



WESTON 7 SECONDARY PLAN STUDY PHASES 2 & 3

# Background Report

REV April 21, 2021







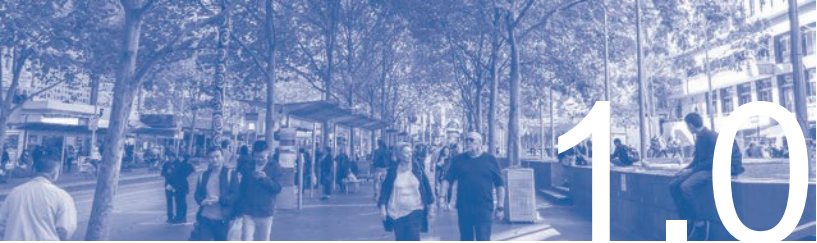
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# Introduction

## 1.1 Purpose of the Weston 7 Secondary Plan

The purpose of the Weston 7 Secondary Plan (Weston 7) study is to develop a forward-thinking and comprehensive policy framework to guide the long term evolution of the area and implement the direction of the City of Vaughan Official Plan (VOP 2010). The Secondary Plan will shape the character and structure of the Weston Road and Highway 7 Study Area to ensure that development is of a size, use composition, and configuration that will complement, enhance, and promote Weston 7 as a key centre in the City of Vaughan. The Secondary Plan will establish the detailed policy framework to guide development, while helping to ensure the appropriate mix of land uses; the height and density of development; active transportation and road network, an appropriately scaled and planned public space system, sustainable water and waste management, energy efficiency, and climate change adaptation.

## 1.2 Study Process

Weston 7 is identified as a Primary Centre in VOP 2010 where growth and intensification are directed. As defined in VOP 2010, Primary Centres are mixed use areas that support a range of housing types, retail uses, institutional uses, office uses, community facilities, and human services to serve the local community and the City as a whole. They are to be developed at densities supportive of planned transit and as pedestrian friendly areas with a fine grain of streets to support walking and cycling, and public spaces such as parks and plazas. To ensure a successful transformation, a comprehensive planning process will be undertaken that relies on market analysis, sustainability measures, phasing of infrastructure, urban design guidelines, balanced housing options and affordable housing provisions, and community services and public realm delivery.

The Weston 7 Secondary Plan study is being undertaken in three phases: (see Figure 1):

**Phase 1 – Vision and Planning Framework (complete)**

**Phase 2 – Preferred Land Use and Draft Secondary Plan**

**Phase 3 – Final Secondary Plan**

Phase 1 of the process, led by Urban Strategies Inc., is now complete. The result of the work undertaken in Phase 1 is a vision, guiding principles, and three draft emerging land use scenarios for Weston 7.

The study process is currently in Phase 2 and involves the review and evaluation of the three draft emerging land use scenarios developed in Phase 1, leading to a recommendation for an emerging land use scenario which will be further refined into a preferred land use plan. The Preferred Plan will serve as a basis for development yields, market analyses, sustainability criteria, phasing of infrastructure, urban design guidelines, affordable housing provisions, and parkland dedication. This comprehensive planning process will result in a secondary plan for Weston 7, as well as a zoning by-law.

## 1.3 Study Area

The Weston 7 Secondary Plan Area is currently comprised of employment and large format commercial/retail uses (see Figure 2). To the east, Highway 400 separates the study area from the Vaughan Metropolitan Centre (VMC) while Highway 407 partially defines its south edge. To the north, the study area is bounded by Fieldstone Drive and Portage Parkway. Abutting the study area to the northwest are established low-rise residential neighbourhoods, and to the northeast are commercial and employment uses. Ansley

Grove Road and Whitmore Road form the western boundary of the study area and are adjacent to low density employment uses. Highway 7 divides the study area in an east-west direction. The road right-of-way accommodates higher order transit (the VivaNext Bus Rapid Transit route), dedicated cycle lanes, an enhanced pedestrian environment, and 6 lanes of vehicular traffic. Weston Road forms the main north-south axis and will continue to perform its role as a major arterial roadway accommodating a high volume of vehicular traffic. Weston Road includes sidewalks on both sides of the street.

Weston 7 is approximately 104 hectares in area and is comprised of 31 properties that are largely characterized by large commercial retail buildings and associated large surface parking lots. As it exists today, the core function of the study area is a commercial and entertainment destination for the City of Vaughan and York Region. A recent redevelopment project, Centro Square Condos, is a high density mixed development located at the northeast corner of Weston Road and Highway 7. The development includes two residential towers, ground floor retail, and an office building. This is the first redevelopment project in the Secondary Plan Area.

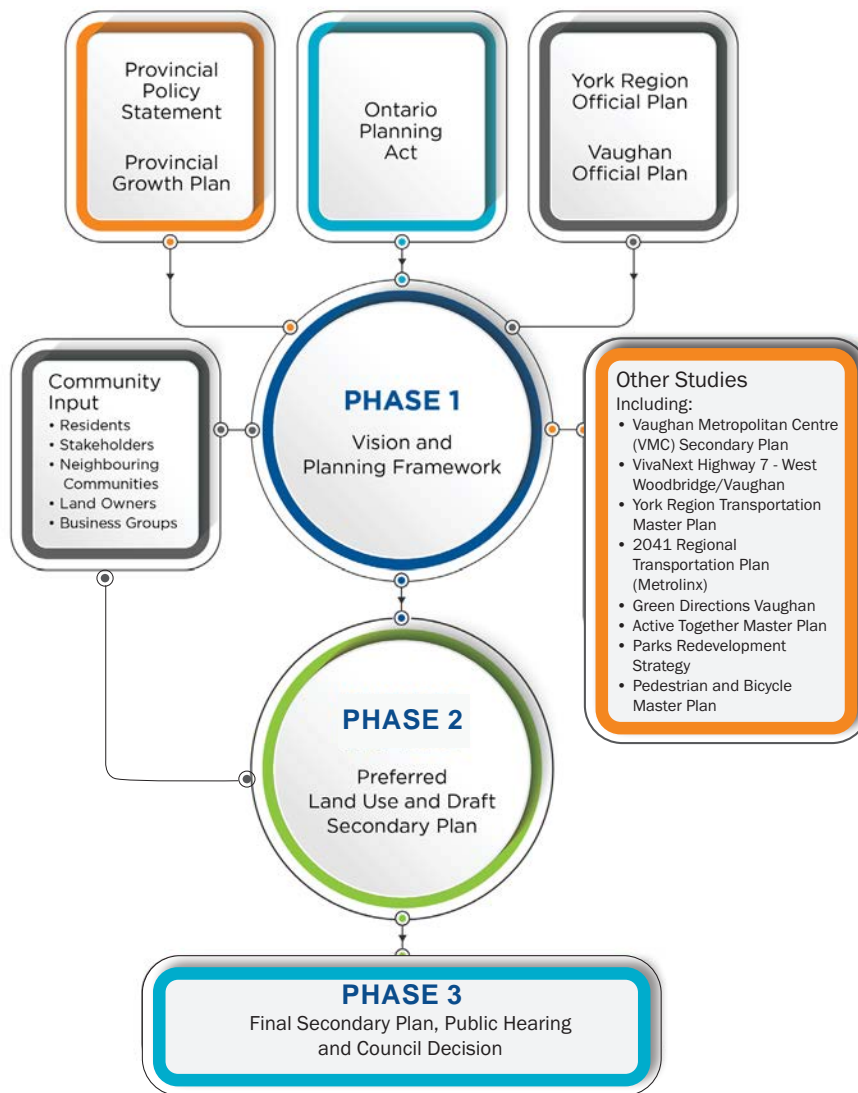


Figure 1. Weston 7 Secondary Plan Process (Source: City of Vaughan)

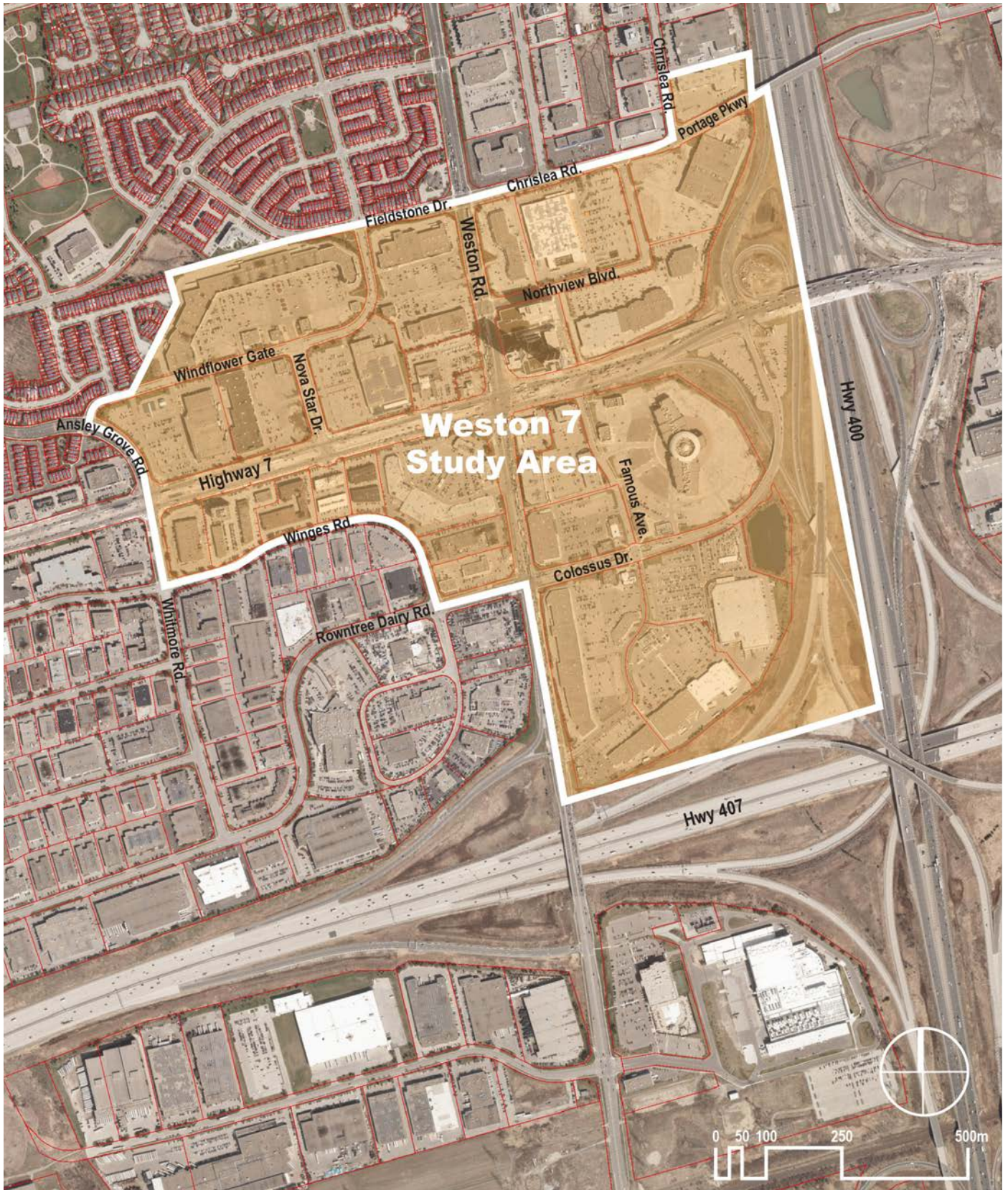


Figure 2. Weston 7 Secondary Plan Study Area

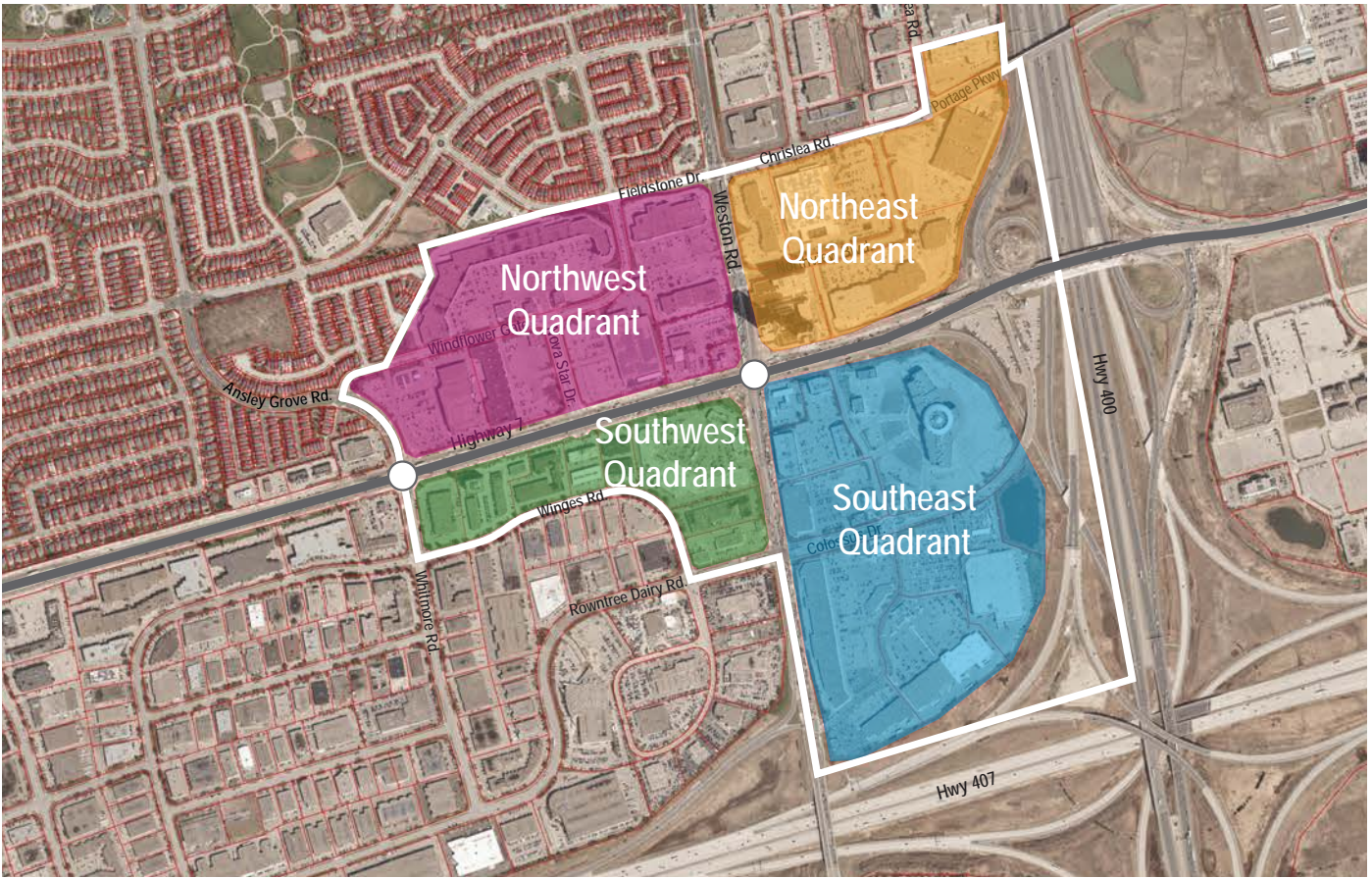


Figure 3. Weston 7 Quadrants

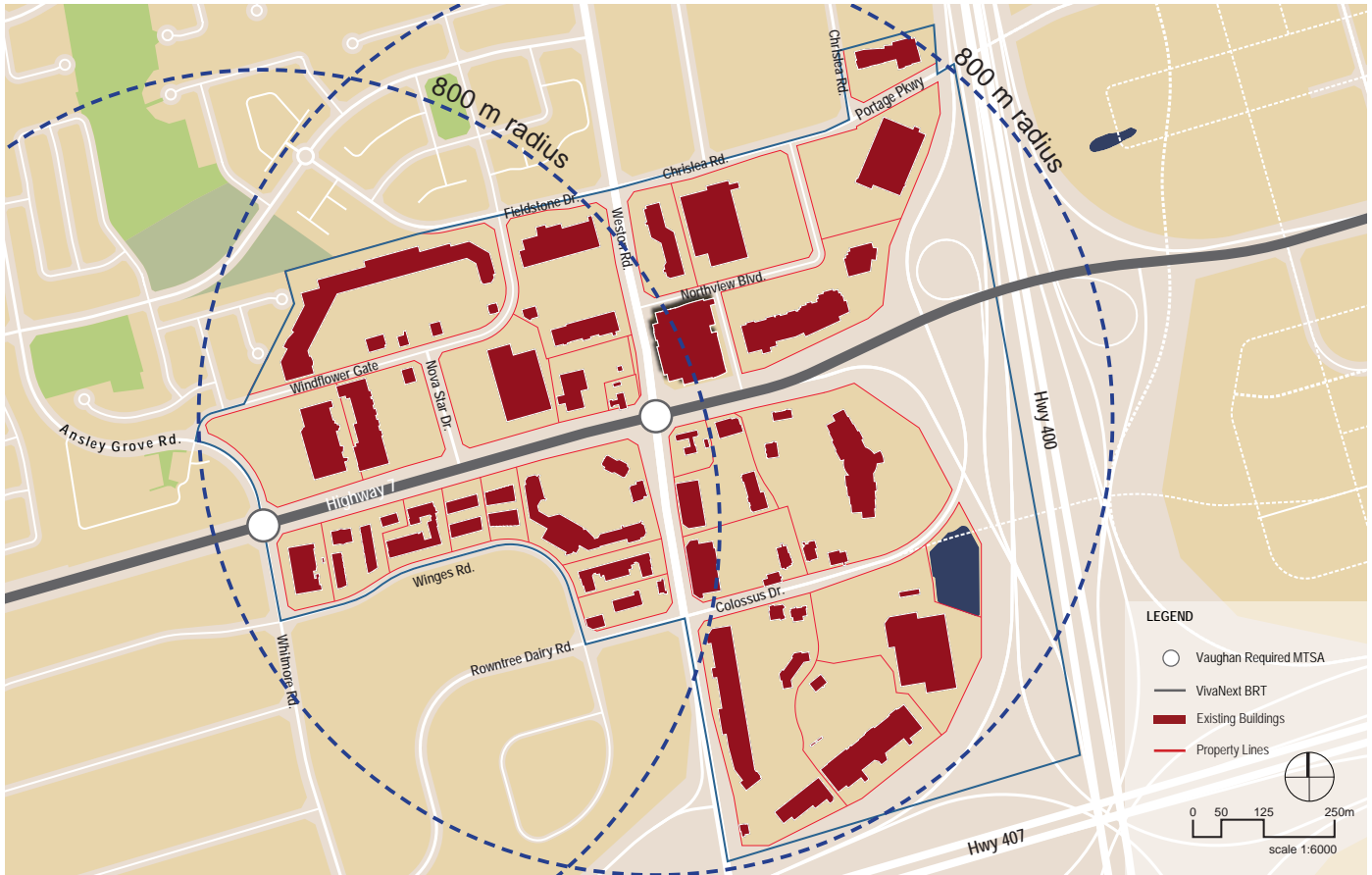


Figure 4. Weston 7 Existing Buildings



## 1.4 Key Elements of the Study Area

The Weston 7 study area can be divided into four quadrants along the Weston Road and Highway 7 axes as shown in Figure 3. The existing buildings and property lines are identified in Figure 4.

### 1.4.1 Commercial Retail

The largest of the study area quadrants is the southeast quadrant, dominated by the Colossus Theatre, Costco, and two large low density retail buildings, with a number of national retail tenants, located along Highway 407 frontage. A large single storey retail building backs onto Weston Road from the southern end of Famous Avenue to Colossus Drive. Continuing north along Weston Road are two more large single storey retail buildings. The retail along Weston Road provides no street presence and is oriented inwards, with loading and service entrances along Weston Road. Internal to the quadrant and located at the intersection of Famous Avenue and Colossus Drive, is a cluster of restaurants that have street-oriented front entrances.

The southwest quadrant includes several low density larger retail buildings and strip plazas that include a variety of smaller retail, restaurants, offices, and commercial uses. Along the frontage of Rowntree Dairy Road are a number of restaurants and smaller retail uses. Behind this plaza, with access from Wings Road, is another plaza with auto repair and detailing shops. The portion of the quadrant between Wings Road and Highway 7 includes 5 blocks with 11 buildings with frontage on Wings Road, Highway 7, and Whitmore Road. The buildings include a mix of smaller retail, office uses, and repair shops. At the southwest corner of the intersection of Highway 7 and Weston Road is the Woodbridge Square plaza which includes a mix of retail, office, and restaurants.

The northwest quadrant includes the Piazza del Sole plaza with a large format stand-alone retail store, Canadian Tire, along Highway 7, as well as two large single storey retail buildings with several retail stores. Moving north further into the Piazza del Sole are four restaurants at the intersection of Nova



View of Colossus Theatre, south of Highway 7



Retail commercial in La Piazza south of Highway 7, west of Weston Road



Retail commercial in the Piazza del Sole

Star Drive and Windflower Gate. To the west of Piazza del Sole is a Fortino's grocery store bounded by Highway 7, Ansley Grove Road, and Windflower Gate. To the east of Canadian Tire is a car dealership and an ESSO gas station at the corner of Highway 7 and Weston Road. Directly north, and along Weston Road, are two large format retail buildings.

The northeast quadrant includes a mix of stand-alone retail buildings such as Home Depot, The Brick, and Value Village, and a large low density retail building with a number of tenants that backs onto Highway 7. Along the frontage of Weston Road is a retail plaza with a mix of retail and restaurants. At the corner of Highway 7 and West Road the Centro Square building includes at grade retail.

### 1.4.2 Mobility

The Weston 7 area is surrounded and divided by provincial highways and arterial roads. This area is currently a Regional retail and entertainment destination that is auto-oriented and dominated by surface parking lots. The following provides an overview of the existing transportation network within the site and the immediate surrounding area.

#### Highway 7 VivaNext Reconstruction

The 3.6 km rapidway on Highway 7 between Edgeley Boulevard and Bowes Road is a 45-m right-of-way that includes a central bus rapidway, raised and roadside cycle lanes, and an enhanced pedestrian realm. Highway 7 westbound includes raised bike lanes from Bruce Street to Famous Avenue. At this location, cyclists access the central multi-use path to Applewood Crescent, then return to the roadside bike lane. The roadside bike lanes are painted a high-contrast green with specific bike lane markings to allow for clear identification.

The 800 metre central multi-use path within the expanded Highway 7 bridge over Highway 400 is for cyclists and pedestrians. The multi-use path includes a lane for cyclists and pedestrians in a centre median central to the dedicated bus lanes. The protected path is separated from traffic and transit vehicles



Large format retail north of Highway 7, west of Weston Road



View looking east at the intersection of Highway 7 and Weston Road.



BRT Transit along Highway 7

by a concrete barrier wall and includes signalized intersections at each end to enable pedestrian and cyclist crossings back to the sides of Highway 7.

### Transit Service

The study area is covered by Regional and local transit service and rapid transit service, including VIVA Orange, and Brampton Transit Züm. Within the study area there are two Major Transit Station Areas (MTSAs) identified: Weston and Ansley Grove. These VivaNext Bus Rapid Transit (BRT) Stations are located along Highway 7 and serve areas within an approximate 500-800 metre radius of a higher order transit station and representing a 10-minute walk.

### Sidewalks

Weston Road and Highway 7 have sidewalks on both sides of the street. Highway 7 improvements provide for a separation between pedestrians and vehicles with raised cycle lanes and planted boulevards. Boundary streets include Ansley Grove Road to the west and Fieldstone Drive and Chrislea Road to the north. These streets have sidewalks on both sides. Internal roads include Famous Avenue, Colossus Drive, Northview Boulevard, Wings Road, Windflower Gate, and Nova Star Drive. Most of these streets have sidewalks on both sides, with some streets including Northview Boulevard, Famous Drive, and Wings Road, providing a sidewalk on one side. Connections internal to the study area are limited and through large parking lots

### Highway 400 and Highway 407

Highway 400, a provincial highway, serves as the east boundary of the Weston 7 area with Highway 407, a tolled provincial highway, along the south boundary. The full interchange at Highway 400 and Highway 7 is configured allowing for all movements to and from Highway 400. The ramp configuration includes a Highway 400 southbound off ramp, at the Highway 7 signalized intersection that extends directly in the south west quadrant of the Weston 7 Secondary Plan area.



Bicycle lanes on Highway 7, west of Weston Road



Sidewalk along Highway 7



Highway 407 on ramps

## Highway 7 and Weston Road

Within the study area the major arterial roads are Highway 7 and Weston Road. Highway 7 has a right-of-way up to 45m west of Highway 400 and 60m east of Highway 400. Weston Road has a right-of-way up to 43m. According to the HDR Phase 1 Transportation Needs Assessment Report, both of these arterials have high vehicular traffic volumes, and the intersection of Weston Road and Highway 7 has consistently been ranked as the intersection with highest or second highest number of collisions in York Region. Safety is a consideration and with the improvements to Highway 7 this may lessen the number of collisions. As major arterials, Weston Road and Highway 7 also play an important role in goods movement resulting in these routes being heavily used by commercial vehicles.

## Collector and Local Streets

Ansley Grove Road is a major collector and forms the western boundary of the study area with minor collectors Fieldstone Drive and Chrislea Road to the north. Chrislea Road and the connection to Portage Parkway, a special collector in the Vaughan Metropolitan Centre Secondary Plan, features an overpass over Highway 400. Colossus Drive is a major collector west of Famous Avenue and a local road to the east. Northview Boulevard, Wings Road, and Windflower Gate are minor collectors. Famous Avenue and Nova Star Drive are private roads.

## Surface Parking

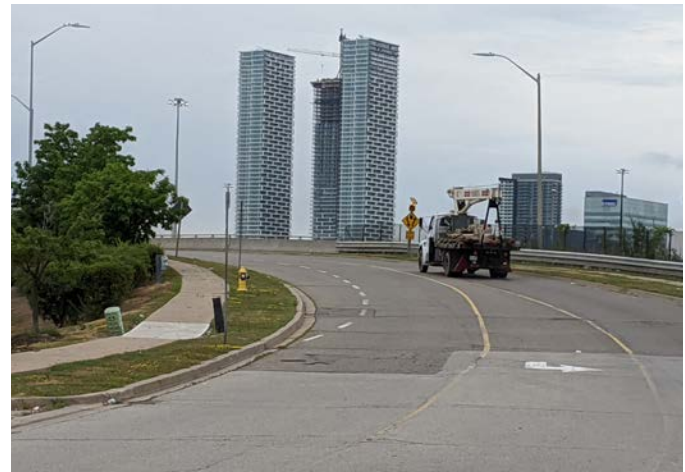
According to the HDR Phase 1 Transportation Needs Assessment Report, approximately 33 hectares of land is used for surface parking, which is 40% of the study area excluding roads and Ministry of Transportation (MTO) right-of-way. Limited cycling lanes, poor pedestrian connections internal to the study area, and provision of this large amount of parking facilitates the use of automobiles to access the area.

## Highway 400 - Highway 7 - Carpool Lot

A carpool parking lot is located along Colossus Drive, south of Highway 7. The parking lot has 268 spaces.



View looking east at intersection of Highway 7 and Weston Road



Colossus Drive



Intersection of Colossus Drive and Famous Avenue

### Colossus Drive Extension Over Highway 400

The City's Transportation Master Plan A New Path (2012) identified an extension of Colossus Drive over Highway 400 to Interchange Way. The Colossus Overpass will act as the vehicular connection for the lands east and west of Highway 400. The planning of the proposed overpass is subject to a future Environmental Assessment Study

#### 1.4.3 Recent Development

At the northeast corner of Weston Road and Highway 7 is the Centro Square Condos, a development of three buildings with heights of 10, 30, and 33 storeys and 783 residential units. The ground floor of the development is a two-storey podium with retail and office uses at street level. The 10-storey office building is located to the north of the block and the two 30- and 33-storey residential towers are along the frontage of Highway 7. A third residential building of 7 storeys is attached to the building fronting Highway 7. Roof gardens provide private amenity space for the residents. Parking is provided below and above ground.

#### 1.4.4 Stormwater Management & Setbacks

The Weston 7 study area is largely hard surface parking lots and large retail/commercial buildings with limited vegetated areas. The Preliminary Water, Wastewater, Stormwater Servicing Analysis prepared for Phase 1 noted the impervious coverage for the study area is estimated to be 90% or higher. An existing stormwater management pond is located in the southeast portion of the study area and is maintained by MTO. Drainage channels run along the east and south edges of the study area within a 14.0 metre setback and are also under the jurisdiction of MTO.



Large surface parking lot in Woodbridge Square



Centro Square Condo development



Stormwater management pond in southeast quadrant

## 1.5 Context and Surrounding Uses

### 1.5.1 Vaughan Metropolitan Centre (VMC)

The VMC is Vaughan’s emerging downtown and is the central focus for development and intensification in the City (see Figure 5). The VMC targets include 12,000 residential units, 1.5 million square feet of office space, and 750,000 square feet of new retail space with an expected population of 25,000 people and 11,500 jobs by 2041. The VMC is home to a transit hub which includes the SmartVMC Bus Terminal, a 9-bay YRT terminal; the VMC subway station which is the final stop of the 8.6-kilometre TTC Line 1 subway extension from Downsview Station, northwest through York University and north to the VMC; and the Viva bus rapid transit station at Highway 7. Temporary commuter parking lots are located along the west side of Jane Street, north of Highway 7, at Highway 7 and Edgeley Boulevard, the northeast corner of Highway 7 and Millway Avenue, and east of Edgeley Blvd, on both the north and south side of Apple Mill Road.



PwC office building with a YMCA and childcare, a public library, performing arts centre, a community kitchen, and ground floor retail

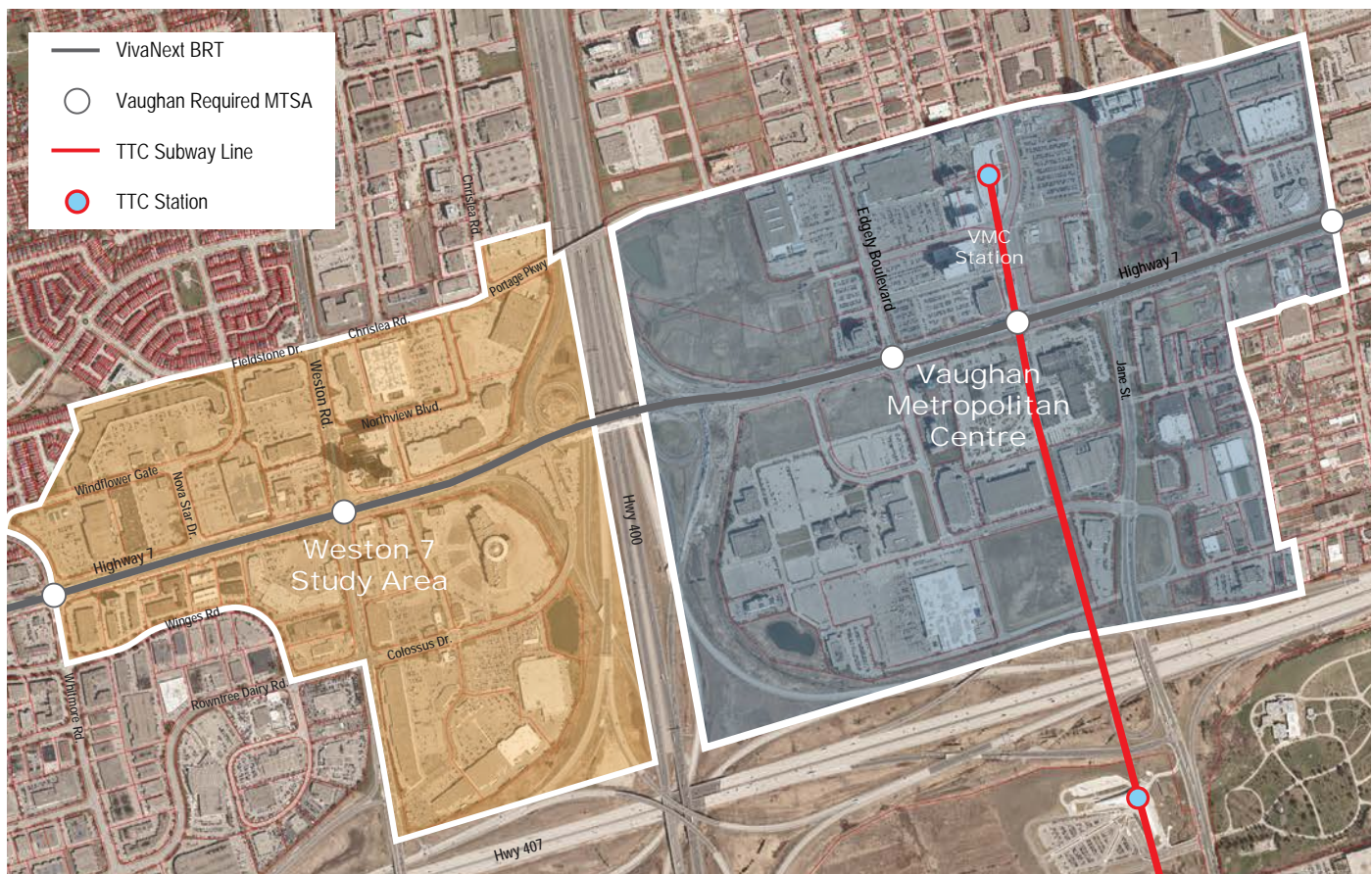


Figure 5. Vaughan Metropolitan Centre (VMC) in context of the study area

Several residential towers and townhouses have been built and are under construction along Highway 7, Jane Street, and Portage Parkway, with additional residential development approved south of Highway 7, west of Interchange Way and east of Jane Street. The residential towers range in height with the tallest approved building to date the Expo Tower 5 at 60 storeys. Two new office buildings are located in the VMC: KPMG and PwC. The KPMG building includes ground floor retail, and the PwC building includes a YMCA and childcare, a public library, performing arts centre, a community kitchen, and ground floor retail. Existing office buildings in the area include the RBC building, the SmartCentres office, TRCA, Teledyne Optech, and Mircom.

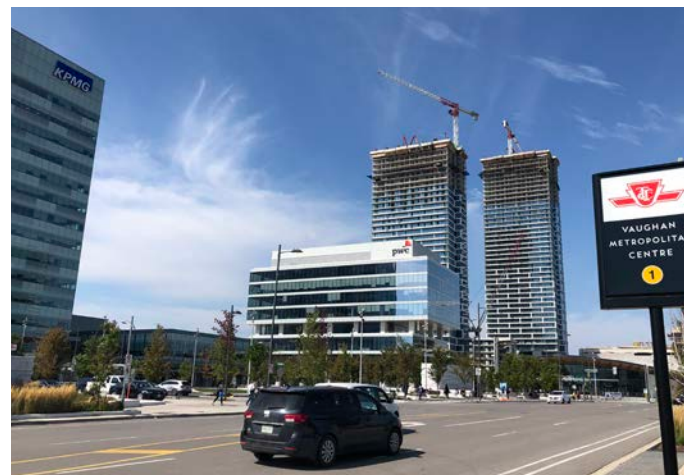
Edgeley Pond and Park east of Jane Street connects to Black Creek and will serve as an environmental open space. Future parks as denoted in Schedule D in the VMC Secondary Plan include the 3.7 hectare Central Park in the northwest quadrant of the VMC and the 4.5 ha Revel Park in the southwest quadrant.

### 1.5.2 Existing Residential Neighbourhoods

Located north and west of the Weston 7 Secondary Plan area is an established low density residential neighbourhood that includes a mix of single detached, semi-detached, and townhouse dwellings, and a 4 storey seniors' residence. Immediately north of the study area along Blue Willow Drive is an elementary school (Blue Willow Public School), woodlot, and stormwater management facility. Behind the school, is the Giovanni Caboto Park that serves the surrounding residents. Although not within the study area it is proposed that this park may provide limited servicing to development to the south. However, additional parkland will be required to provide servicing for the remainder of the lands in this area, as well as the remainder of the Secondary Plan Area.



SmartVMC Station and high-rise residential



KPMG, PwC, and high-rise residential in the VMC



Existing residential along Fieldstone Drive

Additional parks are located north and west of the study area and include Blue Willow Square, Robert Watson Memorial Park, Torii Park, Chancellor Park, George Stegman Park, and Belairway Park. These parks are located to serve the immediate surrounding residents and are not intended to support the study area.

Located north of Chancellor Drive and west of Ansley Grove Road are additional institutional uses that include the Chancellor Community Centre, Immaculate Conception Church, and Father Bressani Catholic High School. To the east is the St. Gabriel the Archangel Catholic Elementary School, to the west and south of Chancellor Drive is the Immaculate Conception Catholic Elementary School.

### 1.5.3 Industrial and Commercial

To the west of the study area, south of Rowtree Dairy Road are several car dealerships along Auto Park Circle. North of Rowtree Dairy Road and south of Wings Road is a large block with several retail and commercial buildings. Immediately north of Chrislea Road are large format retail buildings, with several tenants, as well as stand alone retail such as Lee Valley and a Tesla car dealership at the intersection of Weston Road and Chrislea Road.

West of the study area is the Pine Valley Business Park and to the north of Chrislea Road and Portage Parkway is the Weston Business Park. These employment areas include a mix of various large format employment and smaller commercial uses.



Giovanni Caboto Park

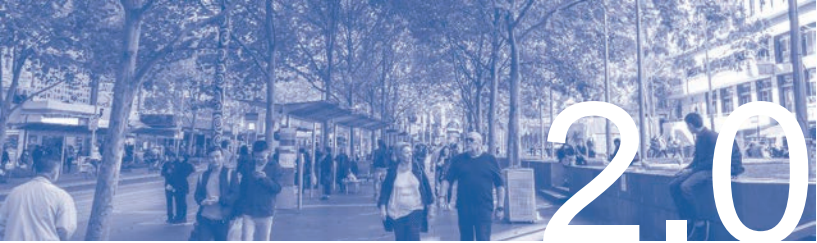


Retail commercial north of Portage Parkway



Tesla dealership north of Chrislea Road.





# Overview of Phase 1

## 2.1 Review of Phase 1 Study

Phase 1 of the study was endorsed by Council in June 2019 and was undertaken by the following consultant team:

- Urban Strategies Inc. - planning and urban design;
- HDR - traffic and active transportation planning analysis;
- Hemson - land economics and growth management;
- The Municipal Infrastructure Group - analysis and guidance on servicing and stormwater;
- Urban Equation - sustainability analysis and a community energy plan; and
- RTG Systems – telecommunications.

The intent of Phase 1 of the Weston 7 Secondary Plan development process was to create three emerging land use scenarios to inform the preferred land use scenario and the Weston 7 Secondary Plan policies. Phase 1 included a background review and needs assessment for the Weston 7 area, the development of a draft vision and principles, and the creation of three draft emerging land use scenarios.

### 2.1.1 Weston 7 Vision Statement

*As one of the city's primary growth centres, it will be a distinct urban place with a variety of commercial, cultural and entertainment destinations, providing housing options and jobs within walking distance to the Highway 7 rapidway. The area will evolve into a place that is universally accessible; providing convenient options for everyone to comfortably and safely get around by walking, biking, taking transit or driving. Weston 7 will strive to be a low-carbon, healthy community defined by a network of pedestrian-oriented, well-connected streets, parks and gathering places that becomes a distinguished, landmark destination of choice in Vaughan.*

## 2.2.2 Draft Principles & Policy Direction

- **Role:** Develop a significant commercial, cultural and entertainment destination that builds upon current assets and strengths within the local economy.
- **Multi-modal:** Establish a well-connected, multi-modal community that supports choice of movement for cars, pedestrians, cyclists and transit users.
- **Public Realm:** Create a diverse and a high-quality public realm that supports urban vibrancy and civic gathering.
- **Housing:** Encourage variety in housing types and tenures to meet the life cycle needs of people of all ages.
- **Well-being:** Encourage an inclusive community with a built environment that fosters social connection and cohesion.
- **Sustainable:** Create a place that is rooted in sustainability and considers impacts to future generations.
- **Balanced Intensification:** Develop a balanced approach to growth and density that capitalizes on transit investment while respecting the ability of other Vaughan centres to also grow and evolve.
- **Design Excellence:** Focus on high quality place making and design excellence to distinguish Weston 7 within the region and Greater Toronto Area.

### 2.1.3 Three Draft Emerging Land Use Scenarios

Three draft emerging land use scenarios developed in Phase 1 provide a general structure for the study area and use the VOP 2010 land use designations as a base assumption. Each scenario includes high-rise mixed-use, mid-rise mixed-use, community commercial mixed-use, retail, and general locations for parks and a community hub/school. The draft emerging land use scenarios address the vision and principles developed in Phase 1 and explore the role and character for Weston 7 as a mixed-use community. The specific locations for parks, ranges in building height, and appropriate mix of uses will be further refined through the Phase 2 and 3 Weston 7 Secondary Plan process.

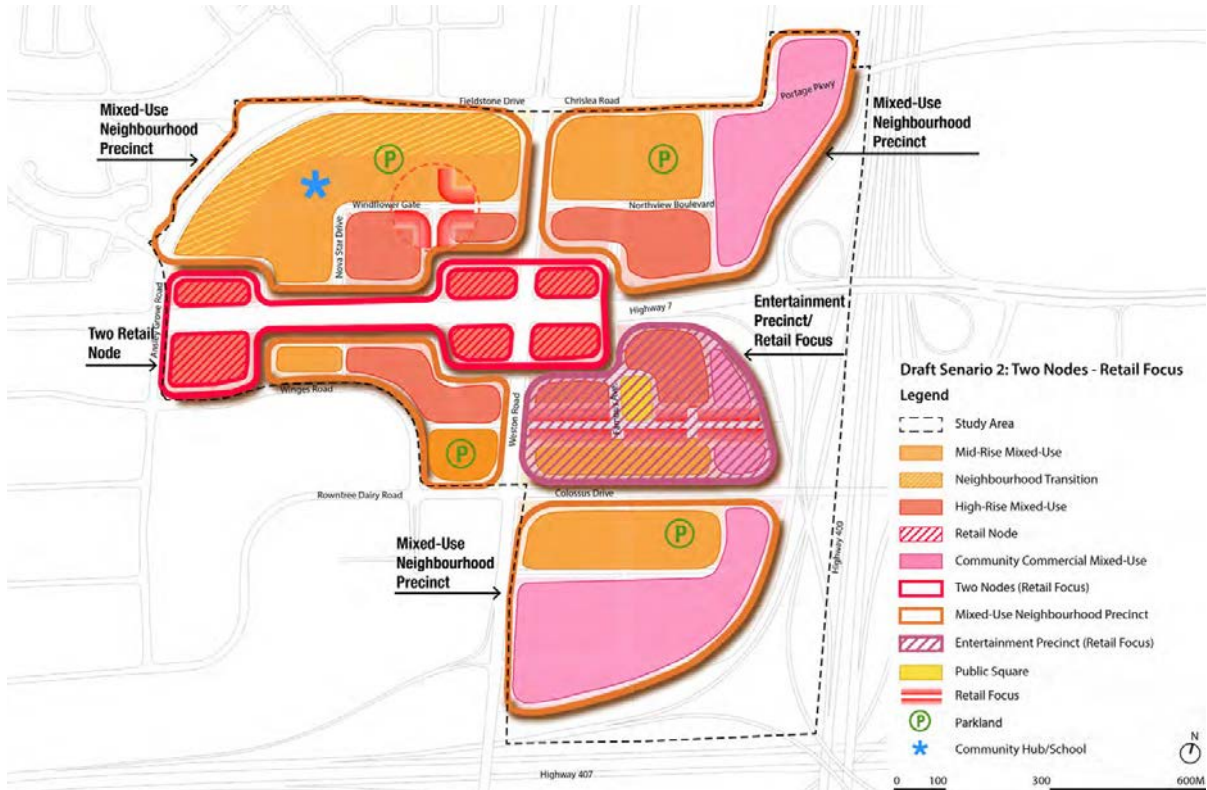
#### Scenario 1: Four Corners Central Node



Scenario 1 includes a single four corner node of high-rise mixed use at the intersection of Weston Road and Highway 7. Commercial and office uses are encouraged to locate in this node in the podium of the high-rise mixed-use buildings. This node is surrounded by high-rise mixed-use, transitioning outward to four mixed use neighbourhood precincts. A neighbourhood transition area in the northwest will provide a less intense development form adjacent to the existing residential neighbourhood. Located along the eastern edge of the study area, along

Highway 400 and Highway 407 are community commercial mixed-use areas. An entertainment district is located in the south portion of the southeast quadrant. Retail is focused in two quadrants, a “high street” which is an internal main street with at grade retail in the southeast quadrant and a retail corner in the northwest quadrant. Parks are distributed throughout the study area, with at least one in each quadrant.

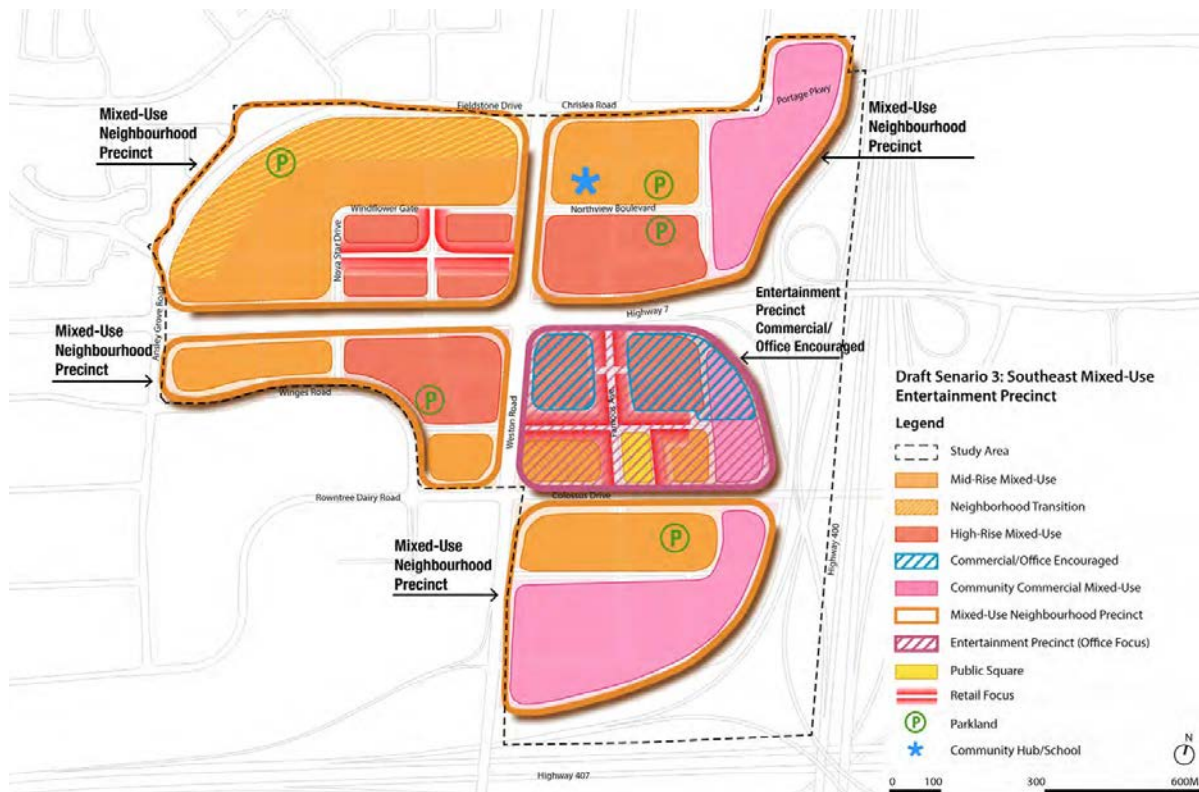
## Scenario 2: Two Nodes Retail Focus



Scenario 2 identifies two retail nodes focused around the two transit stations areas along Highway 7. One at the intersection of Highway 7 and Weston Road and the other at Highway 7 and Annsley Grove Road. The two retail nodes are linked by an at grade retail corridor. The central retail node is surrounded by high-rise mixed-use, transitioning outward to four mixed use neighbourhood precincts. A neighbourhood transition area in the northwest will provide a less intense development form adjacent to the existing residential neighbourhood. Located along the

eastern edge of the study area, along Highway 400 and Highway 407 are community commercial mixed-use areas. An entertainment district is located in the northern portion of the southeast quadrant and includes a “high street” which is an internal main street with at grade retail and a public plaza. Retail is also located at three corners in the northwest quadrant. Parks are distributed throughout the study area, with at least one in each quadrant.

### Scenario 3: Southeast Mixed Use Entertainment Precinct



Scenario 3 concentrates the intensity and mix of uses in the northern portion of the southeast quadrant. This quadrant includes office, entertainment uses, retail "high streets" which are internal main streets with at grade retail, and mid-and high-rise mixed-use. The other three quadrants include mixed-use neighbourhoods, with both mid-and high-rise areas. Consistent with Scenario's 1 and 2, a neighbourhood

transition area in the northwest will provide a less intense development form adjacent to the existing residential neighbourhood. Located along the eastern edge of the study area, along Highway 400 and Highway 407 are community commercial mixed-use areas. Retail is also concentrated in a retail "high street" with at grade retail, in the northwest quadrant. Parks are distributed throughout the study area, with at least one in each quadrant.

### 2.1.4 Summary of Feedback on the 3 Scenarios

The three draft emerging land use scenarios were presented to the project Technical Advisory Committee, the Weston 7 landowners, and the public for feedback. The feedback was summarized as general comments and future considerations.

Key comments included:

- Each quadrant as a complete community
- One office area rather than a split node, concern office uses may compete with the VMC
- Entertainment District should be located closer to Highway 7
- Need a balanced approach to the distribution of uses
- Additional green space and parks, even distribution within the quadrants
- Interior retail high street system, located away from Highway 7, is the best approach to create a compelling retail environment
- Secondary road system to support ease and choice of movement

### 2.1.5 Key Findings from the Phase 1 Background Reports

The preparation of the vision and principles, as well as the draft emerging land use scenarios were informed by baseline conditions and the findings from the research and analysis of the supporting Phase 1 background studies.

#### Transportation Needs Assessment Report (HDR, 2018)

HDR prepared a comprehensive review of the transportation-related existing conditions of the Weston 7 secondary plan area, as well as a description of the key transportation challenges and opportunities. The nine major opportunities identified for the future of Weston 7 include the following

- Creation of grid street network
- Transportation network for all mobility users
- Improving pedestrian and cyclist safety at Highway 7 ETR ramps
- Improved safety for all modes of travel (Weston and Highway 7 one of highest collision intersections in York Region)
- New and innovative Smart Mobility Plan & Transportation Demand Management (TDM) measures
- Increase sustainable modal share
- Optimize existing road network
- Partial ramp access at Portage Parkway (to Highway 400)
- Extend Portage Parkway/Chrislea Road west of Weston Road

#### Sustainability Analysis (urbanEquation, 2018)

The sustainability analysis prepared by urbanEquation provides an analysis of provincial, regional, and municipal policies, plans, and strategies to inform the sustainability vision, guiding principles, and strategies. The report sets forth policies and tools to assist the City in the delivery of green infrastructure, green building design, and climate change adaptation. These recommendations will be utilized in the Phase 2 and 3 work.

The key themes that emerged from the policy review included:

- Sustainable water management;
- Energy efficiency;
- Climate change adaptation;
- Sustainable transportation;
- Strong local economy; and
- Sustainable waste management.

Policy recommendations from the report included Green Infrastructure, Green Buildings, and Climate Change Adaptation.

- Green Infrastructure: Incorporate green infrastructure elements into site plan design: low impact development (LID) measures; treatment train approach to stormwater management; maximizing extent and function of vegetative and previous surfaces; and augment existing Vaughan Sustainability Performance Metrics (VSPM)
- Green Buildings: produce own energy and strive for 'net zero' neighbourhood; promote high performance buildings with minimum carbon impacts over lifetime; achieve high standards of environmental sustainability

- Climate Change Adaptation: installation of natural gas backup generators; landscape design with natural, drought tolerant species; mandatory climate change adaptation requirements from VSPM

**Population and Employment Outlook and Commercial Use Assessment** (Hemson, 2018)

Hemson Consulting Ltd. prepared a growth outlook to assist in the preparation of the land use and infrastructure plans for the area. The analysis involved preparing estimates of employment and development trends in the secondary plan 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.

- Census, 2016: Weston 7 includes approximately 4,800 jobs; 0 residents
- Since 2016: 5,000 jobs; 1,700 residents (7777 Weston Road)
- Total Land Area = 126 ha
- Highway 400/407 Lands = 22 ha
- Gross Land Area = 104 ha
- Current Local Roads + SWM = 20 ha
- Developable Lands = 84 ha
- Net Developable Area (25% Gross to Net) = 63 ha
- Net Developable Area (30% Gross to Net) = 59 ha

**Development Scenarios:**

Ppl + Jobs / ha	160	200	250	300	400
Gross Land Area	104 ha	104 ha	104 ha	104ha	104 ha
Total Ppl + 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
Change (New Ppl + Jobs)	14,700	18,800	24,000	29,200	39,500
No of Housing Units	5,790	7,430	9,470	11,510	15,600
No of Jobs	1,930	2,480	3,160	3,840	5,200
Office Employment	470	610	770	940	1,270
Retail + Institutional Employment	1,460	1,870	2,390	2,900	3,930

### **Community Energy Plan** (EQ Building Performance and urbanEquation, 2018)

The Community Energy Plan provides high-level background knowledge required to plan for an energy efficient, low-carbon community. 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.

- Three building energy performance scenarios are presented: baseline compliance with the Ontario Building Code (OBC), incremental improvement beyond the OBC, and towards net zero carbon.
- Incremental and significant reductions in carbon emissions are determined possible with advancements in building technology, focusing primarily on reducing heating and domestic hot water loads. Designs approaching net zero carbon involve fuel switching from natural gas to electricity, relying on the relatively lower carbon impact of the electricity grid.
- High performance building design is a key aspect of any sustainability strategy and is a focus of provincial and municipal climate change action plans. A 12% and 84% carbon emissions reduction can be achieved with incremental and more significant improvements in building design over Code requirements, reflecting a 11% and 59% energy improvement.
- Ensure that sustainability permeates the land use and development scenarios, including elements of transportation, building design and block orientation, and public realm design.
- Recommend that the land use scenarios be assessed according to Vaughan's Sustainability Performance Metrics.
- Recommend that a more detailed energy and emissions feasibility study be conducted. The terms of reference for the feasibility study should

include not only a cost-benefit evaluation of the most relevant technologies given the physical context and proposed development (i.e. higher density), and the exploration of fiscal tools and community improvement plan incentives.

- Recommend developing a sustainability project charter, where the strategies defined in Phase 2 will be rolled up into a single document that provides specific goals, key performance indicators, targets, and requirements related to the guiding principles defined in Phase 1.

### **Community Facilities & Services Study** (USI, 2018)

To understand the impacts of future growth in Weston 7 on community services such as parkland, schools, libraries, indoor and outdoor recreation facilities, social services, childcare and places of worship, a Community Facilities & Services Study was undertaken. The purpose of the study was to assess the current provision of community services and facilities within the secondary plan area and how provision levels may change over time with anticipated population growth.

- No public parks or natural heritage areas within the study area.
- Managed and fenced storm water management pond in southeast corner.
- 2 parks located to the north: Giovanni Caboto Park (6.72 ha) and Blue Willow Square (0.64 ha).
- Vaughan's Active Together Master Plan (ATMP) recommends all residential areas be within 500 metre walking distance of a neighbourhood park.
- ATMP recommends a target of 2.0 ha/1,000 residents = between 22 - 65 ha. The report noted that to apply this target is not realistic in an intensification area.
- Need to develop a parkland provision target specific to study area .
- Deficiency of library space between 3,964 - 17,127 sf (368 - 1,591 m<sup>2</sup>).

- York Region District School Board (YRDSB) operates two elementary schools that serve the study area: Blue Willow Public School and Elder’s Mill Public School.
- York Catholic District School Board (YCDSB) operates three elementary schools that serve the study area: St. Gabriel the Archangel, Immaculate Conception, and St. Catherine of Sienna.
- YRDSB noted that an elementary school site will be required (5 acres = 2.02 ha), YCDSB did not provide any information that a school site was required and that it was dependent on the selected development scenario, timing, and unit types.
- A new community centre should be considered, based on the provision target of one community centre per 30,000 residents.
- Stormwater Management Analysis: impervious coverage at least 90%; redevelopment will reduce impervious coverage (landscaped areas + new parks); new development to adhere to most up-to-date City of Vaughan, TRCA, and MECP standards.
- A more detailed analysis of the servicing requirements will need to be prepared. The subsequent analysis will review details such as sub-block definition and determining the appropriate servicing locations for the Study Area.
- The review will consider the impacts of dividing the existing parcels into smaller development blocks, and further define the strengths, weaknesses, opportunities and threats (SWOT) associated with the redevelopment of the Study Area.

### **Preliminary Water, Wastewater, and Stormwater Servicing Analysis (TMIG, 2018)**

A preliminary servicing analysis was undertaken to understand the existing water, wastewater, and stormwater systems in the Weston 7 study area. A detailed review of the existing water distribution system and existing sewer capacities was not requested for Phase 1. An initial review of the local water distribution system and local collection system was provided based on the gross densities (residential population plus jobs) prepared by Hemson ranging from 160 per hectare to 400 per hectare.

- Water Distribution: anticipated that new internal watermains will ultimately be required, much of planned intensification can be accommodated within existing distribution system.
- Wastewater Collection: anticipated that new internal sewers will ultimately be required to support the redevelopment (likely following an updated road network), the City should review the need for potential downstream sewer upgrades, much of planned intensification can be accommodated within existing collection system.

### **2.1.6 Background Report Key Findings Summary:**

- Define appropriate ppl + jobs target in relation to its role in urban structure and overall network of MTSA.
- Principles of sustainability should be reflected in urban design strategies and policy recommendations.
- Identify strategies to accommodate growth and address high levels of traffic congestion (draft new street network and TDM strategies).
- Articulate appropriate parks and open space network.
- Clearly define role and character of Weston 7 within City and in relation to the VMC.



### 2.1.7 Recommendations for Phase 2 Work

The key component of the Phase 1 study was a background review to understand the existing conditions and opportunities for Weston 7. The following is a summary of the Phase 1 recommendations organized under topics for further review as set forth in the Weston 7 Secondary Plan Phase 1 Final Report, May 10, 2019. Work undertaken through Phases 2 and 3 will use these key recommendations to guide the development of a preferred land use scenario and corresponding Secondary Plan policies.

#### Character & Role:

- Further evaluation is required to determine the character that best suits the role of Weston 7
- Consideration for how policy will be used to assist with realizing area character

#### Transportation Network:

- Primary network established in Phase 1
- Detailed analysis of secondary street network (local streets and minor collectors)
- Test future land use scenario to forecast travel demand and determine multi-modal network(s) needs.

#### Servicing:

- Assessment of servicing capacity and stormwater management infrastructure requirements in relation to targeted population and final land use scenario
- Outcomes to feed into infrastructure phasing strategy where development is tied to the provisions of new hard and soft services

#### Parks & Open Space:

- Confirm target population density and associated parks and open space
- Parks and open space sizing and role to be identified with appropriate long-term parkland provision target
- Open space network connections supporting pedestrian and cycling movement to be confirmed

#### Community Services:

- Impacts of densities on community service provision to be evaluated

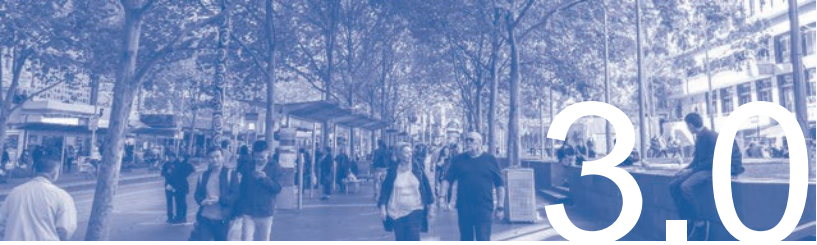
#### Building Height & Density:

- Determine ultimate density with input from City-wide MTSA study and Official Plan Review (OPR)
- Testing of building heights and forms in correlation to ultimate density target
- Determine ultimate maximum density to understand the capacity of transportation network and the role of the two MTSA's in Weston 7 and identify supporting infrastructure
- Development yields evaluated in relation to land use mix recommendations prepared by Hemson
- Explore various built form typologies
- Establish transition in height to existing residential communities

#### Land Use:

- If required, consideration of changes to existing mid-rise mixed use or commercial mixed-use land use designations
- If changes to community commercial mixed-use designations are required, a minimum non-residential depth to be established to buffer residents from 400-series highways





# Phases 2 and 3

Phases 2 and 3 of the Weston 7 Secondary Plan process were initiated in May 2020. The preferred land use plan with options for housing, transportation, parkland and open space, retail and entertainment uses, community services, and employment, as well as urban design guidelines and a draft secondary plan will be developed through Phase 2. Phase 3 will include the final Secondary Plan for Council adoption. The final approved Secondary Plan will guide the future growth and development of a complete community, while prioritizing people, livability, and sustainability.

A Transportation Master Plan (TMP) is being prepared concurrently with the Secondary Plan in accordance with the Municipal Engineers Association Municipal Class Environmental Assessment (MCEA) and will satisfy Phases 1 and 2 of the MCEA. The TMP will develop a long-range planning and implementing framework based on the identification of a multi-modal transportation network, policies and phasing strategy for improved accessibility and connectivity.

In collaboration with the City's project team, Phases 2 and 3 of the Weston 7 Secondary Plan process will review the three draft emerging land use scenarios prepared in Phase 1 and current development applications to develop a preferred land use plan. Computer modelling, physical modelling, and additional graphics will be prepared to illustrate the potential for the study area. Extensive consultation will be undertaken with all interested and affected constituencies including adjacent communities, the public at large, stakeholders, landowners, government agencies, City staff and Council, and Indigenous Communities.

The Secondary Plan team will continuously liaise and collaborate with the Weston 7 TMP team to ensure a coordinated approach and consistent direction as the study moves forward towards a comprehensive secondary plan.

The Secondary Plan will reflect the inputs from participants in the consultation process, city staff and civic leaders. It will evolve over time and be subject to refinement throughout the study. Once completed the Secondary Plan will be incorporated as part of Volume 2, VOP 2010 and be used to guide future development while shaping the character and structure of the Weston 7 Study Area. Supporting and validating this core work will be important inputs on market potential, balanced housing options, public realm and community services delivery, infrastructure investment, sustainability measures, and implementation.

## Market Potential

In this dynamic and fluid market environment it is important to understand the current realities and the future trajectory of the retail and commercial industry as it applies to the study area and its surrounding context. The Weston 7 Secondary Plan Area benefits from being situated at the Highway 400 and 407 corridors, which will have direct implications on the scale and type of retail and commercial uses immediately and in the future. As the area matures, with increased residential population, the change in demand for services, retail offerings, and employment opportunities will impact land uses and transportation needs. Understanding the implications of an emerging higher density mixed-use community and an evolving retail/commercial environment will inform the scale and location of uses in the study area.

## Balanced Housing Options

The type and tenure of residential offering defines the quality and character of a community. As housing becomes more expensive and as household demographics change it is important to ensure flexibility and variability in choice. This study will look for alternative mechanisms to support increased housing options that help support a broad mix of people of all ages, genders, and abilities.

## Public Realm Delivery

Complementary to, and supported by land uses delivered by the private sector, will be a robust public realm framework. Parks, squares, and walkable/bikeable streets will all contribute to the livability of the community and activation of street level uses. The public realm, when realized, can provide the thread of continuity, common identity, and character linking different parts of the community together.

Parks and open spaces are an essential component of the public realm providing residents with passive and active recreational opportunities supporting healthy lifestyles and daily physical activity. The study will identify the amount of park and open space required to support future growth in the study area.

Supportive of the public realm, opportunities will be reviewed for private adjacent open space investments which, when thoughtfully planned, can enhance the extent and quality of outdoor, shared experience. This study will examine ways to better co-ordinate public and private environments with aligned objectives and incentives.

While the public realm can provide a common and unifying identity, public art can be used to celebrate the uniqueness of place, and highlight the history, geography, and culture of the subject area. Public art can also be applied to the private realm as long as it is accessible. The Weston 7 Secondary Plan Study will provide guidance on embedding public art opportunities within the public realm framework. The Public Art Program and the VMC Cultural Framework and Public Art Policy will be used to inform future public art opportunities in this secondary plan area.

## Community Services Delivery

Parallel with, and supporting the public realm framework, is the presence of community services within employment and residential communities. This study will build on the work undertaken in Phase 1 and analyze the appropriate levels of services required for the projected populations at full build out. This will include engagement with City staff and with school boards to gain an understanding of planned investments and explore opportunities for public and private future initiatives that will enhance the livability of the emerging community.

## Infrastructure Investment

Currently, much of the infrastructure serving the study area is designed to accommodate present day uses. A fundamental change in uses is envisioned for the Weston 7 area which will impact water, sanitary, and stormwater capacity. The Secondary Plan study will generate population yields that will be used to review current servicing capacity and make recommendations on further steps to developing an updated servicing plan.

Paired with servicing infrastructure and a growing population will be investments in the transportation network. As the draft preferred land use plan evolves into a finalized preferred plan, the consultant team will engage in an iterative dialogue with the Weston 7 TMP team to ensure a fine-grained network comprised of streets, cycling facilities, walkways, and paths. This network will facilitate movement through the study area and connect seamlessly to adjacent communities while linking people to the places they most desire to reach.

## Sustainability Measures

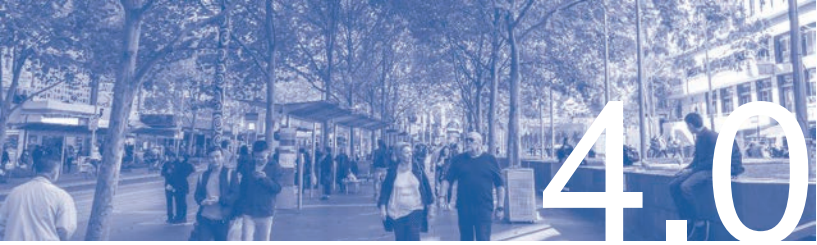
Building on the Community Energy Plan prepared in Phase 1, the team will assess the potential opportunities for energy infrastructure, including the potential for district energy. Space requirements, distribution considerations, and land use considerations will all form part of the discussion.

In an era of rapidly changing climatic conditions, it is important to understand the implications of urban intensification and the options available to mitigate further environmental impacts. As such, the team will provide an analysis of the potential energy and carbon impacts implicit with new development and provide broad recommendations for their mitigation.

## **Implementation**

In order for the Secondary Plan to be viable it will need to be implementable. The team will provide recommendations for the best tools available to achieve the vision for Weston 7. This will take the form of a zoning by-law update, urban design guidelines, and other instruments available in achieving the desired outcome. Successful delivery of this study will require co-ordination between the City, York Region, and other government agencies.





# Policy Context and Changes

The Phase 1 Final Report (May 2019) provides a fulsome summary of the policy planning framework for the Weston 7 area. The purpose of this section is to not replicate the Phase 1 work but build on the Phase 1 policy summary and identify the changes that have occurred in provincial policies and legislation. Since the completion of the Phase 1 Final Report there have been a number of policy changes released by the Province: a new Growth Plan: A Place to Grow which took effect on May 16, 2019; Bill 108 More Homes, More Choice Act, 2019; a new Provincial Policy Statement (May 1, 2020); Amendment 1 to A Place to Grow, August 28, 2020; and Bill 197 COVID-19 Economic Recovery Act, 2020.

This planning study is being carried out at a time when provincial policy is having profound implications for municipalities and the way community and infrastructure improvements are acquired through the development approvals process. The Weston 7 Secondary Plan will need to conform to the new *Planning Act* and *Development Charges Act* requirements under Bill 108 and Bill 197. Further, Bill 197 has made changes to Bill 108 by amending *The Planning Act* and *Development Charges Act* to better ensure development and redevelopment benefits the community.

Several policy challenges facing the Weston 7 Secondary Plan are related to changes in Provincial legislation (Bill 108 and Bill 197) and in the Growth Plan related to proposed growth projections to 2051 which are discussed below in more detail. The Weston 7 Secondary Plan Study will address this evolving regulatory environment with recommendations tailored to the study area and to achieving the vision for Weston 7.

## 4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The PPS which is issued under Section 3 of the *Planning Act*, provides that all land use planning decisions shall “be consistent with” the PPS. The recent changes to the PPS were in response to amendments to the *Planning Act* through the More Homes, More Choice Act, 2019 and A Place to Grow, 2020. Some of the key changes to the PPS included:

- increasing the mix and supply of housing through affordable and market-based residential;
- increasing minimum requirements for housing land supply to 15 years;
- further supporting a changing climate and green infrastructure;
- enhancing land use compatibility policies for sensitive land uses; and
- providing flexibility for the consideration of residential development on rural lands.

An over arching theme of the PPS is the promotion of sustainable and complete communities, with careful coordination and management of land uses to accommodate appropriate development to meet the full range of current and future needs, while achieving cost effective development patterns. Weston 7 must be planned to manage future growth to integrate

transit supportive development and intensification, while guaranteeing sufficient infrastructure and public services are available to accommodate the projected growth. Stronger emphasis must also be given to preparing for the impacts of climate change through maximizing energy conservation, effective management of stormwater, and the use of green infrastructure.

## 4.2 A Place to Grow: Growth Plan for The Greater Golden Horseshoe, 2020

The new Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2020 builds upon the success of the initial Growth Plan (2006) and responds to the key challenges that the region continues to face over the coming decades with enhanced policy directions. Progress has been made towards the achievement of complete communities that are compact, transit-supportive, and make effective use of investments in infrastructure and public service facilities. At the same time, efforts must continue to ensure protection of our natural areas and support climate change mitigation and adaptation as Ontario moves towards the goal of environmentally sustainable communities.

The Growth Plan is issued under the authority of Section 7 of the *Places to Grow Act*, 2005. It was approved through an Order in Council under that Act to come into effect on May 16, 2019. It is a requirement of current planning legislation that the Region of York and City of Vaughan Official Plans conform with the Growth Plan, which is a slightly more onerous test than the “be consistent with” test of the PPS. Conformity is a test with limited interpretive flexibility. The Growth Plan is a document that provides an over arching policy framework that is aimed at achieving important Provincial planning objectives. It directs specific actions that must be fully reflected in both the Region’s and City’s Official Plans.

The new Growth Plan expands the radius of Major Transit Station Areas (MTSAs). MTSAs are defined in the Growth Plan as areas within an approximate 500-800 metre radius of a higher order transit station

and representing a 10-minute walk. The Growth Plan identifies Highway 7 as a Priority Transit Corridor. MTSAs on Provincial Priority Transit Corridors are to be planned to have a minimum density target of 160 residents and jobs combined per hectare for light rail transit or bus rapid transit. The Growth Plan allows municipalities to delineate and plan MTSAs in advance of a Municipal Comprehensive Review (MCR), provided that a detailed implementation framework is brought into effect in accordance with Section 16 (15) of the *Planning Act*.

On June 16, 2020, the Ministry of Municipal Affairs and Housing released for comment proposed Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The proposed changes included updates to the population and employment forecasts (Schedule 3), expanding the planning horizon to 2051, expanding the potential for employment land conversions near transit, and other policy revisions to increase housing supply, jobs, and alignment of infrastructure. Amendment 1 to the Growth Plan came into effect on August 28, 2020.

Three growth forecasts were prepared for review, the Reference Growth Forecast, a High Growth Scenario, or a Low Growth Scenario. The Reference Forecast represents the most likely future growth outlook and is the result of extensive analysis. The High and Low Scenarios are variations of the Reference forecast and are based on different assumptions for comparative purposes.

The extension of the Growth Plan time horizon means larger numbers (population and employment) will need to be allocated and accommodated in the Regional and local planning documents. Under the new Schedule 3, that implements the Reference Forecast, the Region of York is expected to add an additional 430,000 population and 200,000 jobs over the 2031 growth projections. Subsequently the change to the planning horizon to 2051, will have a significant impact on Weston 7 development, Provincial Highways, and the Regional and City road network, to accommodate future growth within the Region.



There is continued strong growth anticipated, and the change to the planning horizon to 2051 may have significant impacts on Weston 7's role in accommodating future growth within Vaughan. The Province continues to forecast York Region's growth to accommodate the highest growth in the GTAH.

On July 30, 2020, Regional Council endorsed a report received from the Commissioner of Corporate Services and Chief Planner for submission to the Province in response to the Proposed Amendment 1 to the Growth Plan and Updated Land Needs Methodology. Regional Council supports the extended planning horizon to 2051 under the Reference Scenario that proposes 2.02 million people and 900,000 jobs on the basis of having the ability to phase any urban expansions to align with infrastructure and financial planning. The Region also advised that support for this growth is required from the Province through:

- i. timely infrastructure approvals for projects, particularly the Upper York Water Reclamation Centre,*
- ii. sustainable revenue tools to ensure growth pays for the costs of growth,*
- iii. programs and initiatives to improve housing affordability, and*
- iv. the allocation of funds to York Region from the Non-Resident Speculation Tax*

The final point noted that employment land conversion within MTSAs should be considered through a Regional Municipal Comprehensive Review.

## **Proposed Major Transit Station Areas, Region of York, September 2020**

On September 20, 2020, Regional Council endorsed the Major Transit Station Areas Endorsement Report received from the Commissioner of Corporate Services and Chief Planner. Under the Growth Plan, upper-tier municipalities, in consultation with local municipalities, are required to delineate boundaries and set minimum density targets for MTSAs located on Provincial Priority Transit Corridors. The report proposed boundary delineations, minimum density targets, and preliminary policy directions for Major Transit Station Areas (MTSAs) for the Regional Official Plan update.

The proposed MTSA boundaries and density targets for the Weston BRT Station and the Ansley Grove BRT Station are shown in Figures 6 and 7. The minimum density target for Weston BRT Station MTSA is 250 people and jobs per hectare and 200 people and jobs per hectare for the Ansley Grove BRT Station MTSA.

# Weston BRT Station Along Highway 7 at Weston Road

MTSA 11  
Vaughan

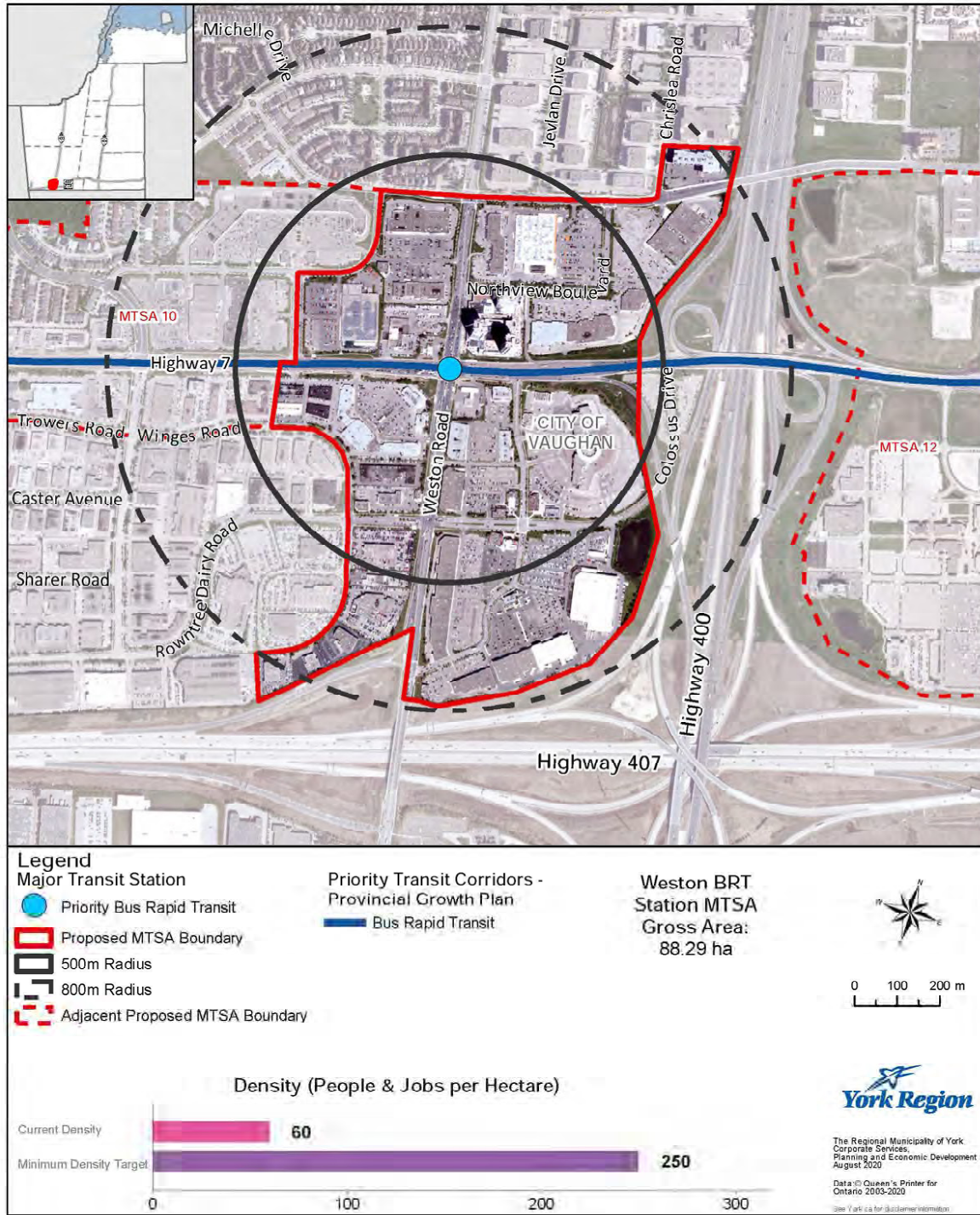


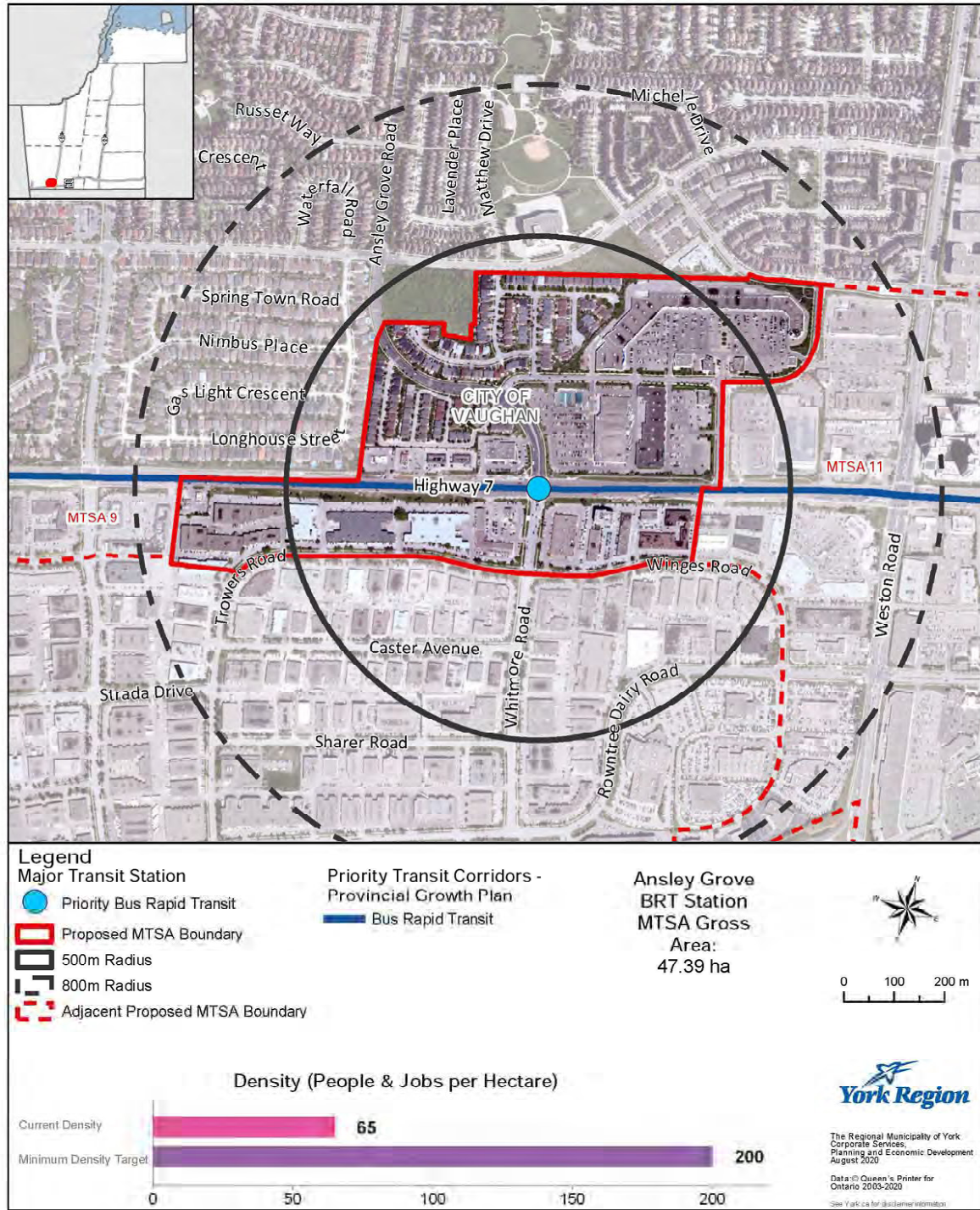
Figure 6. Weston BRT Station (Source Region of York)

# Ansley Grove BRT Station

Along Highway 7 at Ansley Grove Road/Whitmore Road

MTSA 10

Vaughan



21

Figure 7. Ansley Grove BRT Station (Source Region of York)

### 4.3 Bill 108 More Homes, More Choice Act, 2019

#### The Community Benefits Charge

Bill 108 proposes to make the costs more predictable for developers at the outset of the process by instituting a new authority, the Community Benefits Charge (CBC), that would combine and cap all community-related contributions. The new CBC regime would be imposed by way of a CBC By-law, passed by the municipality, following the preparation of a “strategy” which identifies the “facilities, services, and matters” that will be funded through the CBC.

When passed in 2019, Bill 108 proposed replacing contributions under the existing Height and Density Bonus provisions of the *Planning Act* (Section 37), Parkland Dedication requirements (Section 42 funds), and funds to enhance local infrastructure. This change would have impacted a city’s ability to collect community benefits (under Section 37) in return for additional height and density granted on a development application, as well as land dedicated for parks (under Section 42). These community benefits agreements between the City and the developer requires developers to contribute to the neighbourhoods affected by new developments and fund municipal services and infrastructure such as:

- Land for parks;
- Affordable housing;
- Public art;
- Community facilities; and,
- Streetscape improvements.

This change under Bill 108 would have severely limited the City’s ability to negotiate community benefits before approving an application, essentially ensuring that growth pays for growth and service levels are maintained. Many of the changes in Bill 108 have been repealed by Bill 197 COVID-19 Economic Recovery Act, 2020.

### 4.4 Bill 197 COVID-19 Economic Recovery Act, 2020

On July 8, 2020, the Ontario government introduced Bill 197, the COVID-19 Economic Recovery Act, 2020 which received Royal Assent on July 21, 2020. Bill 197 has made amendments to Bill 108 More Homes, More Choice Act, 2019 by amending the *Planning Act* related to the Community Benefits Charge. Amendments repeal and replace amendments made by Bill 108 and the Plan to Build Ontario Together Act, 2019 that are not yet in force. The goal of Bill 197 is to ensure that development or redevelopment benefits the respective communities. As noted in Section 4.3, the changes to Section 37 and Section 42 proposed by Bill 108 would have limited the City’s ability to ensure growth pays for growth.

#### The Planning Act

##### Height and Density (Section 37)

Height and Density Bonus provisions Sections 37 and 37.1 of the *Planning Act* have been replaced, and the current Section 37 agreement process will be revoked and replaced by the CBC process under Bill 197.

Under Bill 197 the re-enacted Section 37 permits municipalities to impose community benefits charges against land to pay for services and infrastructure required due to development or redevelopment in an area. One new limit articulated by the Bill under Subsection 37 (4) provides that a CBC cannot be imposed on a development with fewer than five stories at or above ground or fewer than ten residential units. There will be a cap on the amount that can be charged that will be tied to the percentage of valuation of the land to be developed. The exact percentage has not been announced.

In-kind contributions will be permitted for facilities or services in a CBC by-law and the value of those services would be deducted from what is owed.

The amendment also permits a CBC by-law to include parkland costs, as well as capital costs associated with Development Charges (DC) eligible items, but costs can only be collected once through parkland dedication, a DC by-law, or a CBC by-law.

#### **Parkland (Section 42)**

Section 42(3) of the *Planning Act*, which was previously slated for repeal in Bill 108, will remain in the *Planning Act*. Bill 108 had removed the ability of municipalities to establish a rate of up to one hectare for 300 units for parkland dedication, or one hectare for 500 units for cash-in-lieu, with the costs of parkland intended to be rolled into a new CBC by-law. Under Bill 197 these alternative rates will continue to be permitted. Before passing an alternative rate by-law, public consultation shall occur, though such a by-law can be appealed to the Local Planning Appeal Tribunal (LPAT).

#### **Development Charges Act**

Bill 197 also proposes changes to the *Development Charges Act* related to the proposed *Planning Act* amendments to the CBC regime. The provisions of Bill 108, which were passed, but not yet in force, would have restricted CBC's and development charges to limited categories of soft and hard services. The list of services has been expanded and a development charge by-law may impose development charges to pay for increased capital costs required because of increased needs for the following services only:

- Hard services (sewer, water, storm water, roads, electricity)
- Transit
- Waste diversion
- Police, fire, and ambulance services
- Libraries (including circulation materials)
- Long-term care
- Parks and recreation (but not land acquisition costs)
- Public health
- Child care and early years programs
- Housing services
- Bylaw enforcement and court services
- Emergency preparedness

While municipalities may be able to choose whether a particular service is funded through development charges or a new CBC, Bill 197 clarifies that those costs can only be recovered once.

## **4.5 Current Regional and Local Planning Framework**

### **Region of York Official Plan, 2010**

York Region is currently undertaking a Municipal Comprehensive Review (MCR) to update the Regional Official Plan. The MCR, which is on-going, has been impacted and delayed by the number of recent amendments to Provincial policies and legislation, and updates to the Growth Plan and related Land Needs Assessment methodology. Work undertaken through the Regional MCR must conform to the updated Growth Plan and Land Needs Assessment methodology once it is finalized. The Region is continuing with their MCR and their preliminary growth management work will implement the Reference Growth Forecast proposed in Amendment 1 to the Growth Plan.

Map 1, Regional Structure of the York Region Official Plan, 2010 (YROP) designated Highway 7 as a Regional Corridor, which bisects the Weston 7 study area, in an east-west direction. Section 5.4.28 of the YROP states that Regional Corridors will have a compact, mixed-use, well-designed, pedestrian-friendly, and transit-oriented built form. These intensification areas will have a range and mix of activities and are identified by local municipalities as Key Development Areas. Section 5.4.34 further identifies Key Development Areas to be focused along transit corridors, and are intended to have the highest densities and mix of land uses to support a long-term density target of 2.5 floor space index (Section 5.4.34). Section 5.4.6 of the YROP directs that local municipalities prepare secondary plans for these areas with minimum density requirements. Weston 7 is located along a section of Highway 7 that is identified as a rapid transit corridor and includes large blocks that are appropriate for intensification and mixed-use development. Further, Section 3.5.7 of the YROP directs a minimum of 35 percent of new housing units in Key Development Areas to

be affordable. The three draft emerging land use scenarios prepared in Phase 1 are consistent with the direction of Key Development Areas under Section 5.4.31 of the YROP.

### **City of Vaughan Official Plan, 2010**

The City is currently undertaking its Official Plan Review (OPR) to conform to the recent changes in the provincial policy regime, the updated Regional Official Plan, evolving planning issues as the City transitions to a mature urban centre, and will now need to consider growth to the 2051 planning horizon. The Weston 7 Secondary Plan study will need to be coordinated with the OPR process to ensure a consistent policy framework and direction.

Schedule 1 – Urban Structure of VOP 2010 identifies the Weston 7 area as a 'Primary Centre' and Highway 7 as a 'Regional Intensification Corridor'. Primary Centres are intensification areas that will be planned to accommodate mixed land uses such as a range of housing options, retail, institutional, offices, community facilities, and human services to serve the local community and the City as a whole. Primary Centres are to be developed at densities supportive of planned transit. Development is to be pedestrian friendly with a fine grain street network to support walking and cycling, and include public spaces such as parks and plazas. To support its role as a Primary Centre in the City's Urban Structure, and location along a Regional Intensification Corridor, Weston 7 must be comprehensively planned to support the anticipated growth and development.

Although Weston 7 is a Primary Centre, the priority intensification area in VOP 2010 is the Vaughan Metropolitan Centre (VMC) which is identified as a 'Regional Centre' on Schedule 1 – Urban Structure and an Urban Growth Centre (UGC) through the Growth Plan. Regional Centres are intended to have the widest range of uses and the tallest buildings in the City. The VMC is Vaughan's emerging downtown and is the central focus for development in the City. The VMC, centred around the final stop of the TTC subway and the Vaughan Metropolitan

Transit terminal, will have the greatest heights, densities of people and jobs, and a significant mix of land uses. The relationship between the VMC and Weston 7 will be an important consideration in the development of the Weston 7 Secondary Plan. Weston 7 must complement, and not compete with, the VMC to support its regional importance as Vaughan's downtown.

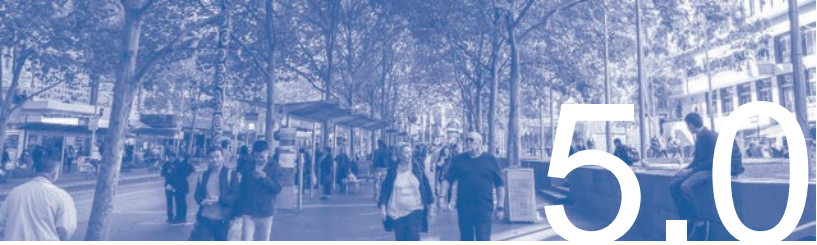
### **City of Vaughan Zoning By-law Review (ongoing)**

The City of Vaughan is undertaking a City-wide comprehensive review of its Zoning By-law. This review is intended to ensure the Zoning By-law implements the Official Plan and accurately reflects the intent of policy direction under one consolidated, streamlined Zoning By-law. At this time, it is anticipated the Zoning By-law will be passed in Winter 2021.

### **VMC Secondary Plan Update**

The original VMC Secondary Plan from 1996 was updated several years ago, and like the planning frameworks that manage change, there has been a constant evolution of the area. The VMC is now served by the subway, and the area is transforming from a larger format suburban retail centre into the more urban, higher density, mixed-use centre that it was always intended to become. The City has initiated a review of the current planning framework in response to the evolving fabric of the area, both with the built form and development context, and within the new planning policy environment that is intended to build on the substantial investment in public transit that is now operational.

The Weston 7 process is intrinsically linked with the VMC Secondary Plan update along with a host of existing City of Vaughan planning initiatives including the City's Official Plan Review process and the Comprehensive Zoning By-law review. Collaboration is necessary to ensure co-ordination of approach and consistency in direction as the Weston 7 Secondary Plan process moves forward.



# Consequences of COVID-19

## 5.0 Long Term Consequences of COVID-19

The immediate economic impacts of the world-wide coronavirus pandemic (COVID-19) are speculated to be severe. Due to border and travel restrictions and the global economic downturn, immigration levels for 2020 are expected to be reduced. Reduced immigration can potentially reduce population and employment growth, as well as the short-term demand for housing.

Land use planning must respond to the lessons we have learned so far from the pandemic and how mid- and long-term planning will be ready for the next wave, natural disaster, or other human-made crisis. One of the immediate observations from the current COVID-19 crisis is about how to function in a world with self-isolation, social distancing, limitations put on traditional social interactions, and the functionality and survival of the economy. It is believed that these current social measures may have hastened the realization of some trends that have been on the radar for some time, including:

**The need for bricks and mortar retail space** - How much per capita retail space will be needed in the future and will it be functionally replaced by on-line shopping? A number of larger retail companies and national retail chains are restructuring, filing for bankruptcy protection, closing locations, or focusing on e-commerce (Sail, David's Tea, La Senza, Aldo Shoes, Reitmans, Le Chateau, The Gap, Old Navy, The Children's Place, Microsoft, Lucky Brand, Starbucks, Pier 1, Bench, Bed, Bath & Beyond, and others). There is also the question of what format will survive? Many retail locations that have not closed have pivoted to curb-side pick-up. While access to the stores may be prohibited or limited, this allows customers to access products the same day, rather than waiting for online orders.

**The need for formal office space** - How will business, professional and health care offices function in the future? Will there be a need for formal office space and will the per person space needs in an office continue to reduce, or will they increase to facilitate social distancing? Will working remotely become more predominant reducing the need for office space? Will dwelling unit design change to accommodate work from home?

Functional planning impacts that need to be considered to ensure that Weston 7 is resilient and ready to respond appropriately to the next crisis may include:

**School and educational facility design** – Will there be a need for formal classrooms? Will school design consider outdoor classrooms and activity space, or will there be a greater emphasis placed on online learning and home schooling?

**Need for cultural and entertainment facilities** – Cinemas, theatres, art galleries, museums, and major sports venues have been greatly impacted by COVID-19. How will these venues be used in the near future and will online experiences become more prevalent?

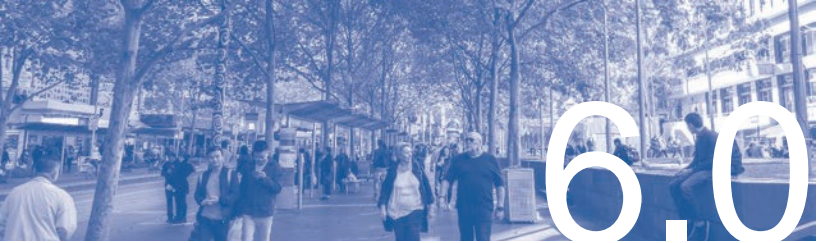
**Scale and design of community facilities and public open spaces** - Will there be a need for sports fields, arenas, and community centres? How will outdoor public spaces be designed? Will parks become more passive? Will parks become larger to accommodate social distancing or will more smaller parks be provided to offer more opportunities for access to green space?

**Scale and design of public realm elements** - Will sidewalks become wider to support social distancing? How will bike lanes and trails be incorporated into community design? Will there need to be more collector and arterial roads to accommodate emergency vehicles and other traffic? Will there be fewer traffic lanes as a result of increased working from home?

**Use of public transit facilities** - Will transit ridership continue to decline? Will rush hours be eliminated with people staggering their work hours or working remotely? Will public transit systems be replaced with other forms of more personal mobility?

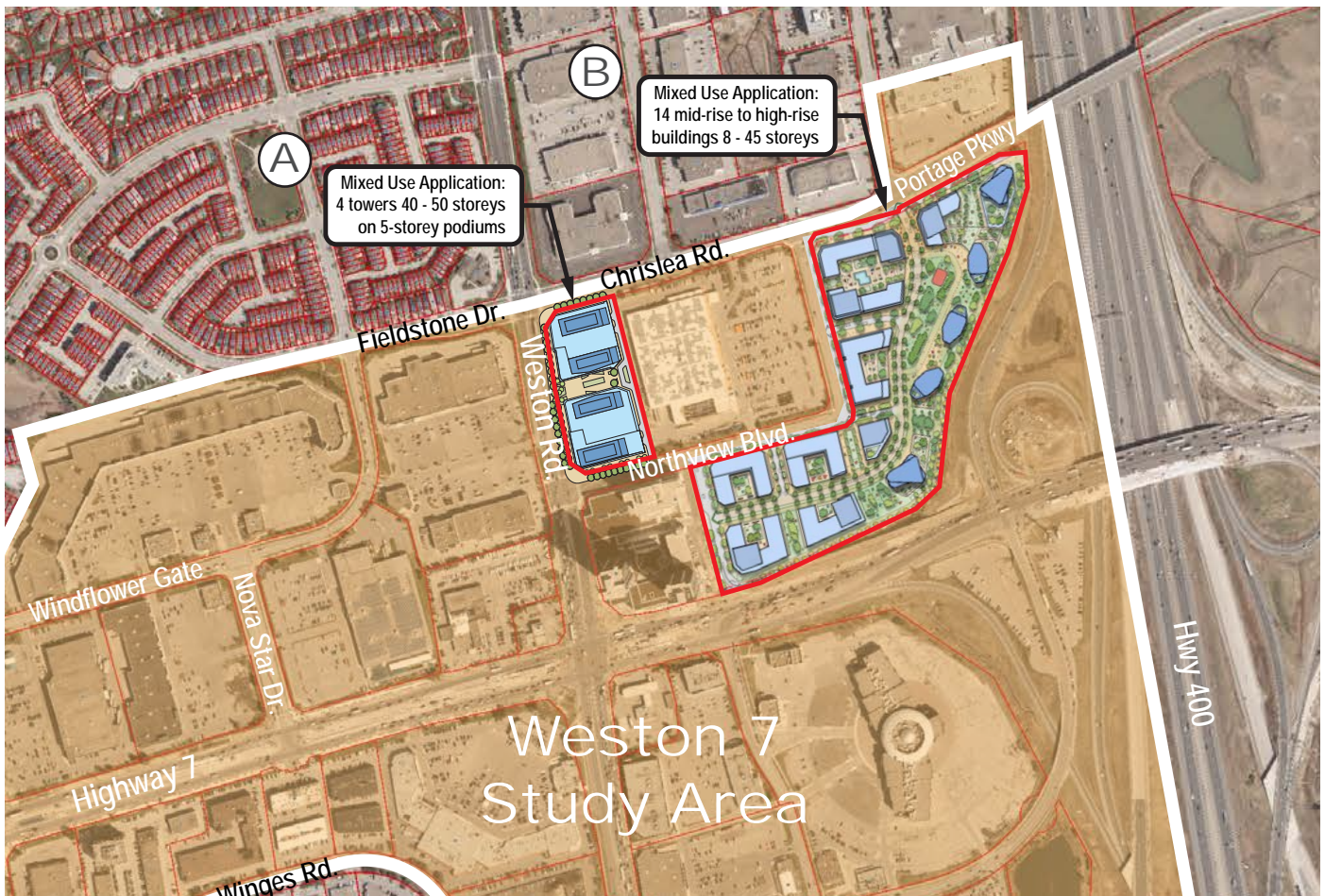
Today, there are no clear answers to these important topics. The world, and its social norms may never be exactly the same, but that does not mean there necessarily needs to be a paradigm shift in how our communities are designed and developed. There does need to be an understanding about how to move forward, and what it all might mean. Part of that discussion is understanding the impacts of decisions that are made in the short-term, and particularly, how decisions about the future will affect the design and built form of the community in the mid to long-terms. That is a discussion ***fundamentally about balance***. Ensuring how to anticipate future disasters, and hopefully to avoid or minimize their impacts, balanced against the equally important issues of mitigating climate change, environmental and economic sustainability, and the quality of life of the existing and future residents of Vaughan.





# Current Applications

The following provides an overview of two applications within the Weston 7 Secondary Plan Area (7887 Weston Road, and 137 Chrislea and 57 & 101 Northview), outlines contextual planning considerations, and summarizes key points for discussion (see Figure 8). The applications were presented to Council at the September 16, 2020 Committee of the Whole (Public Hearing). A recommendation from City of Vaughan Council was not to proceed in advance of the secondary plan. The recommendation stated "That Council does not approve the applications proceeding in advance of the Weston 7 Secondary Plan being considered by Council"



- A 7887 Weston Road - Wedgewood Columbus Limited
- B 137 Chrislea and 57 & 101 Northview - Calloway REIT Inc. (SmartCentres)

Figure 8. Development Applications within Weston 7 Study Area, September 2020

## 6.1 Description of The Applications

### **7887 Weston Road – Wedgewood Columbus Limited**

The subject site is located one block north of Highway 7 at the southeast corner of Weston Road and Chrislea Road. The south boundary of the site is Northview Boulevard. The site is approximately 1.67 hectares in area and is rectangular in configuration with its primary frontage along Weston Road. The site is currently occupied by a commercial plaza with multiple retail tenants.

The applicant is proposing four residential towers ranging in height from 40 to 49 storeys that are situated atop of two, 5-storey podiums with grade-related non-residential uses. A central courtyard separates the two development blocks. Each development block is comprised of two towers atop a mutual podium. The north block includes two towers with heights of 40 and 44 storeys with residential 941 units. The south block includes two towers with heights of 44 and 49 storeys with residential 1,062 units. Access to and servicing of the development is to be provided by a north-south access road running along the east property line and connecting to Chrislea Road and Northview Boulevard.

The total gross floor area (GFA) for the proposed development is 155,194 m<sup>2</sup> of which 152,372 m<sup>2</sup> is residential constituting 2,003 units. 1,801 parking spaces are to be provided within two levels of below-grade parking and within the 5-storey podiums.

The site is currently designated as 'Mid-Rise Mixed Use' in VOP 2010.

### **137 Chrislea Road and 57 & 101 Northview Boulevard – Calloway REIT Inc. (SmartCentres)**

The subject site is located immediately to the northwest of the Highway 7/400 interchange. The site is approximately 8.18 hectares in area and is irregularly shaped, extending along the south and east edge of Northview Boulevard from 7777 Weston Road to Chrislea Road/Portage Parkway to the north.

The proposed master plan for the entirety of the lands is predominantly residential and based on a private street network. The plan is comprised of 10 contiguous blocks, of which eight will be mid-rise to high-rise residential buildings and two will be high-rise mixed use buildings, ranging in heights from 8 to 45+ storeys. Connecting the blocks and running parallel to Northview Boulevard is the main private street, with access to each of the blocks off of this street. A centrally located private park will have frontage along the main private street and will serve the residents of the subject lands.

The total GFA for the proposed development is 477,709 m<sup>2</sup> of which 368,539 m<sup>2</sup> is residential constituting 3,962 units and 4,273 m<sup>2</sup> is for retail and commercial uses, providing for an FSI of 5.84 across the site. 3,284 parking spaces are to be provided, accommodated below-grade and in structured podiums.

137 Chrislea Road and 57 & 101 Northview Boulevard is designated as 'High-Rise Mixed-Use' and 'Community Commercial Mixed-Use' in VOP 2010.

## 6.2 Contextual Planning Considerations

Currently, the Weston 7 Secondary Plan Study is ongoing with Phases 2 and 3. The study will provide analysis and recommendations for the creation of a secondary plan. The intent of the study is to develop a holistic planning approach and urban design structure for the study area to guide development and ensure that the City's long-term objectives are achieved.

It is premature to evaluate the two site-specific development applications without understanding their contextual relationship and impact to the surrounding area and remainder of the fully built-out study area. The scale and type of use currently proposed by the applicants was not considered in the preparation of the three draft emerging land use scenarios in Phase 1. As such, it is prudent to understand their impacts in the preparation of a preferred land use plan and related urban design guidelines. Specifically, the combined populations envisioned by the development proposals will need to be analyzed with respect to:

- Land use;
- The transportation network;
- The open space system;
- The public parkland/outdoor recreational facilities;
- Community services and facilities; and,
- Servicing capacity (storm, sanitary, water).

Neither of the applications are providing public parkland for the residential component which constitutes the majority of the proposed gross floor area. Based on the City's DC By-law, the applicants would be required to provide the equivalent of 11.93 hectares of parkland (based on a total of 5,965 units) or \$50,702,500 cash-in-lieu.

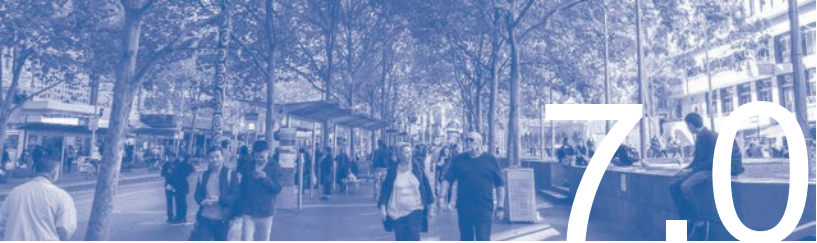
While the applicants have provided analysis supporting their individual proposals, they have not considered the cumulative effect of their developments with respect to the above-noted components. Furthermore, future applications of similar density, if permitted, will exacerbate current and planned infrastructure capacity.

The Weston 7 Secondary Plan will develop a comprehensive policy framework for the study area that considers individual developments within a larger context. It will ensure that development is of a size, use composition, and configuration that provides a positive relationship to adjacent communities while also being supported by an appropriately scaled and planned public space system and street network. It is within this larger, comprehensive planning framework and network of transportation, servicing, open spaces, and community services and facilities, that individual applications should be evaluated for appropriateness of scale, density, and use.

## 6.3 Summary of Key Points

1. The current applications do not conform with VOP 2010 policies. They are substantially larger in scale than what was anticipated.
2. Comprehensive planning for this area is essential given the scale of development currently being proposed. The public parkland system, the transportation and transit system, active transportation system, as well as sewer, water, and stormwater management systems will require significant upgrades to accommodate anticipated growth. These elements absolutely require broader discussions given their immediate and cross-property boundary impacts on Vaughan's city-building initiatives and urban structure.

3. Currently, there are no public parks within the northeast quadrant of the Secondary Plan Area or in close proximity to the subject lands. As such, new parks will be required to service the future population, as well as the entire area of the Secondary Plan Area.
4. It is extremely important that these and other development applications be considered comprehensively, rather than individually. A singular application will have an incremental impact on existing and planned municipal infrastructure and community services, while the cumulative effects of development applications will have a much larger, collective impact.
5. Other broad planning policy implications also require comprehensive consideration. The implications of the integration or transition from the VMC, the objectives for MTSA planning, the City's new Official Plan objectives, the Transportation Master Plan and Service Infrastructure Master Plan will all have input regarding development in the Weston 7 area.
6. The scale, height, and uses proposed in the development applications are more appropriate with a Regional Centre, such as development that is completed, under construction, approved, and/or proposed for the VMC. A balance, and appropriate transition, is required between the VMC and Weston 7 to ensure that the intention of the VMC as the City's downtown and priority intensification area is upheld.
7. The City must consider the major comprehensive planning and infrastructure issues that arise from applications that far exceed the policy direction of VOP 2010. There is a need for clear direction to ensure that appropriate infrastructure, such as transportation systems, municipal services, community services and parkland can be adequately provided in advance of granting incremental site-specific development approvals.



# Consultation & Next Steps

## 7.1 Consultation & Public Engagement

Throughout the duration of the study process the Consultant Team will engage the widest possible cross-section of interested and affected parties to ensure meaningful inputs to achieve the best possible plan outcome. Beyond meeting provincial, regional, and municipal objectives, the plan will also reflect the aspirations of residents, users, landowners, and stakeholders, including Indigenous Communities.

Meaningful consultation will be integral to the successful outcome of this Secondary Plan. It provides an opportunity for communities affected directly or indirectly by new development to have a say in the shape and character of this emerging urban area. Public infrastructure in the form of community facilities, parks, squares, and streetscapes can benefit from broad-based outreach. A comprehensive consultation strategy will lead to a defensible Secondary Plan able to withstand appeals to the LPAT while providing clear direction moving forward through implementation.

Understanding the significance of Indigenous Communities engagement, outreach has been organized to run parallel with the consultation of landowners, developers, City staff, government agencies, and the public at large. It will inform key land use decisions and provide opportunities to include Indigenous Communities feedback and input as part of the study's final report recommendations.

### Public Engagement Goals

- To build awareness and understanding of Phase 2 and 3 of the Weston 7 Secondary Plan;
- To effectively engage all stakeholders including landowners, Indigenous communities, developers, business owners, residents, and community groups;

- To generate broad-based support for the Secondary Plan; and,
- To encourage participation and input through a variety of forums.

### Key Messages

Clear and consistent messages will be used throughout the study. Messages will be further refined and developed in coordination with the project team as the study evolves:

1. The Secondary Plan Area occupies a strategic position in the City's Urban Structure as it is identified as a 'Primary Centre' in VOP 2010. The Secondary Plan Area has:
  - Excellent connectivity to Provincial highways providing access to the GTA and beyond;
  - Close proximity to the VMC, the terminus of TTC Subway Line 1, and a Regional bus terminal; and,
  - Excellent Bus Rapid Transit access with Highway 7, identified in the York Region Official Plan as a Regional Rapid Transit Corridor, and Weston Road included as part of the Regional Transit Priority Network and the Frequent Transit Network.
2. Provincial policy identifies Highway 7 as a Priority Transit Corridor. The Secondary Plan Area must be planned to support the intensification target based on its role within the City's Urban Structure. Development within the Secondary Plan Area will be planned and designed as a complete, transit-oriented community, with the infrastructure and public facilities to support the development of this strategic growth area. The area is also identified as a retail node in the City.

3. Provincial policy sets out direction for MTSAs on Priority Transit Corridors. The MTSA policies are applicable as York Region identifies the Weston Road and Ansley Grove VivaNext rapid transit stations as MTSAs. As the approval authority, York Region delineates the limits of these areas and determines minimum density targets. The delineated limits of the MTSAs will need to be identified in the City's updated Official Plan, as well as the Secondary Plan.
4. MTSAs in the Weston 7 area must be planned for a minimum density of 200 persons and jobs per hectare for the Ansley Grove BRT station and 250 persons and jobs per hectare for the Weston BRT station. The Weston 7 Secondary Plan Area should be planned as 'transit-supportive' with connections to Regional and local transit, while also supporting active transportation such as walking and cycling with planned infrastructure.

A variety of tools and tactics will be used to engage and communicate with the community (see Figure 9). Engagement will occur through online forums over the next few months and face-to-face meetings depending on direction from public health officials.

Regular updates will be communicated through:

- Updates posted to the City's dedicated webpage;
- Social media posts on the City's accounts to encourage engagement and feedback;
- Project updates in the City's regular communications tools, such as mail-outs of statutory notices and meetings;
- Updates shared in local media; and,
- Email blasts to the study's list of interested parties.

A written report summarizing "What We Heard" will also be provided at the completion of key consultation events. The reports will be posted on the City's dedicated webpage.

## Indigenous Communities Engagement

### Key Principles:

**Indigenous-led Engagement** – The success of an engagement process targeting First Nations, Métis communities, and representative Indigenous organizations should always be led, and advised by, the Indigenous people themselves. The establishment of an Indigenous Traditional Knowledge and Engagement Steering Group will be explored to provide advice on community engagement. The community engagement meetings, Indigenous knowledge workshops will be led by skilled and knowledgeable Indigenous people.

**Diversity and Inclusion** – Recognize and build engagement processes that respect the diversity of all Indigenous nations within the project area including Anishinaabe and Métis communities, First Nations residents living both on and off-reserve, and respect for Indigenous students, faculty, and staff of other Indigenous nations.

**Indigenous Values** – All engagement will be guided by traditional Indigenous values including the Seven Grandfather Teachings of the Anishinaabe (Love, Respect, Bravery, Honesty, Humility, Truth, Wisdom).

The following Indigenous/First Nations communities will be engaged throughout the process:

- Mississaugas of the New Credit;
- Huron Wendat;
- Six Nations of the Grand River; and,
- Toronto/York Region Metis Council.

### Key Messages for Indigenous Communities:

- We are committed to working with you and your community throughout this planning process including throughout the public engagement process.
- We are committed to the meaningful collaboration and engagement of First Nations, the Métis and Indigenous Communities, in order to understand your interests, rights and views.

- Throughout the process, be assured that we will respect your Aboriginal and Treaty Rights, your specific community processes, as well as your important perspectives and culture in relation to the lands and water.

### Consultation Task 1: Study Initiation and Review of Background Information

As an early task in both Phases 2 and 3 of the Secondary Plan and the TMP, the landowners in the Weston 7 Secondary Plan Area were invited to a 30-minute virtual meeting with representatives of The Planning Partnership (TPP) and WSP.

The virtual meetings, held on September 1, 2, and 9, 2020, were a high-level introduction to the scope of work, schedule, and opportunities for involvement of the landowners through Phases 2 and 3 of the Secondary Plan and the TMP. Each landowner was asked to provide comments, issues, and considerations for feedback to the broader TPP and WSP teams.

A number of common themes were heard during the conversations, such as a desire for more residential uses, in particular along Highway 400:

- Desire for increased height, mainly south of Highway 7 where there are no limitations resulting from proximity to established residential neighbourhoods;
- Identification of almost every site as key, landmark, gateway, or prominent, implying permissions for higher density;
- Concern about cooperation with MTO and the willingness to accept more urban conditions;
- Acknowledgement of the considerable transportation improvements that have been implemented along Highway 7, such as the operational Regional BRT, that have resulted in the creation of a major transportation corridor within the study area and to surrounding areas;

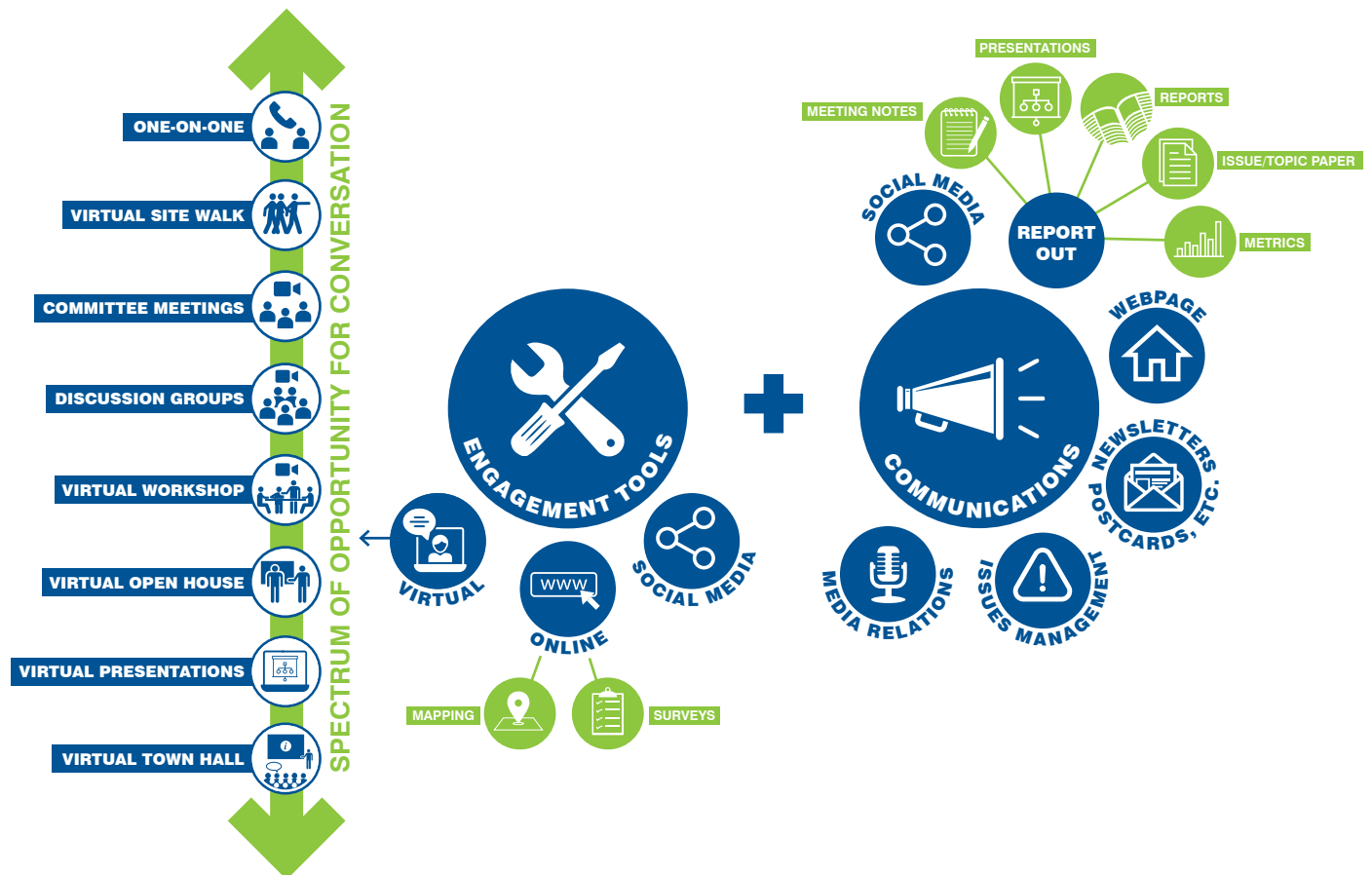


Figure 9. Tools of Engagement

- Concern around potential changes to the roadway network specifically new roadways bisecting private lands; and,
- Desire for clarity around the crossing of Highway 400 and the potential impacts on parallel lands, as well as the need for pedestrian and cyclist consideration as part of the design.

## 7.2 Next Steps

### Selection & Development of a Preferred Land Use Option

The current stage of the study will focus on developing the preferred land use plan. This will be based upon a comparative evaluation of the three

draft emerging land use scenarios developed in Phase 1. The criteria used to assess the scenarios will be based on the guiding principles articulated in the study's first phase. The draft preferred land use plan will be a combination of the best elements from the three draft emerging scenarios and will be further refined through the lenses of market, employment, transportation, servicing, and contextual analysis.

It is anticipated that the preferred land use plan will progress through a series of iterations. In order to test the ability of infrastructure to support the plan a series of steps will be required. This will involve developing a 3-dimensional demonstration plan that provides a clear understanding of building use, mass,

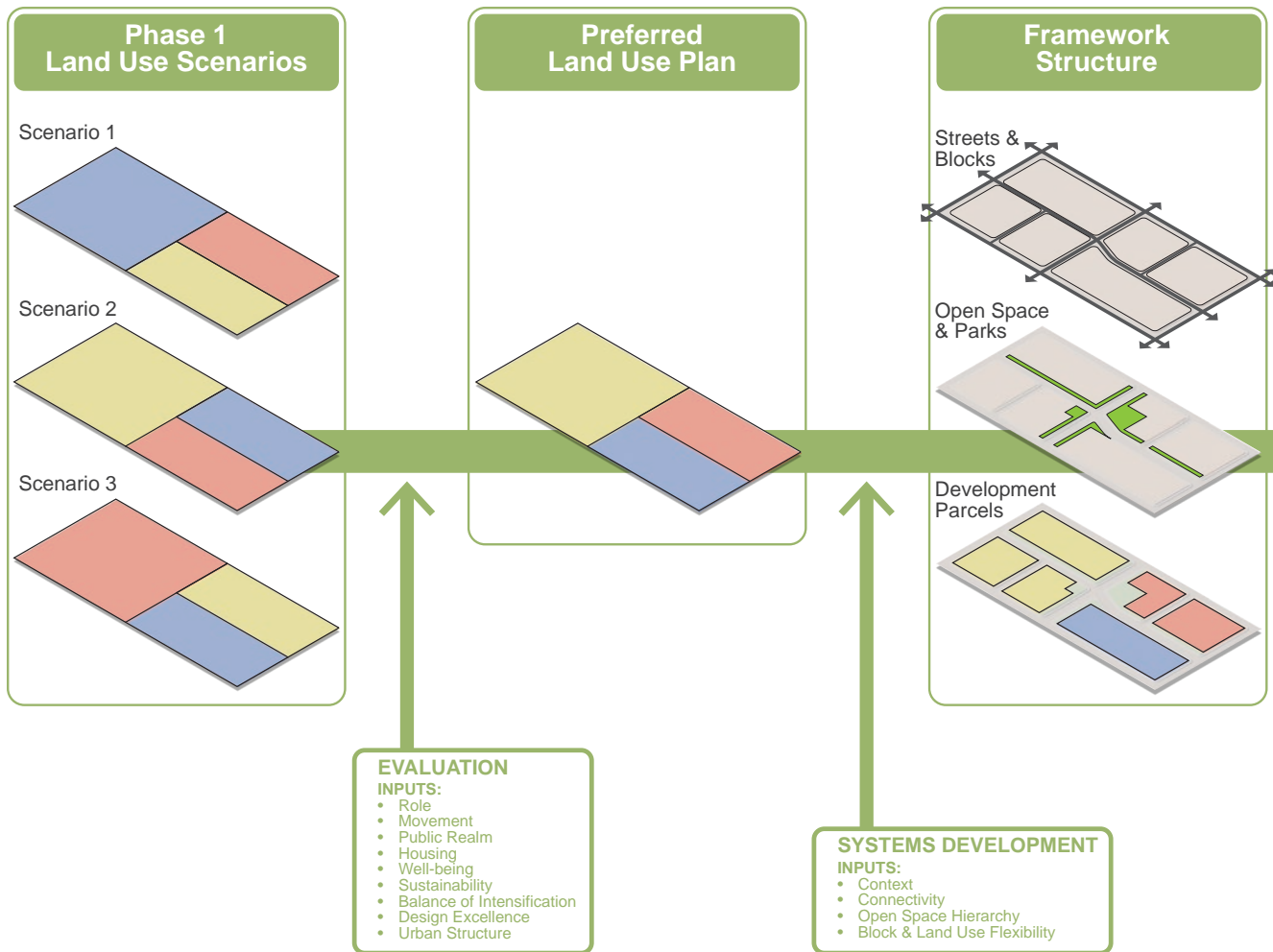


Figure 10. Developing a Preferred Land Use Plan



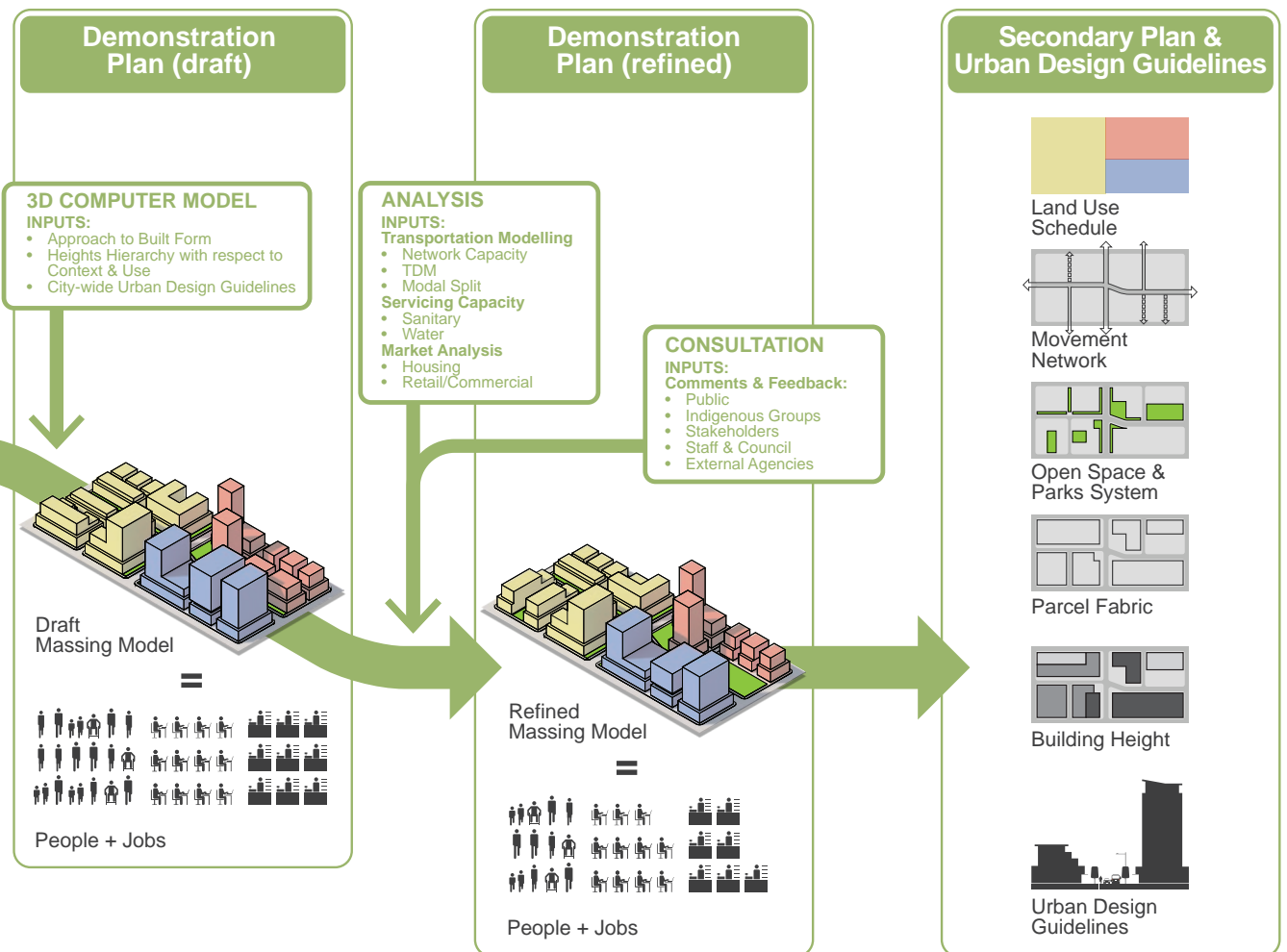
and height across the study area. This will enable the generation of data on gross floor areas based on use, and the number of residential units, people, and jobs. The data generated will be analyzed by the TMP team and by the Weston 7 servicing consultants to identify necessary infrastructure improvements, as required, compared to existing and/or planned infrastructure.

Arriving at a 3-dimensional representation of the preferred land use plan will require a number of steps, each supported by a framework of clearly articulated assumptions and information. The consulting team will work closely with the City project team, the TMP,

the VMC teams, Indigenous Communities, area stakeholders, landowners, and residents to ensure the plan evolves through a transparent process.

### Preparation of the Weston 7 Secondary Plan

The preferred land use plan will be referenced in the preparation of the final Weston 7 Secondary Plan, and inform the development of urban design guidelines. Together, the secondary plan policies and guidelines will serve to direct growth of the area, while ensuring that the vision for Weston 7 is realized to the benefit of current and future generations.





**Weston 7: inclusive • connected • future-friendly**