres and their role in suburban areas that are rapidly urbanizing is important because automobile-dependent landscapes are beginning to transform into more sustainable, urban places. The following section explores how aging commercial centres, paired with rapid transit infrastructure, have begun to structure a new pattern in suburban redevelopment and mixed use intensification.

The end of World War II coincided with unparalleled economic growth that transformed the urban landscape and led to the establishment of suburban communities. These neighbourhoods were heavily dependent on the private automobile, and low density development patterns reflected consumer preferences. Vaughan's its historic villages dominated the City's structure until the 1990s, when servicing capacity was extended into York Region allowing for vast low-density suburban communities to take shape.

*Retrofitting Suburbia*, a landmark report produced by the Urban Land Institute (Ellen Dunham-Jones and June Williamson, 2009), identifies the inefficiencies associated with low density suburban development. The idyllic suburban environment has aged into communities that suffer from congestion and a lack of connectivity for alternative transportation options. Building compact communities along transit routes is a sustainable solution compared to inefficient auto-oriented sprawl-style development, and as Dunham-Jones and Williamson (2009) outline, public transit in the suburbs is what makes intensification feasible. For the Weston 7 area, its adjacency to the VMC TTC station and more locally, its two Major Transit Station Areas (MTSAs) along the Highway 7 VivaNext Rapidway are the catalyst required to support compact, mixed use development. *Suburbs on Track*, a report produced by the Ryerson City Building Institute (2016), supports such initiatives as the VivaNext Rapidway and emphasizes the importance of intensifying built form around transit infrastructure. Transit access is an essential part of the process occurring

to connect suburban nodes within a regional system.

The Urban Land Institute report, "Shifting Suburbs – Reinventing Infrastructure for Compact Development" (2012) explains how the aging baby boomer population has led to a shift in market preferences, with younger generations beginning to seek higher density housing options in proximity to transit, and within walkable, mixed-use neighbourhoods.

Suburban redevelopment is a challenging endeavor, yet innovative strategies and best practices showcase the ways in which suburban communities and their commercial centres have begun to establish more compact forms of growth. Outlined below are four precedent examples that showcase how other suburban areas have capitalized on transit investment to redevelop commercial plazas into vibrant mixed-use centres.

Transit is only part of the solution to suburban intensification. Transit corridors may intensify, but the vast extent of low density single use neighbourhoods beyond transit corridors remain disconnected from transit, meaning there will still be a considerable amount of vehicular congestion in the suburbs. Nonetheless, establishing transit infrastructure and transit-supportive development is important to improve people's movement behaviours and our conceptions of appropriate built form in the suburbs.

## 5.1 Precedent Examples

This section describes and illustrates commercial centres that are at various stages in the process of transitioning from traditional auto oriented commercial plazas, to compact, mixed use centres that continue to provide important commercial services often in conjunction with medium and high density residential development some including office use. Each precedent includes transit-oriented development, which is a defining element of the Weston 7 SPA. Although each is unique, and none include all of the site characteristics of Weston 7, they offer inspiration and lessons for the site in its early stages of development and intensification.



Brentwood Station Area Plan, Calgary, AB



Golden Mile Secondary Plans (Choice REIT), Toronto Scarborough, ON



ConsumersNext Secondary Plan, Toronto, ON



Surrey City Centre Plan, Surrey, BC



## 5.2 Brentwood Station Area Plan (2008)

The Brentwood Station Area Plan outlines a vision and policies for future development of a 35.5 ha rapid transit station area (LRT) located in Calgary, Alberta. The plan area is located between an established low density residential neighbourhood to the north, and a research employment area located to the south, with the University of Calgary located further to the south. The area is transected by a major freeway, described as a "Skeletal Road" in the City's road classification (Crowchild Trail). At the time of the plan's creation, the area was a retail destination, characterized by low density strip mall and large format retail fronted by large parking lots.

Similar to the Weston 7 SPA, the plan aims to create a finer grained street network with smaller blocks, encourage a broader range of mobility choices, and encourage greater population density and a mix of uses. The plan projects a combined population and jobs of 5,528 (155 people and jobs/ha) (min) to 9,014 (254 people and jobs/ha) (max) at full build-out on a 20-30 year horizon. A number of redevelopment projects have occurred in the area since the plan's adoption in 2008, including University City, a 4 building complex with 716 residential units and 40,000 sq ft. of commercial space, Brentwood on the Park, a townhome project bordering the existing residential community to the north, and the proposed Brentwood Commons, a mixed use project office, residential and commercial components.

Location	Calgary, Alberta
Area	35.5 ha
Status/Adoption Date	2008 Council adopted statutory plan
Transit Service/Type	1 LRT Station
Anticipated Full Build-out Timeframe	2028-2038
Population Projection (full build-out)	2,407 – 5,823
Employment Projection (full build-out)	3,121 – 5,249
Anticipated People and Jobs per Hectare	156 – 312
Office Floor Space (sq. m)	74,803 – 120,816
Retail Floor Space (sq. m)	37,396 – 73,835
Current Character	Retail, single storey, auto-oriented, surface parking lots, large blocks
Planned Character	Integrated, finer grained street network, pedestrian-friendly streets, transit supportive density, mix of uses
Highlights and Lessons for Weston 7	<ul style="list-style-type: none"> <li>• Some areas will be much slower to redevelop than others. Phasing of development in Weston 7 an important consideration</li> <li>• A fine-grained street network is a key element of urbanizing auto-oriented areas, but can be difficult to achieve without significant coordination of development projects, across a number of parcels and with multiple land owners.</li> <li>• Increasing density significantly in proximity to higher order transit can lead to opposition from neighbouring established communities- transition areas need to be planned accordingly, and policy directions and rationale need to be clear and easily communicated.</li> </ul>

While density and mix of uses in the area are increasing, redevelopment has been focused on the north side of the plan area, with the research park located to the south being slower to redevelop. The increased densities, centred around the LRT station hub, have elicited significant community opposition and resistance to change from the established neighbourhood to the north of the plan area. The finer grained street network and improved pedestrian and cycling environments proposed in the Station Area Plan have met mixed success. New cycling infrastructure and improved sidewalks are a positive attribute of intensification, although new proposed development still has large surface parking areas, and street connectivity between blocks is limited. The Brentwood example emphasizes the importance of a coordinated approach to re-development and a clear vision framework and supportive policy to achieve the vision where dealing with multiple property owners.



University City



Brentwood Commons (Riddell Kurczaba)



Brentwood Commons (Riddell Kurczaba)

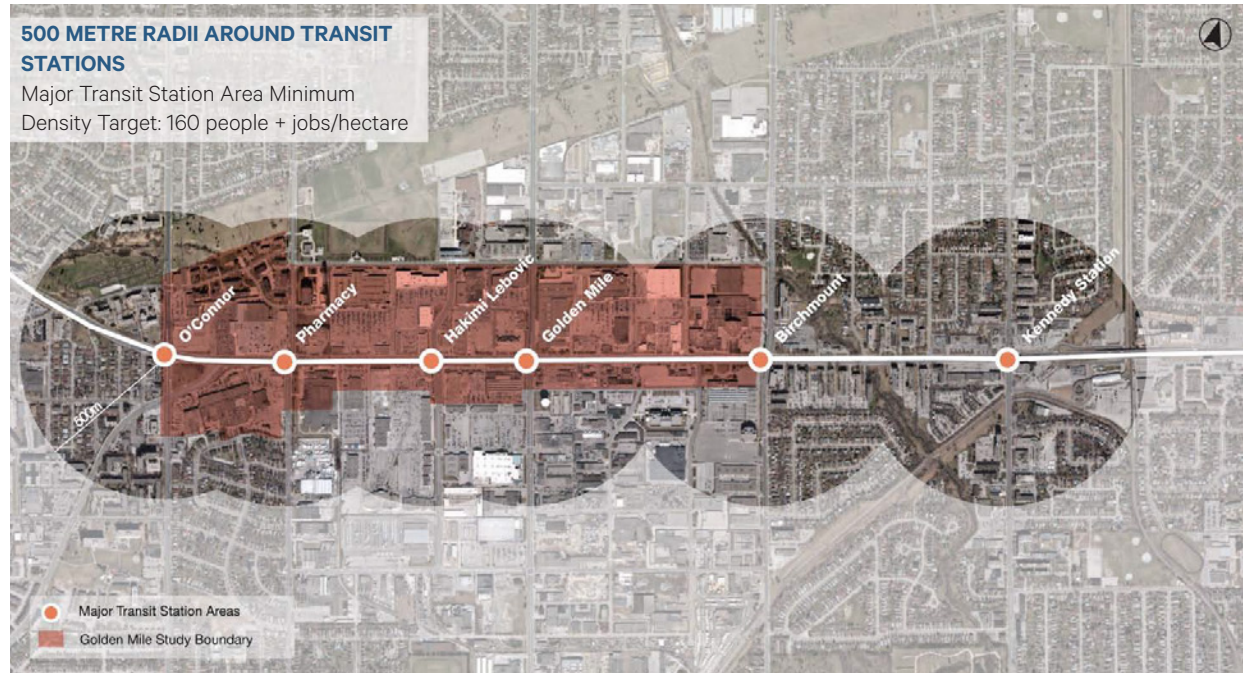


### 5.3 Golden Mile Secondary Plan (Studies Currently Underway)

Studies are currently underway to develop a planning framework that will guide the creation of the Golden Mile Secondary Plan (GMSP), for a 97 ha area centred around Eglinton Avenue in the Golden Mile neighbourhood in Toronto. The area has been identified as one of the focus areas along the Eglinton Crosstown LRT, with capacity to accommodate residential, mixed use and employment growth. The aim of this Secondary Plan will be to create a more complete and connected community, prompted by the development of the Eglinton Crosstown Light Rail Transit (ECLRT), which is planned to open in 2021.

At this stage, specific density targets have not been established for any of the GMSP's 5 MTSAs, although MTSAs centred on LRT stations such as these have a minimum density target of 160 people and jobs per hectare as directed by the Growth Plan. The plan area's 2016 population was 693 people, although the broader Golden Mile area has a population of 56,033.

The area today is characterized by auto-oriented retail uses, large block sizes and limited availability of parks and open space. While the Golden Mile Secondary Plan project is still in initial phases, it will be useful to monitor project challenges and successes due to its similarities with Weston 7. As with Weston 7, major project drivers include; population growth and investment in the GTA, policy that directs growth towards MTSAs, private sector interest in redeveloping and rethinking large format retail with large surface parking areas.



City of Toronto, Golden Mile Study Area, Excerpt from Background Report, January 22, 2018

<b>Location</b>	<b>Toronto, Ontario</b>
<b>Area</b>	97 ha
<b>Status/Adoption Date</b>	Studies Underway – Early 2019 targeted completion
<b>Transit Service/Type</b>	5 LRT stations
<b>Anticipated Full Build-out Timeframe</b>	Unknown (LRT in 2021)
<b>Population Projection (full build-out)</b>	Unknown
<b>Employment Projection (full build-out)</b>	Unknown
<b>Anticipated People and Jobs per Hectare</b>	160 minimum
<b>Office Floor Space (sq. m)</b>	Unknown
<b>Retail Floor Space (sq. m)</b>	Unknown
<b>Current Character</b>	Retail, single storey, auto-oriented, surface parking lots, large blocks, limited park space
<b>Planned Character</b>	Integrated, finer grained street network, pedestrian-friendly streets, transit supportive density, mix of uses, incorporation of green spaces
<b>Highlights and Lessons for Weston 7</b>	<ul style="list-style-type: none"> <li>• The project is still in initial phases, but shares a lot in common with Weston 7, including a similar urban form and location along a planned rapid transit corridor with adjacent MTSAs.</li> <li>• In addition to the City-led Secondary Plan, a private landowner, Choice Properties, has filed a development proposal with the City of Toronto to transform its 7.7 ha site, the current location of shopping centre, into a mixed use community with an expanded road network, retail shops and a range of new housing and employment uses.</li> <li>• Like Weston 7, Golden Mile has sophisticated developers and landowners that are interested in redevelopment opportunities and transit supportive development</li> <li>• Positive working relationships between the public and private sector is critical to realize development and also achieve the long term public outcomes that the City is seeking to establish such as improved public realm and public roads.</li> </ul>



## 5.4. ConsumersNext Secondary Plan (Secondary Plan Adopted, under appeal)

Toronto City Council approved the ConsumersNext Secondary Plan at its March 26, 2018 meeting. The plan is currently under appeal at the LPAT. The plan Study Area includes two planned MTSAs, located along Sheppard Ave, east of Highway 404.

Today the area functions as the Consumers Road Business Park, home to over 18,000 jobs. The purpose of the Secondary Plan is to direct the further development of the business park, but include pedestrian-oriented mixed use community towards the higher order transit stations located along Sheppard Avenue East. Consumers Next plans for intensification close to established employment areas, like those that border Weston 7, and can provide a good example of how employment and business-park like land uses can be connected into a place of future growth through intentional street and public realm improvements.

Location	Toronto (Scarborough), Ontario
Area	100 ha
Status/Adoption Date	Secondary Plan approved by Council, under LPAT appeals
Transit Service/Type	Future LRT- Sheppard Ave- 2 MTSAs: Victoria Park Avenue and Consumers Road
Anticipated Full Build-out Timeframe	Unknown (construction not to begin until at least 2021)
Population Projection (full build-out)	15,398
Employment Projection (full build-out)	31,609
Anticipated People and Jobs per Hectare	Unknown- 160 minimum for MTSAs
Office Floor Space (sq. m)	Unknown
Retail Floor Space (sq. m)	Unknown
Current Character	Major employment area, auto-oriented, surface parking lots and large blocks
Planned Character	Integrated, finer grained street network, pedestrian-friendly streets, transit supportive density, mix of uses in proximity to transit corridors, maintaining employment uses, incorporation of green spaces
Highlights and Lessons for Weston 7	<ul style="list-style-type: none"> <li>• The plan recognizes the unique nature of districts within, and allocates density and regulates built form to reflect the different character of each area</li> <li>• The area contains a number of existing traffic 'pinch points' that could be exacerbated by intensification- new streets and intersection improvements should aim to ease this congestion.</li> </ul>





Consumers Road Business Park



Renderings by DTAH





## 5.5. Surrey City Centre Plan (2006, 2017 Update)

The Surrey City Centre Plan provides planning guidance for an area of approximately 540 ha in Surrey, BC. The guiding principles of the plan include increasing density and mix of uses, break up large blocks, and encourage multi-modal transportation. While a 1991 plan for the area recommended increased density at the three SkyTrain rapid transit stations in the area, development in the area following the plan did not create a complete and identifiable City Centre in the area. City Council subsequently directed the development of an updated plan to redefine the vision and development direction for the area in 2006, which was further updated in 2017.

Location	Surrey, British Columbia
Area	540 ha
Status/Adoption Date	Community Plan – updated 2017
Transit Service/Type	Existing rail rapid transit- 3 stations, opened in 1994
Anticipated Full Build-out Timeframe	2044 (planning horizon)
Population Projection (2043)	65,000 (9,900 in Central Downtown)
Employment Projection (2043)	38,000 (14,650 in Central Downtown)
Anticipated People and Jobs per Hectare	190 (overall)
Non-residential Floor Space	1.24 million square metres
Current Character	Central Downtown is an area in transition from auto-oriented suburban development with large format, single storey retail development to a more dense urban form. Major employment area, auto-oriented, surface parking lots and large blocks
Other areas of the plan include residential and institutional uses.	Integrated, finer grained street network, pedestrian-friendly streets, transit supportive density, mix of uses in proximity to transit corridors, maintaining employment uses, incorporation of green spaces
Planned Character	Integrated, finer grained street network, pedestrian-friendly streets, transit supportive density, mix of uses in proximity to transit corridors, incorporation of green spaces
Highlights and Lessons for Weston 7	<ul style="list-style-type: none"> <li>• A previous plan for the area was created in 1991, 3 years prior to the opening of the SkyTrain stations in 1994, however development did not follow to the extent anticipated.</li> <li>• Development activity has increased in recent years, following public investment in a number of new civic and cultural infrastructure projects, as well as institutional expansion, which has motivated the development community.</li> <li>• Transit investment alone was not enough to initiate development- rapid transit needs to be paired with a commitment to ‘catalytic’ public infrastructure projects from the public sector.</li> </ul>

Areas of Surrey City Centre share a number of similarities with Weston 7. The Central Downtown area has large blocks and large format retail fronted by parking lots. The area experiences traffic congestion due to an incomplete transportation network with limited alternatives for through traffic, it lacks a fine-grained internal transportation network, the area borders established low-density residential areas, and the pedestrian and cycling environment was challenging, although a number of ongoing projects aim to improve these conditions. Population projections for 2044 for the area are approximately 65,000 (a 95% increase over 2015 population), and a projected 38,000 jobs (a 61% increase over 2015). This would result in approximately 190 people and jobs per hectare for the area overall. Density in the plan area is highest surrounding station areas, with Floor Area Ratios (FAR) ranging from 7.5 in the Central Downtown area to 0.6 in peripheral single family areas.

While initial development following the 1991 plan was slow to start and did not always contribute to the goals of the plan, development momentum in more recent years appears to be contributing to a mixed use, denser urban environment. One key difference between the 1991 plan and the current context appears to be increased municipal investment in the area's civic and cultural infrastructure, including a new City Centre Library, a New City Hall Building, a Recreation Centre, and a Performing Arts Centre. An institutional presence has also contributed to this momentum, with the Simon Fraser University Surrey campus expansion. A number of large residential, office, and commercial developments are currently underway in the City Centre area. This underlines the complexities of directing redevelopment in suburban, single use, and auto-oriented environments- while the presence of higher-order transit is a key factor, catalytic civic infrastructure projects are equally important. It should be noted that major civic and cultural infrastructure, like that is occurring in the Surrey City Centre, is possible in both the VMC and Weston 7 on varying scales to create synergies of the arts and culture community for both local and regional residents.









A low-angle photograph of modern buildings against a clear blue sky. A prominent white building is on the left, and a dark blue building with a grid of windows is on the right. A thick green diagonal stripe runs from the top left towards the center. The text is overlaid on the right side of the image.

SECTION 06

# SUMMARY OF CONSULTANT REPORTS



# SUMMARY OF CONSULTANT REPORTS

Eight supportive reports or memoranda were prepared as part of this Background Report:

- Transportation Needs Assessment Report, HDR
- Population and Employment Outlook and Commercial Use Assessment, Hemson Consulting
- Sustainability Analysis, Urban Equation
- Community Energy Plan, Urban Equation
- Planning Policy Analysis, Urban Strategies
- Community Facilities and Services Study, Urban Strategies
- Preliminary Water, Wastewater and Stormwater Servicing Analysis, TMIG
- Telecommunications Memo, RTC Systems

A high level summary of key findings of these reports is included below, excluding the Planning Policy Analysis which is summarized in section 2 of this report. Complete supporting documents are provided in the Appendix.

## 6.1 Transportation Needs Assessment Report, HDR

HDR has prepared a comprehensive review of the transportation-related existing conditions of the Weston 7 SPA as well as description of the key transportation challenges and opportunities. HDR's transportation needs assessment includes:

- A comprehensive understanding of the existing transportation network, land use and travel patterns to, from and within the Study Area for all modes of transportation,
- A multi-modal transportation evaluation for the existing conditions to assess the safety and convenience of travel for all modes,
- A documentation of the planned future population and employment growth and transportation improvements in the vicinity of the Study Area,
- Identification of potential opportunities for first and last mile connections to major transit stations, including active transportation connections, a finer-grid road network, and innovative mobility solutions,
- Establishment of a framework for the second phase of the study to evaluate future transportation and land use scenarios, and
- Guidance for the redevelopment of the Study Area through multimodal transportation improvements to support higher-order transit investments and the economic development goals of the City.

Based on the review of existing conditions, HDR identifies six major opportunities for the future of the Weston 7 SPA, described below:

- **Creation of a grid street network**  
The expected redevelopment of the Study Area offers an opportunity to break up the existing "superblock" pattern, establishing a finer-grained street network with a walkable block structure. Increasing the grid network density would increase the number of options available to all modes, add road capacity to the network, balance mobility choices for walking and cycling trips within the Study Area due to improved connections across the land uses, and increase the pedestrian catchment area to VIVA BRT stations.
- **A transportation network for all mobility users**  
A transportation network in the Study Area will have to balance the needs of pedestrians, cyclists, transit users, drivers, and goods movement. It will have to take into account the area's ongoing role as a retail hub, the needs of pedestrians and cyclists accessing VIVA BRT and VMC subway station from areas, future residential densification, and truck traffic through and within the Study Area, particularly to light industrial sites to the southwest of the Study Area and to the north of the Study Area. Future phases of the study should take these mobility needs and priorities into account when making recommendations, while recognizing streets' roles in placemaking and prosperity.

- **Improving Pedestrian and Cyclist safety at the Highway 407 ETR Ramps**

Safety challenges exist where cyclists and pedestrians must traverse Highway 400 and Highway 407 ETR interchanges. However, with the Highway 7 West Viva project is planning to implement a median multi-use trail between Famous Avenue towards the VMC, and this will eliminate pedestrian and cyclist conflicts at the free-flow on-ramps. The issue remains however at the Highway 407 ETR ramps however, and solutions to allow pedestrians and cyclists to traverse these ramps safely should be explored in later phases of this study.

- **Improve safety for all modes of travel**

The intersection at Highway 7 and Weston Road has been consistently ranked as one of the highest collision intersections in York Region. It is recognized that safety may be improved for this intersection after the reconstruction of Highway 7. This should be considered in late phases of the study. With a complete street network and better pedestrian connections at highways, the safety will be improved for vulnerable users such as pedestrians and cyclists.

- **New Innovative Smart Mobility Plan and TDM Measures**

This Secondary Plan presents the opportunity to encourage or require the program for developments in the Study Area and tailored it to the needs of local businesses and residents. Existing smart mobility technology (such as Uber / Lyft) and car share programs for trips

during the day could also be used to shift travel behaviour away from single-occupancy vehicles to other modes. Emerging social megatrends such as increased green and sustainability awareness are pushing the population towards more sustainable travel behaviours via the rapidly developing pay-per-use economy. Car-sharing, ride-sharing, and bike-sharing in particular can be facilitated by City policies, initiatives, and infrastructure by creating designated, comfortable waiting areas to find a bike-share rack, car-share vehicle, or wait for a ride-share driver.

- **Increase Sustainable Modal Share**

According to the pedestrian walkshed analysis in Section 3.6.3 of HDR's Transportation Needs Assessment Report, all roads in the Study Area are included as part of the 500 metres that people are willing to walk to a higher order transit stop. As a result, pedestrian infrastructure should be provided or improved on all roads in the Study Area. Pedestrian network improvements have the dual role of increasing the attractiveness of transit as a travel option through improved pedestrian connections from transit stops to local businesses.

- **Optimize the Existing Road Network**

The existing road network should be optimized including improved traffic signal coordination along Weston Road between Northview and Highway 7 intersection, as well as coordination at adjacent intersections, review of turn lane

requirements, queue jump lanes.

- **Consider partial ramp access at Portage Parkway**

One of the keys to unlocking the growth potential of the Study Area not only for Weston and 7 but also for the VMC, is to provide alternate access to Highway 400. Highway 7 is extremely congested at Weston Road today, and providing additional options to vehicular traffic will significantly improve congestion in the Study Area. While it is recognized that MTO has concerns about interchange spacing, future phases of this study should explore the potential opportunities to provide an alternative Highway 400 access to Portage Parkway.

- **Extend Portage Parkway / Chrislea Road west of Weston Road**

A more direct connection back to Highway 7 from Portage Parkway / Chrislea Road should be considered west of Weston Road. Right now, there is access via Fieldstone Drive, Windflower Gate and Ansley Grove Road, but the route is already congested with multiple turns and does not provide a feasible through-route. Through development however as lands become available, the possibility of reconstructing the roadway along the north-western boundary of the study area should be strongly considered. This through-route will prioritize movements into the nearby residential neighbourhoods, which should be restructured as development proceeds.



## 6.2 Population and Employment Outlook and Commercial Uses Assessment, Hemson Consulting Ltd.

Hemson Consulting Ltd. prepared a growth outlook to assist in preparing land use and infrastructure plans for the area. The analysis involved preparing estimates of employment and development trends in the Study Area, supplemented by development application data from the neighbouring VMC. Development potential was also assessed in relation to Major Transit Station Area (MTSA) density requirements for the VivaNext Highway 7 BRT corridor. Background information for this outlook was gathered from 2016 Federal Census population and housing data, City of Vaughan planning and development applications, and the 2017 York Region Employment Survey.

As of Census day in 2016, the Weston 7 study area hosted approximately 4,800 jobs and no residents. A recently completed residential development at 7777 Weston road has added approximately 1,700 new residents to the Study Area and total employment has increased to approximately 5,000 jobs, mostly in retail and commercial activities.

Development assumptions for the Weston 7 area are determined in conjunction with the planning for the MTSA to comply with policy 2.2.4.3 of the Growth Plan for the Greater Golden Horseshoe. The Weston 7 SPA Study Area falls completely within the boundaries of two

MTSAs and as a result, the development outlook for Weston 7 takes into consideration density requirements for conformity to the Growth Plan, starting with planning to 160 persons-and-jobs per gross ha as the minimum density target

The total gross area of the Weston 7 SPA is approximately 126 ha, of which approximately 22 ha make up parts of the Highway 400/407 interchanges and another 20 ha make up existing local roads and the storm water management pond (SWM), leaving 84 ha of parcel area on which future development may occur.

Category	Land Area (ha)
Total Land Area	126
- Highway 400/407 Lands	(22)
Gross Land Area (for density calculation)	104
- Current Local Roads and SWM	(20)
Developable Area	84
Net Developable Area (25% Gross-to-Net)	63
Net Developable Area (30% Gross-to-Net)	59

*Note: Numbers may not add due to rounding.*

**FIGURE 19. Weston 7 SPA Land Area Estimates**

The 84 ha is reduced by 25–30% as a gross-to-net factor to account for new local roads, storm water infrastructure and park space, resulting in a range of 59–63 ha of net developable land.

The development outlook assumes that new development will occur at a ratio of 87% residential space to 13% non-residential space, comprised of supportive retail, commercial and service employment for the future residents of the Weston 7 SPA, as well as additional office space either in freestanding buildings or as part of mixed-use developments.

The development scenarios start with 160 persons and jobs per gross ha on the low end (to reflect the minimum density target for MTSA planning) and transition to 200 persons and jobs per gross ha (reflecting the density target for VMC and most urban growth centres in the Greater Toronto Area and Hamilton). Densities higher than 200 are provided for illustrative purposes to 400 persons and jobs per gross ha, the density target for the Downtown Toronto Urban Growth Centre (UGC).

- At 160 people and jobs per hectare, estimated population and residential unit demand is 5,790 housing units and 1,930 jobs.
- At 200 people and jobs per hectare, estimated population and residential unit demand is 7,430 housing units and 2,480 jobs.
- At 250 people and jobs per hectare, estimated population and residential unit demand is 9,470 housing units and 3,160 jobs.

- At 300 people and jobs per hectare, estimated population and residential unit demand is 11,510 housing units and 3,840 jobs.
- At 400 people and jobs per hectare, estimated population and residential unit demand is 15,600 housing units and 5,200 jobs.

The population, housing and employment potential provided were prepared on the basis of a long-term ultimate development capacity and not planning to a specific horizon year

According to Hemson's report, it is reasonable for the City of Vaughan to plan to achieve development densities up to 160 persons and jobs per ha by 2041, allowing it to meet the density targets for the Highway 7 MTSA within the time frame of the Secondary Plan, but achieving densities higher than that would require a longer-term outlook.

Development Scenario (persons+jobs/ha)	160	200	250	300	400
Gross Land Area (ha)	104	104	104	104	104
Total Persons + jobs/ha (Gross)	16,600	20,700	25,900	31,100	41,400
Persons + jobs to remain	(1,900)	(1,900)	(1,900)	(1,900)	(1,900)
<b>NEW PERSONS AND JOBS</b>	<b>14,700</b>	<b>18,800</b>	<b>24,000</b>	<b>29,200</b>	<b>39,500</b>

Note: Numbers may not add due to rounding.

**FIGURE 20. Weston 7 SPA Population and Jobs Outlook**

In addition to planning to meet the minimum density targets, finding the right balance of density in Weston 7 and other growth areas in the City, particularly in the VMC will be important. This will be further analyzed in Phase 2 of the study. Development applications already submitted for the VMC will account for 56% of the total forecast of apartments from 2016-2041 for the entire City of Vaughan. In planning for 160 persons and jobs per ha to 2041, the Weston 7 SPA would account for 40% of the remaining potential, a significant figure considering the combined total outlook for apartments in other City of Vaughan area plans.

It is important that the Weston 7 SPA plays a complementary role to the VMC and not compete for similar uses and development. As a result, the Secondary Plan may consider a limit to the development outlook to 2041 at 200 persons and jobs per ha to ensure the Weston 7

SPA meets the guidelines for Regional Corridors, the minimum density target for the VivaNext Highway 7 Corridor and without co-opting the VMC's role as an Urban Growth Centre.

With regards to Commercial Uses, as a whole, the area plays an important role in providing retail and commercial services to a wide catchment area including residential uses to the northwest of the Weston 7 SPA as well as the Highway 400 and Pine Valley employment areas. Moving forward, it is important for the Study Area to maintain its role as a commercial centre for a broader area than the immediate Secondary Plan boundaries.

As an existing commercial area with a regional catchment area, the employment outlook also accounts for office, retail and institutional employment as shown in the table below. A complete accounting of the projected non-residential space is provided in Appendix 2.

Development Scenario (persons+jobs/ha)	160	200	250	300	400
Office Employment	470	610	770	940	1,270
Retail and Institutional Employment	1,460	1,870	2,390	2,900	3,930
<b>TOTAL EMPLOYMENT</b>	<b>1,930</b>	<b>2,480</b>	<b>3,160</b>	<b>3,840</b>	<b>5,200</b>

**FIGURE 21. Weston 7 SPA Employment by Type**



### 6.3 Community Energy Plan, Urban Equation

The Community Energy Plan (CEP), available in Appendix 4 seeks to inform the anticipated energy use of the Weston Road and Highway 7 Secondary Plan area, informing long term energy planning for development. Focused on the importance of climate change to Vaughan, as advanced in the York Region Official Plan, Vaughan Official Plan 2010, Green Directions Vaughan and the Municipal Energy Plan, the Community Energy Plan presents the high-level background knowledge required to eventually plan for an energy efficient, low-carbon community in Vaughan.

The report includes information about planning for energy at the community scale, a summary of energy policy, trends in carbon emissions, energy demand and efficiency projections, a discussion of resiliency, community energy technologies and community energy systems.

Energy demand and efficiency scenarios for buildings planned in the Weston 7 area are provided giving an estimate of energy use based on three scenarios that escalate in projected reductions in carbon emissions, to show how progress could be made towards Vaughan's long term goal of becoming a net zero carbon city. The three scenarios, baseline compliance with the Ontario Building Code (OBC), incremental improvement beyond the OBC, and towards net zero carbon, scenarios 2 and 3 11% and 59% reduction in projected energy use, and a 12% and 84% reduction in GHG emissions over the

baseline scenario 1, respectively. Such progress towards limiting energy use can be possible with advancements in building technology, focusing primarily on reducing heating and domestic hot water loads, and included in policies or design guidelines for Weston 7 in a future stage of work.

With regards to resilience, energy resilience is an important factor in adapting to climate change. Both technological and people driven, organizational solutions are explored in this CEP. Voluntary guidelines for increased backup power capacity, particularly for multi-unit residential buildings, are reviewed. This includes strategies for expanding the use of emergency generators, particularly in high rise residential buildings, to provide power for longer and to additional services.

The Community Energy plan also explores several technologies, focused on renewable, efficient and low carbon options, which can serve community energy demands. Technologies explored in detail include the feasibility of geothermal systems for heating and cooling and the use of Combined Heat and Power (CHP) technology to provide both electricity and thermal energy. Technologies may also improve resilience by virtue of providing power independent of the electricity grid during power outages, for example by using CHP to provide emergency backup power.

Given that the Weston 7 planning process is being done on a large, community scale, the Community Energy Plan addresses community scale and district energy systems allow the community to provide local generation and demand response, improving resilience and creating more opportunities for integration of renewable and low carbon strategies. High and low temperature district thermal options, as well as micro-grid electricity storage and delivery, are explored. Community energy systems identified open up possibilities related to fuel flexibility, future-proofing energy supply options and allowing for adaptability over time.

The Community Energy Plan provides important insight into the energy performance of the Weston 7 area and is an opportunity to engage in a conversation at an early stage in the Secondary Planning process about the right strategies to introduce at the municipal level to manage energy use and contribute to Vaughan's long term goal of becoming a net zero carbon city.

## 6.4 Sustainability Analysis, Urban Equation

The Sustainability Analysis prepared by Urban Equation and found in Appendix 3 is a document that provides insight and strategies for how to create a Secondary Plan for Weston 7 that provides the background information on sustainability directions to input into future phases of the Secondary Plan's development including the vision and directions as well as the ultimate policy language. The report provides a robust analysis of provincial, regional, and municipal policies, plans, and strategies, which inform the sustainability vision, guiding principles, and strategies covered in section 4 of the report. The consultant team will use the guidelines presented in the Sustainability Analysis report to as a part of the assessment of land use scenarios developed in later stages of the Phase 1 of the Secondary Plan development process. Finally, the report also includes policies and tools to help the City improve the delivery of green infrastructure, green building design, and climate change adaptation.

The report includes a detailed review of policy including directions from:

- Provincial Policy Statement (2014)
- The Growth Plan for the Greater Golden Horseshoe (2017)
- Ontario's Climate Change Strategy (2016)
- Ontario's Five-Year Climate Change Action Plan (2016-2020)
- Long-Term Energy Plan (2013)
- Ontario Climate Change and Health Toolkit
- MOECC Low Impact Development Storm

- Water Management Guidance Manual (2017)
- York Region Official Plan (2010)
- York Region Sustainability Strategy: Towards a Sustainable Region
- City of Vaughan Official Plan (2010)
- Green Directions Vaughan (2018 Draft Update)
- The Vaughan Municipal Energy Plan (MEP)
- Vaughan Sustainability Performance Metrics

Key themes that emerged through reviewing the relevant policy direction that informs how sustainability should be incorporated into the planning process include: sustainable water management, energy efficiency, climate change adaptation, sustainable transportation, a strong local economy, and sustainable waste management. In the body of the report, each theme is defined by a guiding principle and a number of strategies are recommended for consideration in the long term redevelopment of the Weston 7 SPA.

In addition, the report includes policy and tool recommendations to consider for the policy development stage of the Secondary Plan. As noted in the report, the proper policies and tools are required to ensure that development can be moved towards more sustainable outcomes. Recommended policies and tools organized into three categories: green infrastructure, green building, and climate change adaptation. A selection of some of the policy recommendations in these theme areas are provided below:

### Green Infrastructure:

- Development in the Secondary Plan Area will have regard for the guidelines advanced in both the Toronto and Region Conservation Authority's Low Impact Development Stormwater Management Planning and Design Guide (2010) and the City of Vaughan's Stormwater Management Master Plan, which is being updated at the time of this report.
- Future development shall incorporate green infrastructure elements into site plan design, which may include:
- Low Impact Development measures;
- A treatment train approach to stormwater management;
- Maximizing the extent and function of vegetative and pervious surfaces; and
- Consider a higher mandatory threshold for green infrastructure by augmenting the existing Vaughan Sustainability Performance Metrics.



## Green Buildings

- Where possible, buildings should produce their own energy (e.g. solar panels) and strive to create a “net-zero” neighbourhood.
- Promote high-performance buildings that are designed to minimize carbon impacts throughout their lifecycle.
- Achieve high standards of environmental sustainability by encouraging green buildings.

## Climate Change Adaptation

- Consider the installation of natural gas backup generators to provide an on-site demand response strategy, either for individual buildings or linked on a community level.
- Landscape design should incorporate a variety of natural, drought tolerant species that can withstand natural system changes generated by extreme weather events and pests.
- Consider the inclusion of mandatory climate change adaptation requirements within the Vaughan Sustainability Performance Metrics.

While the scope of the Phase 1 work for the Weston 7 Secondary Plan will not include policy development, the recommendations of the Sustainability Analysis will be carried forward into future stage of work. As the report recommends, as the planning framework for the Study Area progresses, the Sustainability Analysis report can inform decision-making regarding the development vision and guiding principles, which will ensure that sustainability permeates the land use and development scenarios, including elements of transportation, building design and block orientation, and public realm design.

## 6.5. Preliminary Water, Wastewater, Stormwater Servicing Analysis

TMIG conducted a preliminary water distribution, wastewater, and storm servicing analysis to understand the existing sanitary system in the Study Area and the capacity for the potential development of the Weston 7 SPA. Background information for the water distribution, wastewater collection and stormwater management systems were obtained from the City, through the Vaughan City-Wide Water/Wastewater and Stormwater Management Master Plans dated June 2014. Several key findings are outlined below:

### Water Distribution

- Much of the planned intensification can be accommodated within the existing distribution system as the City's watermains were generally constructed based on a design criterion of 450 Lpcd, which does not reflect the historical reductions in water demands over the past several decades.

### Wastewater Collection

- Much of the planned intensification can be accommodated within the existing collection system as the City's sewers were generally constructed based on a design criterion of 450 Lpcd, which does not reflect the historical reductions in water demands (and – by extension – wastewater generation) over the past several decades.

### Stormwater Management Analysis

- Impervious coverage in the area is estimated at 90% or higher. Redevelopment and intensification of established urban areas is generally expected to reduce impervious cover through increased landscaped areas and new parks.
- All new developments within the Weston 7 SPA will be required to adhere to most up-to-date City of Vaughan, TRCA, and MECP standards. The updated standards are more stringent than the criteria in the past. Thus, generally, the existing system will have a slight improvement from new development within the Study Area.

Once development alternatives are further defined, a more detailed analysis of the servicing requirements of the alternatives will be prepared. A functional servicing report will not be prepared as part of the Weston 7 Secondary Plan Process, as this will be undertaken at a later date in conjunction with an update of the City's Infrastructure Master Plans. See Appendix 7 for the TMIG report.

## 6.6. Telecommunications

RTG prepared a brief memo outlining communications infrastructure availability in the Weston 7 SPA. The Weston 7 SPA area is currently serviced by both Bell Canada and Rogers Cable Communications for telephone, television, and internet servicing. Both Bell and Rogers have existing fibre optic cables along Weston Road and Highway 7 corridors. Bell and Rogers would review service applications within the SPA, confirm financial viability and then provide service to developments as required connecting to their existing infrastructure grid. Additional capacity, if required, would be brought in via the existing Highway 7 or Weston Road corridors. As the planning for the Study Area evolves, Area Managers for both Bell and Rogers should be kept apprised of developments on a regular basis to ensure that they can provide the most up to date services available to the area. See Appendix 8 for the RTG report.



## 6.7. Community Services and Facilities Impact Study

As part of understanding the impact of future growth in the Weston 7 SPA on community services such as parkland, schools, libraries, indoor and outdoor recreation facilities, social services, childcare and places of worship, a CSFIS was undertaken by Urban Strategies. The purpose of the CSFIS is to assess the current provision of community services and facilities within the Study Area, and to understand how provision levels may change over time in light of anticipated population growth. The following are significant findings from the analysis that may be used to inform and support the Weston / Hwy 7 Secondary Plan planning process:

- The Study Area is anticipated to experience substantial population growth over the long-term planning horizon. In the Vaughan Metropolitan Centre (VMC) (which falls within the Study Area), more than 9,700 units are proposed or approved, representing a potential resident population of 19,224 residents. Development outlooks for the Weston / Hwy 7 Secondary Plan show a potential population of between 12,740 and 34,320. Altogether, over the long term, the population of the Study Area could grow to between 54,842 and 76,422 people.
- Future population growth will significantly reduce the provision of parkland, which is currently above the city-wide provision level of 1.86 hectares. However, to apply the ATMP's recommended target of 2.0 hectares per 1,000 residents (new growth) would require significant new parkland – between 22 and 65 hectares. This is not realistic in the context

of an intensification area, considering the challenges of assembling land and the economic realities of development. A parkland provision target specific for the Study Area should be developed to address this challenge, and parkland acquisition should be front-ended.

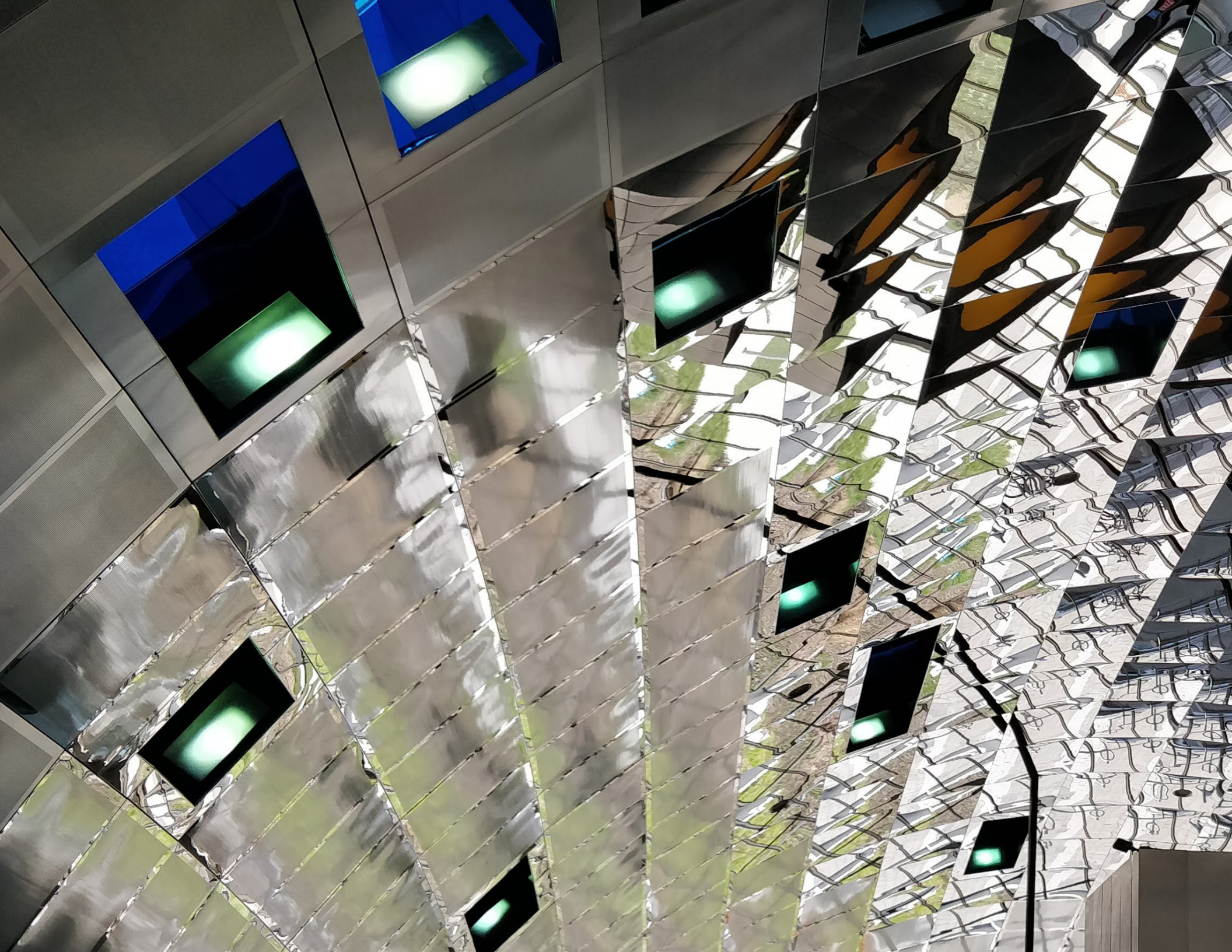
- In all development scenarios, provision levels of public libraries will decrease to below ATMP provision targets, despite the library branch and self-serve library currently under construction at VMC. Depending on the development scenario, the deficit of library space could range between 3,964 and 17,127 square feet.
- There is limited capacity at the two YRDSB elementary schools that serve the Secondary Plan area. YRDSB staff have indicated that an elementary school site would be required for development scenarios 1 and 2, and that additional school sites may need to be considered for the higher density scenarios. School sites would be provided consistent with the VMC standard of five acres, though the ultimate size may be adjusted through the planning and development process.
- While no specific YCDSB school sites have been identified through Phase 1 of the Weston 7 Secondary Plan, the YCDSB will continue to be engaged throughout the Secondary Plan process. The YCDSB reserves the opportunity to provide school site designation requirements as development scenarios are refined, specifically relating to timing and unit types.

- Future population growth in the Study Area will reduce the provision level of community centres to below ATMP provision targets in development scenarios 3, 4 and 5, despite the new YMCA under construction in VMC. This service gap (1:38,000 in scenario 5 against a provision target of 1:30,000) may not be significant enough relative to service gaps elsewhere in the municipality to warrant a new facility.
- The demand for community centres is largely driven by the need for the component parts – libraries, fitness centres, gymnasiums, arenas and indoor pools. As demonstrated above, the provision levels of many of these facilities will fall below ATMP provision targets in some, but not all, development scenarios.

These findings will impact the land use alternative scenarios, providing an important input regarding the types of community facilities that required to maintain a complete community.











SECTION 07

# NEXT STEPS



## NEXT STEPS

Understanding the current state of the Weston 7 SPA from a number of disciplines is key to the success of the Secondary Plan process going forward. Each of the studies prepared as part of the Background Report has revealed important observations or recommendations for the work going forward. The conclusions of this work will be an input into the development of a vision and guiding principles for the site and the subsequent development of land use alternatives.

Reflecting the Background Report, the key issues and questions will shape the course of the project team's inquiry in the coming months are:

- Determine an appropriate population and employment targets that accounts for the expectations for the MTSAs, Provincial, Regional and local planning policy as well as the Weston 7 relationship to the VMC and the transportation and municipal servicing network's ability to accommodate growth.
- Create a vision statement and development principles that reflect good planning, urban design and sustainable development directions .
- Design a road network that can be phased in to accommodate new development, increase transportation option and permeability in the site and serve pedestrian, cyclists, private automobile and commercial traffic.
- Create land use alternatives that arrange and focus the anticipated growth in a number of ways to experiment with the best method to appropriately accommodate height, density, transition to neighborhoods and development phasing.
- Determine approaches within the land use alternatives to the achievement of open space at a provision rate that is supportable by the City.
- Continue to engage with the community to report on the results of the Background Work and consult on the vision and principles for the area.

In the next phase of work, the project team will work with the community and stakeholders to define a vision and development principles for the Weston 7 SPA, which will also structure how the land use alternatives will be evaluated.

A public visioning workshop is scheduled for November 2018 with the land use alternatives development planned for December and January and a public land use alternatives workshop in early winter 2019. The Final Report, outlining the vision, development principles and an evaluation of the land use alternatives is expected to be completed in spring 2019. The identification of a preferred development option and writing of implementing policy is planned for subsequent phases of work to be awarded under separate contracts.





