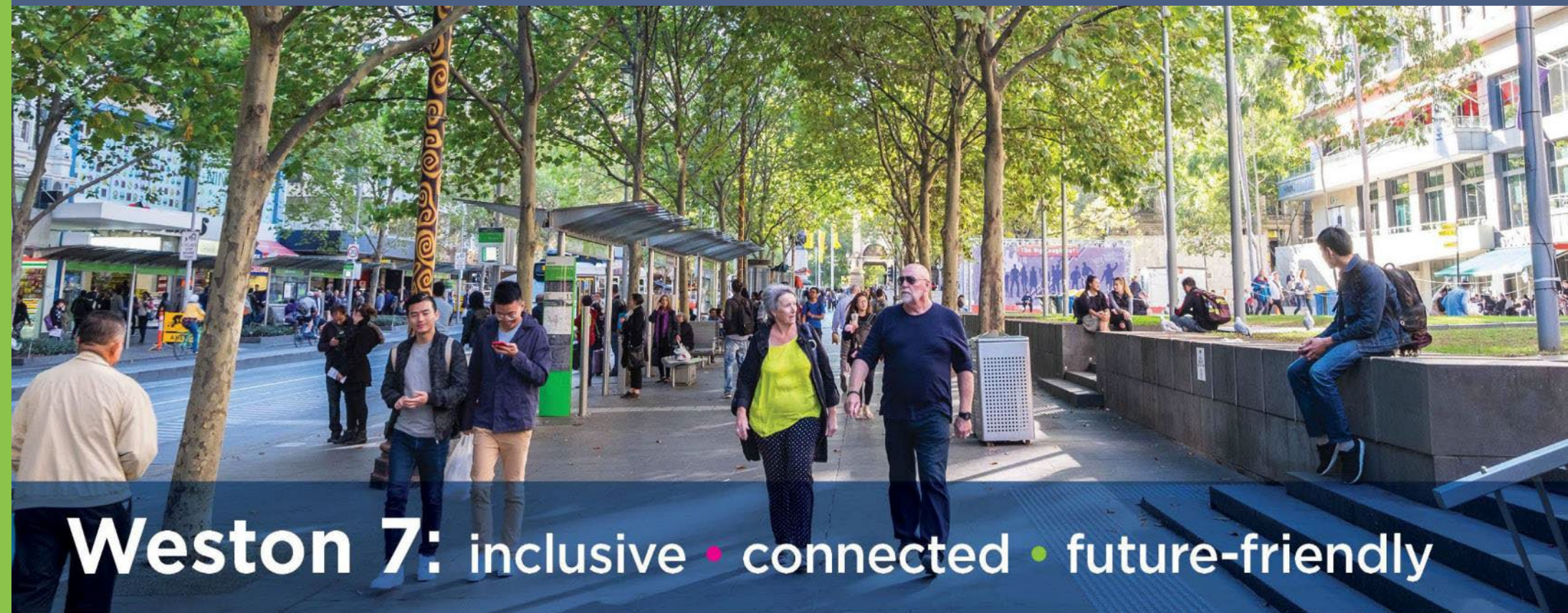


OPEN HOUSE

January 22 + 23, 2025

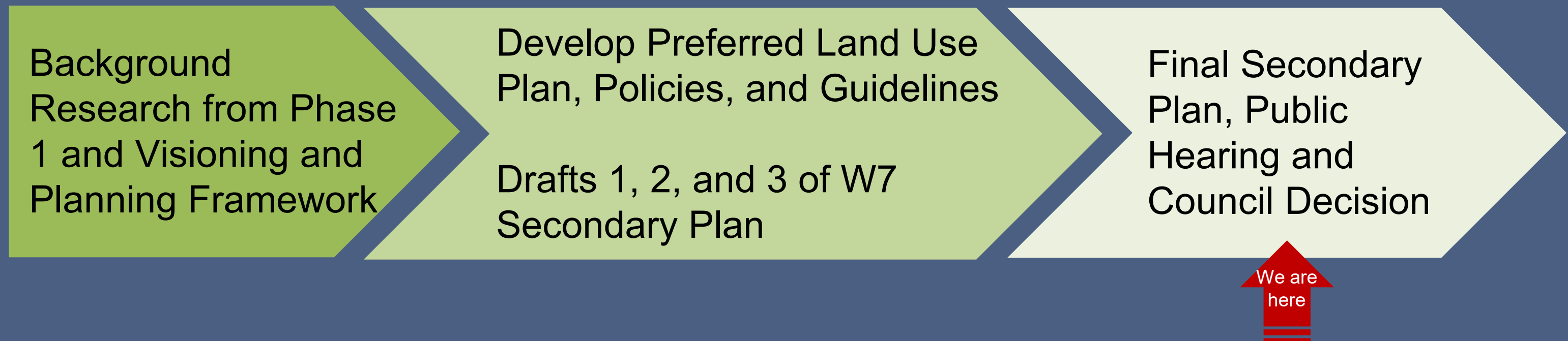


Weston 7: inclusive • connected • future-friendly

WESTON 7 Secondary Plan Phases

PHASE 1 was initiated in 2018 and concluded in 2019. Phase 1 Included a comprehensive background review, the development of a vision and guiding principles, establishing conceptual land use scenarios for evaluation.

PHASES 2 and 3 was initiated in 2020. Phase 3 will conclude by **Council adoption** of the final Secondary Plan.



Fall 2020 ---- Fall 2021 ---- Spring 2023 --- Summer 2023 --- Fall 2024 --- Winter 2024/25

WESTON 7 Community Engagement

- **Jun 2018:** Ideas Workshop
- **Nov 2018:** Interactive Vision and Principle
- **Mar 2019:** Emerging Land use Scenarios Workshop
- **Sep 2020:** Pre-Consultation with First Nations
- **Nov 2021:** A virtual Public Open House
- **Sep 2023:** An in-person Open House to present **Draft 1** Secondary Plan
- **Nov 2023:** A Statutory Public Meeting to present **Draft 2**
- **June 2024:** A Committee of the Whole (Working Session) to present **Draft 3**
- **Oct 2024:** Four Public Open Houses
- **Jan 2025:** Two Information Sessions to present **Draft 4**

Additionally, City staff have engaged on a regular basis with the **Weston 7 Landowners Group**



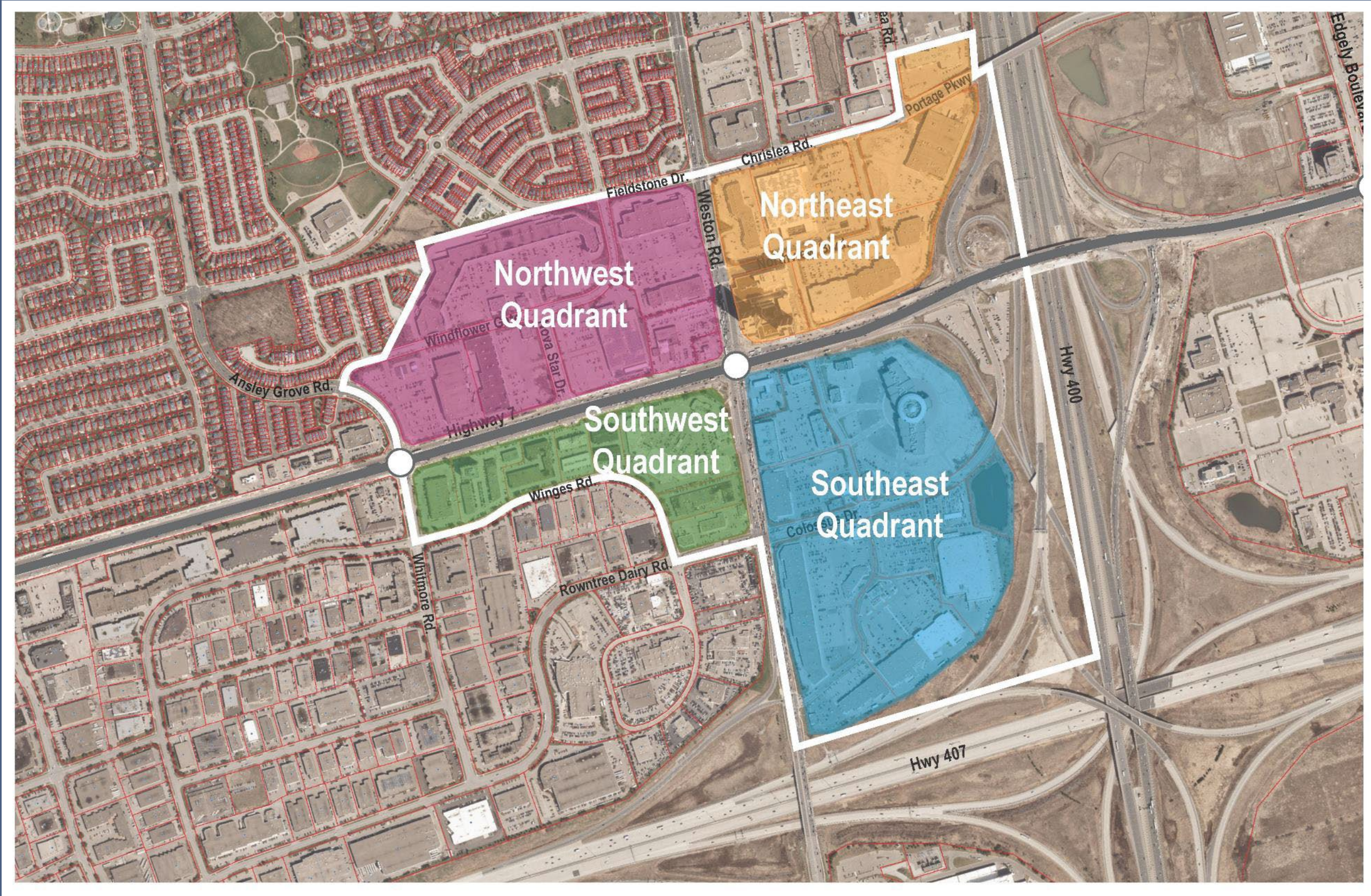
FROM THE PUBLIC

- Development potential is too much for this area, limit to low- and mid-rise buildings
- Traffic congestion, strain on existing infrastructure
- Traffic Infiltration into existing neighbourhoods
- Not enough parks or community facilities to serve the new population
- Loss of existing retail and entertainment facilities
- Community safety

FROM THE DEVELOPERS

- Development potential is too low, does not achieve their aspirations
- Policy framework is too prescriptive
- Development phasing - Who goes first?
- Too many roads, too much parkland

Weston 7 Secondary Plan Location and Quadrants

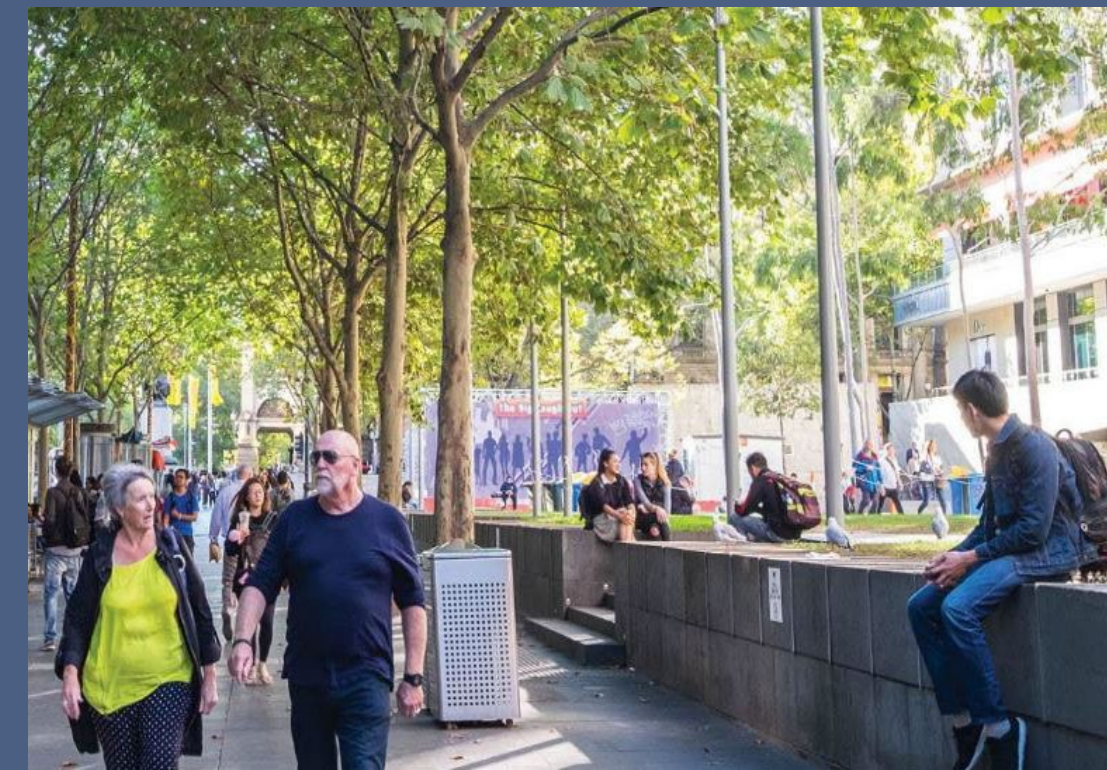


PURPOSE

To establish a comprehensive land use planning, urban design, transportation, and infrastructure policy framework to guide new development in WESTON 7 to the year 2051.

The Draft Secondary Plan addresses three **key elements**:

- Providing an array of land uses to ensure a truly mixed-use community;
- Management of the pattern of development through regulation of the built form; and,
- Recognition that the capacity of existing municipal service infrastructure and transportation systems is severely restricted



WESTON 7 will be a **vibrant and inclusive place** for all people from Vaughan and surrounding cities to gather, shop, live, work and enjoy. As one of the City's Primary 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.

WESTON 7 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.

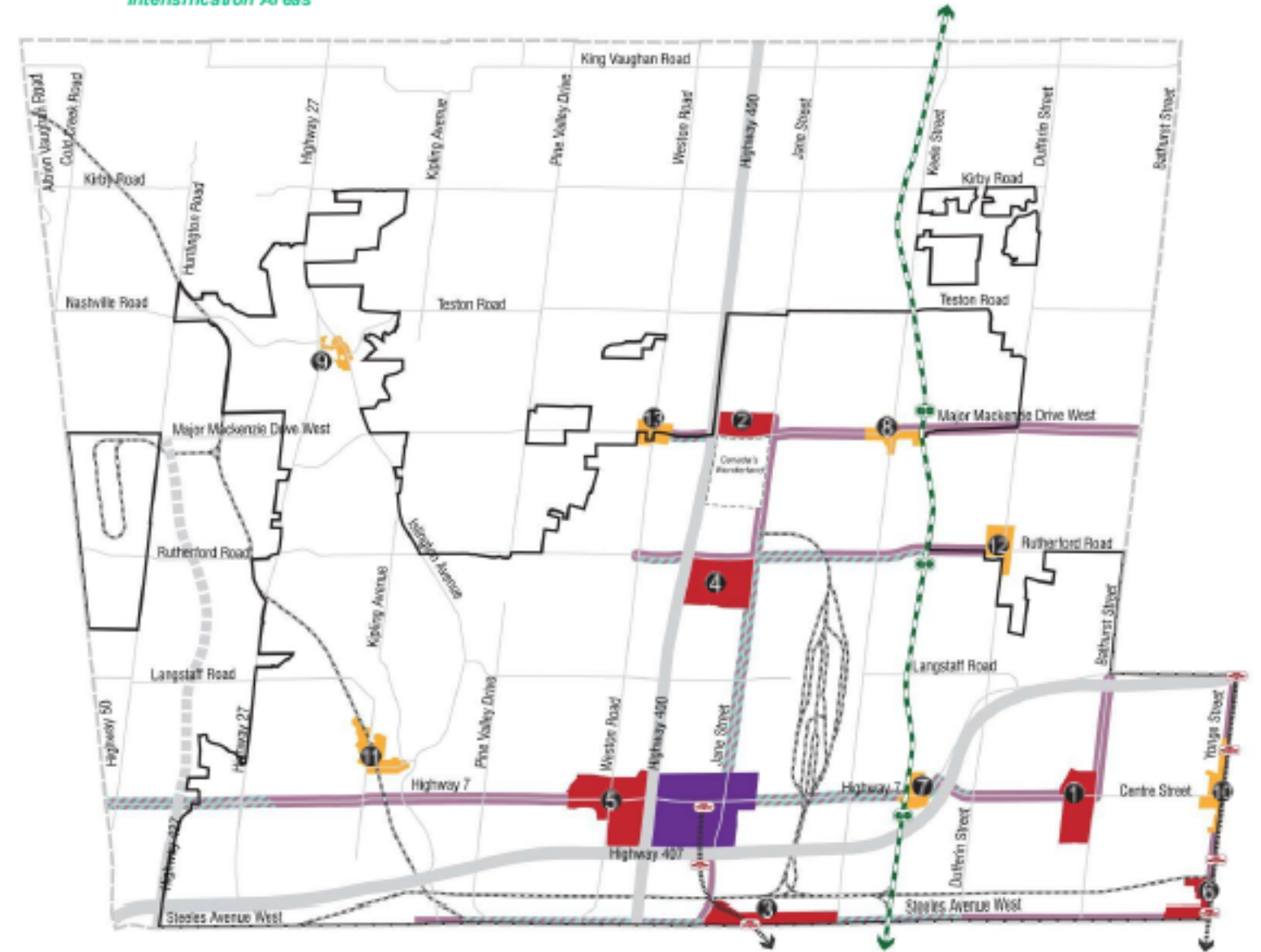
VAUGHAN OFFICIAL PLAN 2010

The WESTON 7 Secondary Plan Area is identified as a **Primary Centre** which is expected to be:

- A key location for development through intensification;
- Predominantly mixed-use, high and mid-rise buildings; and
- Developed at an intensity supportive of transit.

The WESTON 7 Secondary Plan Area is also identified as an **Intensification Area** — a primary location for the accommodation of growth, with the greatest mix of uses, heights and densities in addition to major office and retail uses.

Figure 6
Intensification Areas



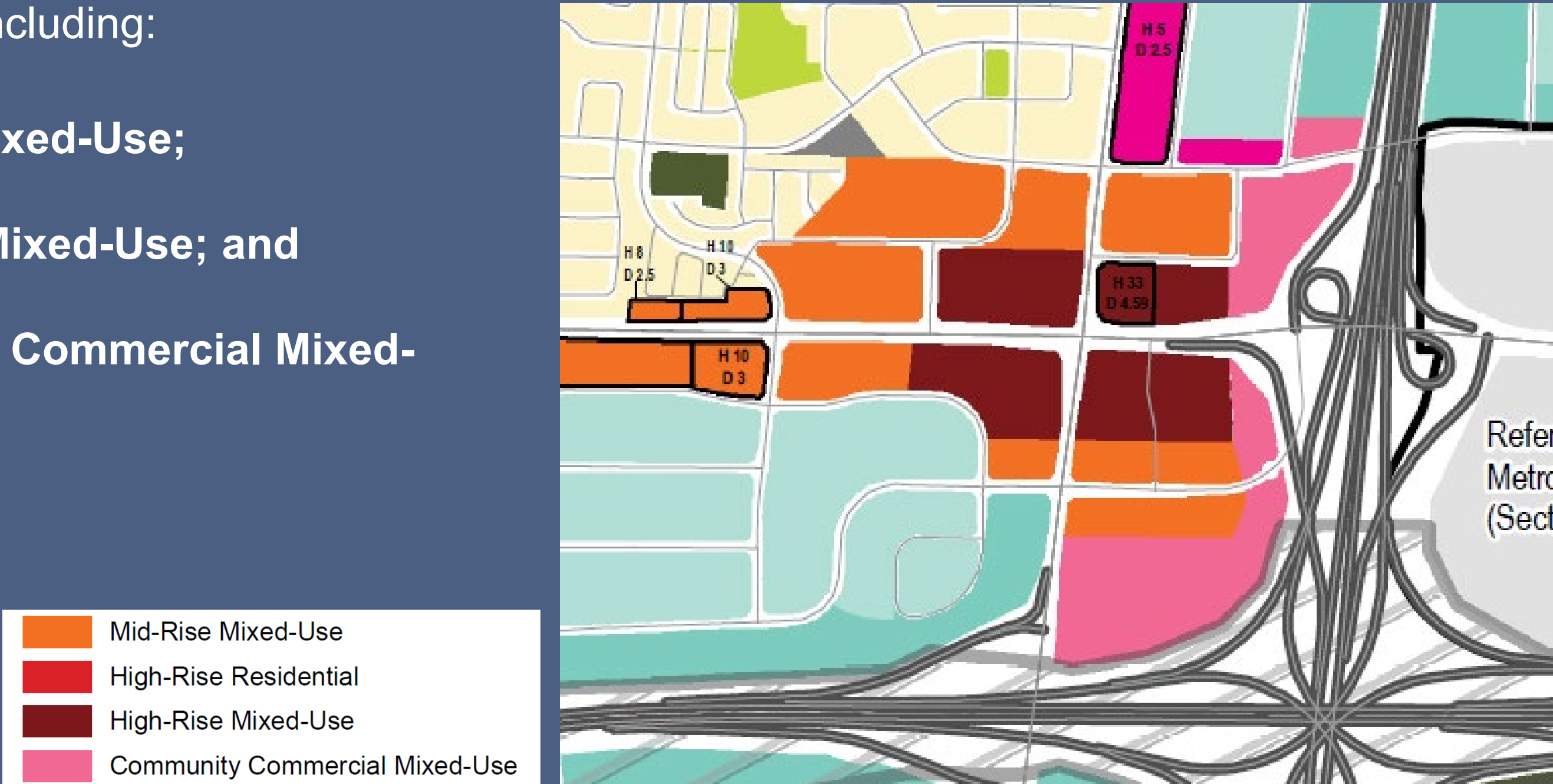
Vaughan Metropolitan Centre	Primary Centres	Local Centres	Primary Intensification Corridors
	<ol style="list-style-type: none"> 1 Bathurst & Centre St. 2 Jane St. Major Mackenzie Dr. 3 Steeles West 4 Vaughan Mills 5 Weston Rd. & Highway 7 6 Yonge St. & Steeles Ave. 	<ol style="list-style-type: none"> 7 Concord Centre 8 Historic Maple Village 9 Historic Kleinburg Village 10 Historic Thornhill Village 11 Historic Woodbridge Village 12 Carrville Centre 13 Vellore Centre 	<p>Regional:</p> <ul style="list-style-type: none"> • Highway 7/Centre Street/Bathurst Street • Yonge Street <p>Local:</p> <ul style="list-style-type: none"> • Jane Street • Major Mackenzie Drive • Rutherford Road • Steeles Avenue





VAUGHAN OFFICIAL PLAN 2010

The WESTON 7 Secondary Plan Area includes several existing land use designations including:

- Mid-Rise Mixed-Use;
- High-Rise Mixed-Use; and
- Community Commercial Mixed-Use.

Schedule 13 – Land Use

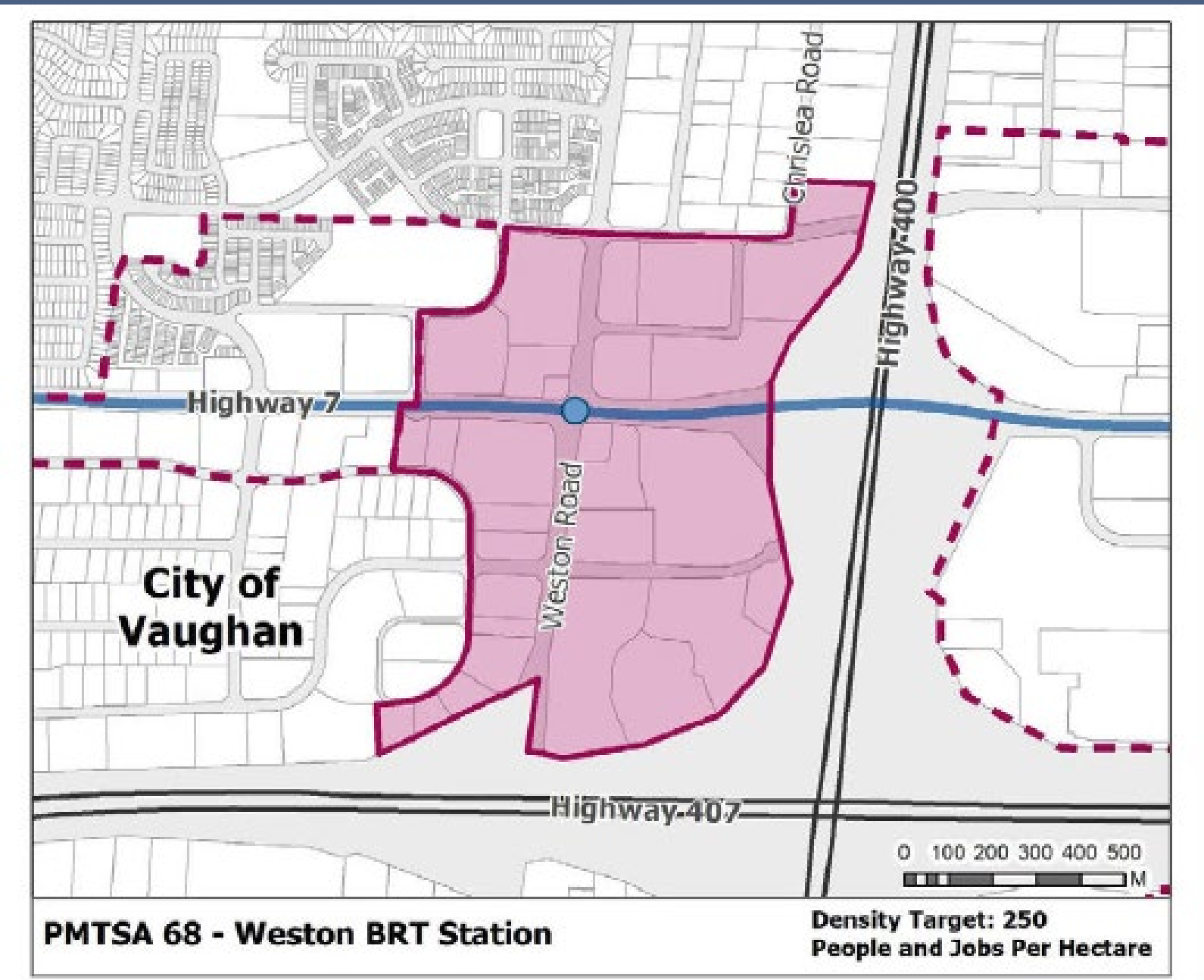
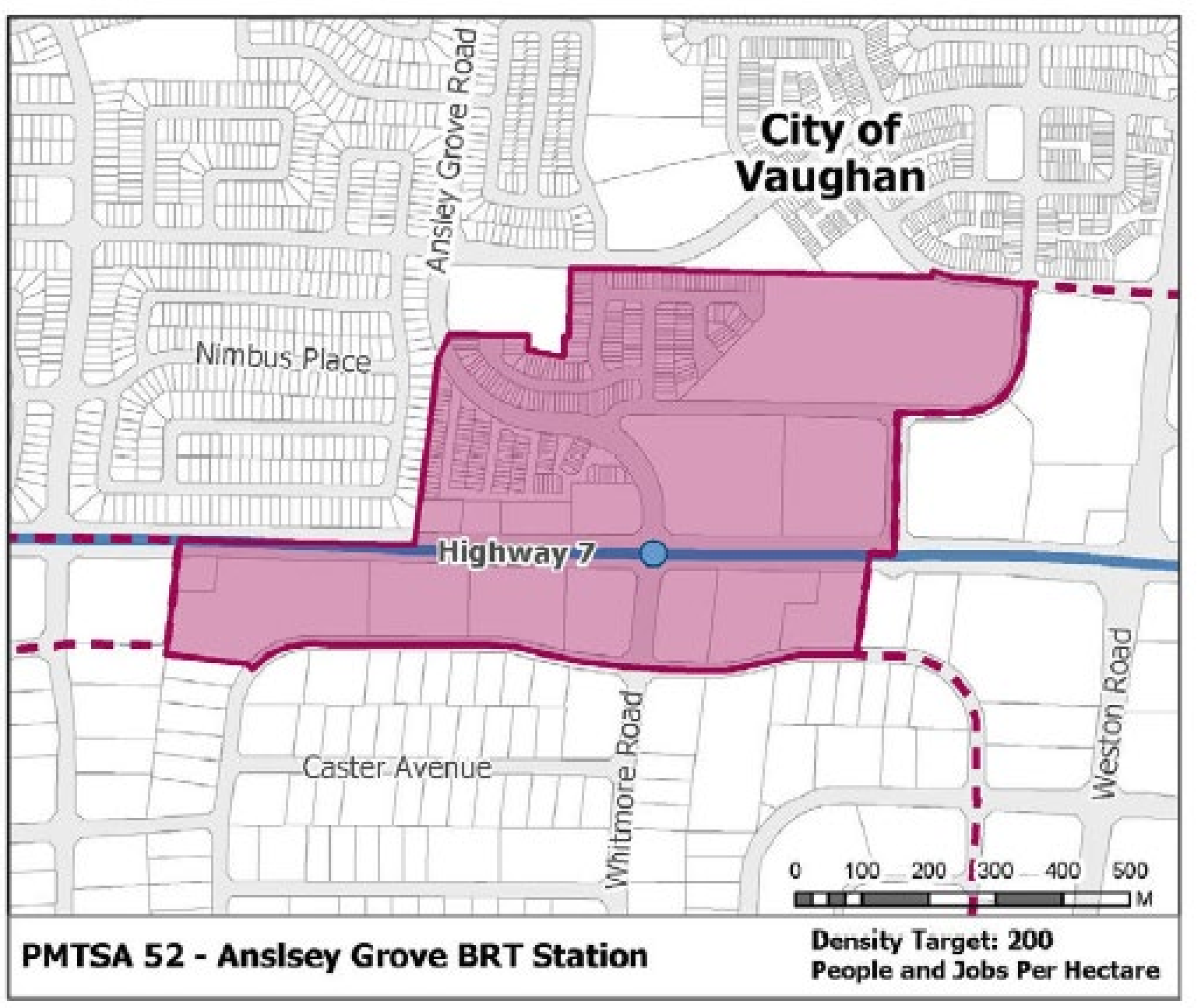


	Mid-Rise Mixed-Use
	High-Rise Residential
	High-Rise Mixed-Use
	Community Commercial Mixed-Use

WESTON 7 Existing Planning Context

VAUGHAN OFFICIAL PLAN 2010

WESTON 7 includes two **Protected Major Transit Station Areas** including:



DEVELOPMENT PROPOSALS UPDATE

The WESTON 7 Secondary Plan Area accommodates 1 existing redevelopment project, Centro Square, which is a mixed-use development located in the Northeast Quadrant of the Secondary Plan Area.

In addition, there are currently 10 ongoing proposals for development. In total, the existing Centro Square and the 10 development proposals represent approximately 70% of the Gross Land Area of the WESTON 7 Secondary Plan Area. None of the development proposals has been approved by Council.

Number of Towers _____	81
Storeys _____	Ranges from 8 to 68 storeys
Estimated Dwelling Units _____	34,819 dwelling units
Population Yield@ 1.91 people/unit _____	66,156 people
Employment Yield@ 40 square metres/Job _____	3,431 jobs

KEY CHANGE #1: ACCOMODATING GROWTH

Draft 4 Secondary Plan identifies the Growth Threshold of **26,000 people and jobs combined** - a maximum of 16,000 people and 10,000 jobs to 2041. It shall be a policy of the WESTON 7 Secondary Plan that:

- All development applications within the 26,000 person threshold shall submit infrastructure implementation plans to the satisfaction of the City and in accordance with the Transportation Master Plan and the Integrated Urban Water Plan. Timing of development will be strictly tied to the construction of these identified needs.
- No increase to the identified Growth Threshold is to be considered until such time as the City is satisfied that additional capacity within the transportation system can be identified, funded, planned and implemented; and
- Any future increase to the identified Growth Threshold shall be considered and implemented through an Amendment to this Plan.

BUILDING A SUCCESSFUL COMMUNITY

This Plan promotes WESTON 7 as a Successful Community.

Successful community policies include:

- Providing Housing Options
- Promoting a Strong Economy
- Supporting a Healthy Community
- Providing Public Service Facilities (e.g. schools)
- Ensuring High Quality Design
- Promoting Sustainability + Adapting to Climate Change



LAND USE DESIGNATIONS

Draft #4 includes an array of land uses that are permitted within the land use designations to ensure the evolution of Weston 7 is truly mixed-use.

The Draft Secondary Plan also permits the ongoing operation of retail plazas, grocery stores, restaurants and other large format retail uses to remain, extend, enlarge and add accessory buildings. Council is considering further protection of grocery stores.

The Low-Rise Residential Designation

- Generally, townhouses and low-rise apartments
- No non-residential is required



LAND USE DESIGNATIONS

Mixed-Use I Designation

- Mid-Rise and High-Rise buildings
- Minimum 15% of Gross Floor Area (GFA) for non-residential uses
- Non-residential required at-grade

Mixed-Use II Designation

- Mid-Rise and High-Rise buildings
- Non-Residential buildings - minimum 20% of Gross Floor Area (GFA) for non-residential uses
- Residential buildings - minimum 75% of ground floor Gross Floor Area (GFA) for non-residential uses



LAND USE DESIGNATIONS

Flood Plain Spill Area Overlay

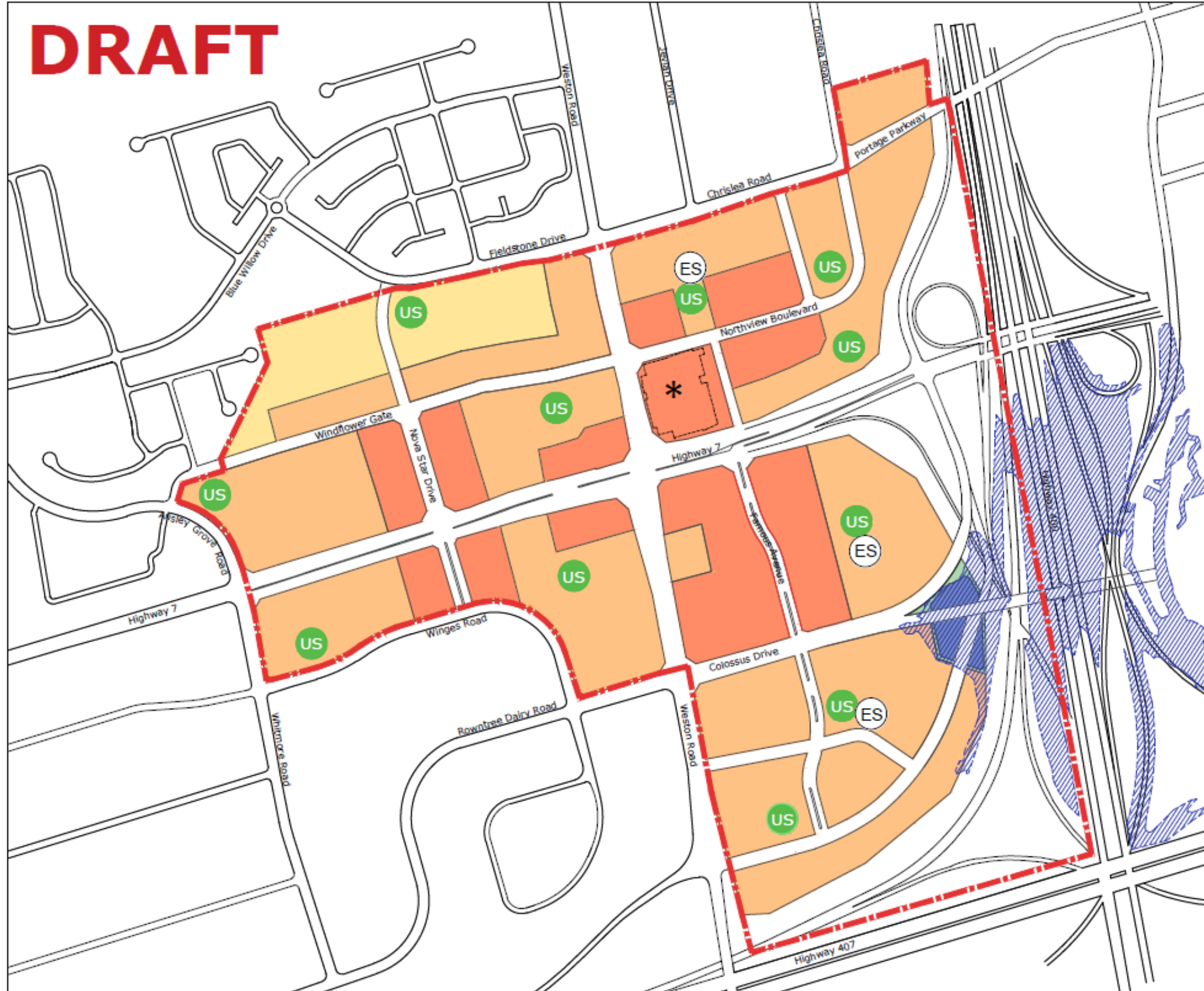
- Site-specific hydraulic analysis to be prepared

Colossus Drive Corridor Protection Area

- Preclude development within corridor until an Environmental Assessment has been completed












Weston 7 Secondary Plan – Schedule 1

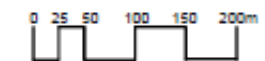
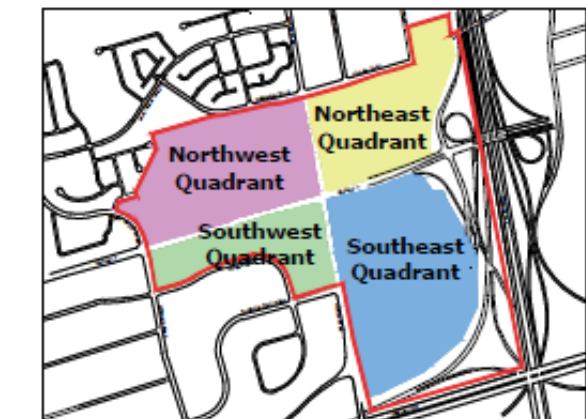


Schedule 1 Weston 7 Land Use Designations

Legend

-  Secondary Plan Area
-  Residential I
-  Mixed-Use I
-  Mixed-Use II
-  Weston 7 Urban Squares
-  Elementary School
-  Existing Stormwater Management Pond
-  Flood Plain Spill Area Overlay
-  Existing Development (Centro Square)

Quadrants



November 2024

BUILT FORM

Draft #4 is expected to accommodate Low-Rise, Mid-Rise and High-Rise Buildings. The harmonious accommodation of new development within the existing and planned context is a key consideration.

Low-Rise Buildings

- Maximum 3 storeys
- Maximum Density – 1.5 Floor Space Index

Mid-Rise Buildings

- Minimum 3 storeys, Maximum 8 storeys
- Maximum Density – 3.75 Floor Space Index



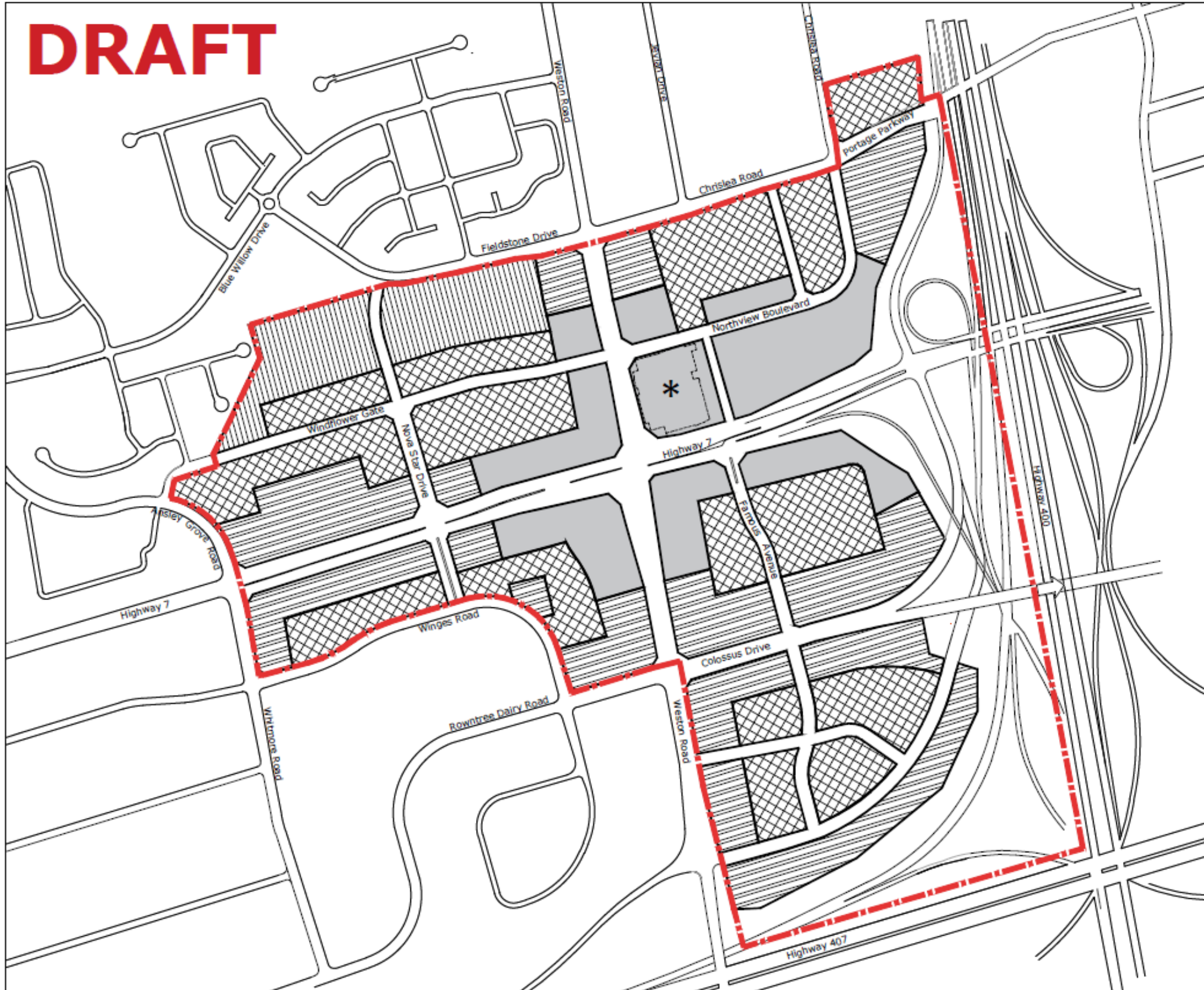
BUILT FORM

High-Rise Buildings

- **High-Rise I** - Minimum 8 storeys, Maximum 18 storeys, Maximum Density 6.0 Floor Space Index
- **High-Rise II** - Maximum 32 storeys, Maximum Density 7.5 Floor Space Index



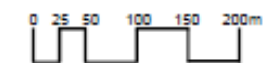
Weston 7 Secondary Plan – Schedule 2



Schedule 2 Weston 7 Building Height

Legend

-  Secondary Plan Area
-  Low-Rise
-  Mid-Rise
-  High-Rise I
-  High-Rise II
-  Existing Development (Centro Square)



November 2024

PEDESTRIAN REALM NETWORK

- Includes a policy framework that articulates direction for **Urban Park Spaces and Streetscapes**
- The intent is to achieve a comprehensive network of spaces that work together and complement each other, leading to a well-connected, universally accessible network throughout WESTON 7 and with the surrounding neighbourhood
- **Urban Squares** are the largest urban parks, with opportunities for **Promenades** and **Pocket Parks**
- Streetscapes are identified in two categories – **Enhanced Urban Streetscapes** and **Standard Urban Streetscapes**

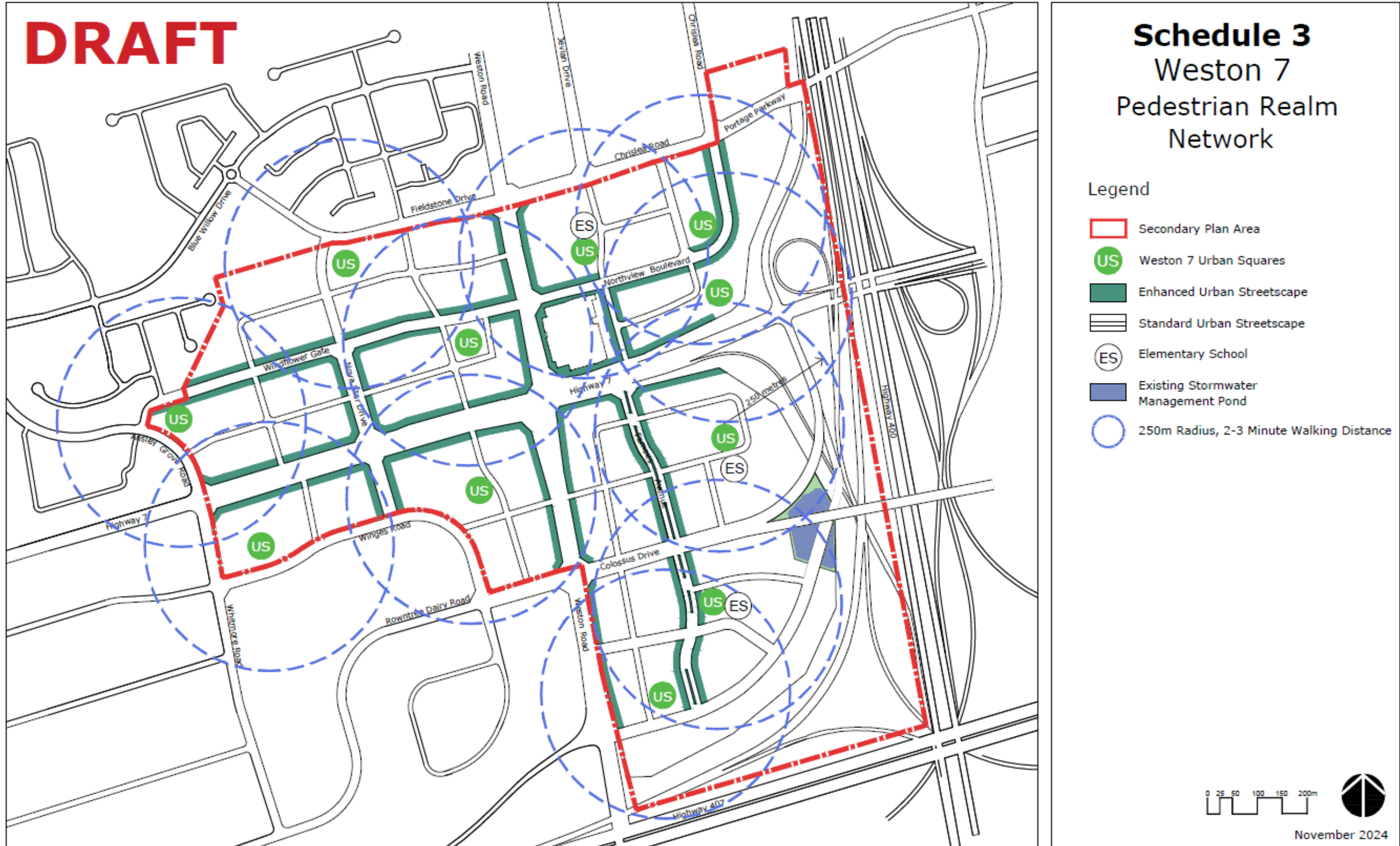


KEY CHANGE #2 - PEDESTRIAN REALM NETWORK

DRAFT 4 of the WESTON 7 Secondary Plan identifies opportunities for future **Urban Squares** symbolically, so that the location, size and configuration of each space can be considered through the development approval process, in consideration of the parkland dedication requirements of the City's Parkland Dedication By-law.

Other park space elements – **Pocket Parks and Promenades** - are not identified on the Schedule, but are permitted and expected to be considered through the development approval process, in consideration of the parkland dedication requirements of the City's Parkland Dedication By-law.

Weston 7 Secondary Plan – Schedule 3



MULTI-MODAL TRANSPORTATION SYSTEM

- Policies related to the establishment of a multi-modal Transportation System informed by the Transportation Master Plan
- Intent is to maintain a safe, multi-modal, and integrated network comprised of:
 - **Active Transportation Network** – pedestrian and cyclists
 - **Transit Network**
 - **Road Network** – Highway 7, Weston Road, collector roads, local roads
- **Parking, Access, and Service Facilities** – minimize the amount of surface parking; underground parking for mid- and high-rise buildings; permit above ground structured parking; prioritize bicycle, carpool, and car share parking



KEY CHANGE #3 – TRANSPORTATION

DRAFT 4 includes a new **APPENDIX I: Transportation System Improvements**, which identifies all of the transportation system improvements required to achieve the 26,000 people and jobs combined growth threshold. Appendix 1 is based upon the City's WESTON 7 Transportation Master Plan (2024).

The implementation framework of the multi-modal transportation network is structured around:

- Broad Area Transportation System Improvements;
- Active Transportation Improvements;
- Public Transit Improvements; and
- Area – specific Road Network Improvements.

KEY CHANGE #3 – TRANSPORTATION

Broad Area Transportation System Improvements

- Colossus Drive extension over Highway 400
- Bass Pro Mills extension from Highway 400 to Weston Road
- Langstaff Road widening between Weston Road and Creditstone Road (4 to 6 lanes)
- Langstaff Road connection over CN Yard
- Langstaff Road full interchange at Highway 400
- Steeles Avenue widening west of Jane Street (4 to 6 lanes)
- Pine Valley Drive widening between Highway 7 and Steeles Avenue (4 to 6 lanes)
- Weston Road widening north of Steeles Avenue (4 to 6 lanes)
- Keele Street widening north of Steeles Avenue (4 to 6 lanes)

KEY CHANGE #3 – TRANSPORTATION

Active Transportation Improvements

- New pedestrian/cycling overpass connecting Weston 7 with VMC over Highway 400, located between Highway 7 and Portage Parkway
- Weather protection along the existing Highway 7 median multi-use path over Highway 400
- Grade-separated pedestrian/cycling linkages from the SE Quadrant to the NE Quadrant over Highway 7



KEY CHANGE #3 – TRANSPORTATION

Public Transit Improvements

- Five-minute all-day bus frequencies along the Highway 7 Viva Rapidway
- Transit circulator connecting Weston 7 to VMC and Highway 407 Subway stations
- Steeles Avenue Bus Rapid Transit Corridor (Jane Street to Yonge Street)
- Jane Street Bus Rapid Transit Corridor (Major Mackenzie Drive to Highway 7)

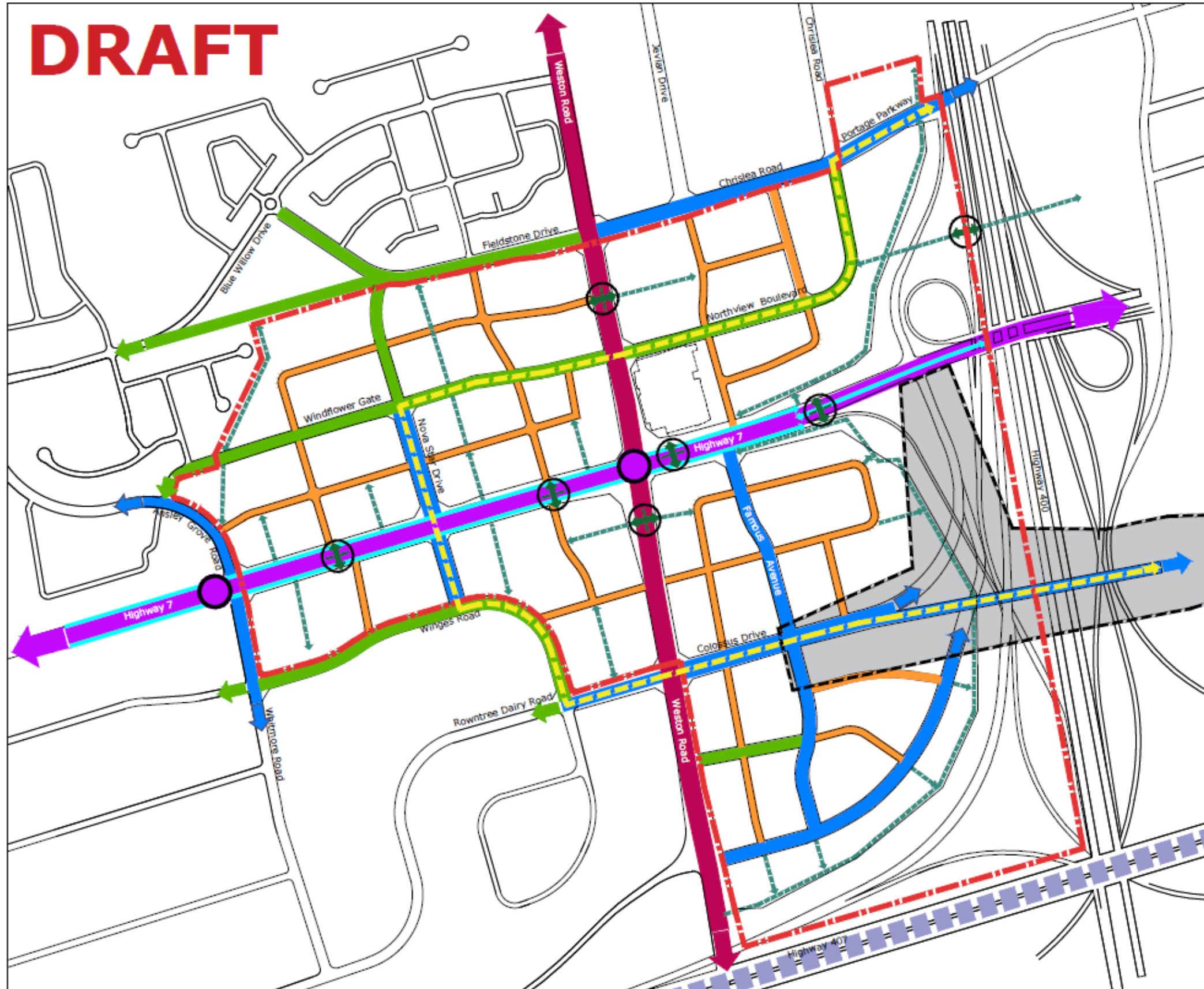


KEY CHANGE #3 – TRANSPORTATION

Area-specific Road Network Improvements















Roadway	From	To
Chrislea Road widening and AT	Weston Road	Applewood Crescent/Portage Pkwy
Northview Blvd widening and AT	Weston Road	Chrislea Road
Windflower Gate widening and AT	Ansley Grove Road	Weston Road
Fieldstone Drive extension	Blue Willow Drive	Weston Road
Nova Star Drive extension	Fieldstone Drive	Highway 7
Nova Star Drive extension	Highway 7	Winges Road
New Road W	Weston Rd @ 407 ETR EB Ramp	Colossus Drive
Famous Avenue widening and AT	Highway 7	Road W
Winges Road widening and AT Rowntree Dairy Road widening and AT Whitmore Road widening and AT	Highway 7	Weston Road

Weston 7 Secondary Plan – Schedule 4

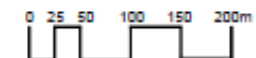


Schedule 4 Weston 7 Transportation System

Legend

-  Secondary Plan Area
- Street and Transit Network**
-  Existing Roads
-  Highway 7 - Regional Bus Rapid Transitway
-  Bus Rapid Transit (BRT) Stop
-  Regional Arterial Road - Weston Road
-  Major Collector
-  Minor Collector
-  Local Road
-  Colossus Drive Corridor Protection Area
-  Weston 7 to VMC Transit Circulator
-  Potential 407 Transitway
- Active Transportation Network**
-  Existing Cycle Track
-  Active Transportation Link
-  Active Transportation Grade Separated Pedestrian Connection

Note: Alignments are Conceptual



November 2024

WESTON 7 Mitigation Strategies for Neighbourhood Infiltration

1. Provide additional road capacity

The Colossus Drive extension will reduce the likelihood of infiltration by:

- Improving traffic flow by providing more capacity to travel east-west across Highway 400.
- Providing new routes for pedestrians, cyclists, and York Region Transit, reducing traffic on existing east-west routes

2. Direct traffic away from existing neighbourhoods

The Fieldstone Drive extension is included in the plan to reduce infiltration. It will act as a by-pass for non-neighbourhood traffic by:

- Directing traffic away from the existing residential community
- Minimizing the likelihood of infiltration through road design

SERVICE INFRASTRUCTURE + UTILITIES

- **Municipal Water and Wastewater Servicing Infrastructure** – phasing of development coordinated with phasing of municipal services
- **Stormwater Management Infrastructure** – incorporate low impact development measures such as porous pavements, bioretention basins, enhanced swales, green roofs, and rain gardens
- **Utilities and Telecommunications Facilities**



Questions?

For additional information please visit:

www.vaughan.ca/weston7

or contact:

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Policy Planning & Special Programs
905-832-8585 ext. 8077

