

Office of City Clerk
City of Vaughan
2141 Major Mackenzie Drive
City of Vaughan
L6A 1T1, ON

C14.
Communication
CW(PM) – November 1, 2023
Item No. 4

October 31, 2023
File No. 11101

Attn: Mayor and Members of Council

Re: Draft 2 Weston 7 Secondary Plan (File No. 26.2)
Committee of the Whole Public Meeting – Item 4
3850 Highway 7, Woodbridge Canadian Tire Plaza
CT REIT

Weston Consulting is the planning consultant for CT REIT, the registered owner of the property located at 3850 Highway 7 in the City of Vaughan (herein referred to as the 'subject property'). We are actively monitoring and participating in the City of Vaughan's (the 'City') Weston 7 Secondary Plan ('Weston 7 SP') process on behalf of our client. Submission letters have been provided throughout this process including a letter dated April 18, 2023, June 20, 2023, and September 18, 2023. We are pleased to provide this additional letter as a means of providing comments to the City with respect to the second draft of the Weston 7 SP and our client's development objectives relating to the future re-development of the subject property.

Property Description

The subject property is located approximately 150 metres west of Highway 7 and Weston Road intersection. The subject property has an area of approximately 3.33 hectares (8.22 acres) with a frontage of approximately 160 metres along Highway 7, 160 metres on Windflower Gate to the north and 140 metres on Nova Star to the west. The site is currently accessible via three full move vehicular driveways, two on Nova Star Drive and one on Windflower Gate. The subject property is currently occupied by the Woodbridge Canadian Tire store, with associated surface parking (Figure 1).



Figure 1 - Aerial Photograph of Subject Property

The subject property is located within the Protected Major Transit Station Area ('PMTSA') for the Weston BRT Station (PMTSA 68) as delineated by the 2022 York Region Official Plan ('YROP'). The subject property is situated on the north side of Highway 7, a Major Arterial Road and Regional Rapid Transit Corridor and located 100 metres west of Weston Road, a Regional Transit Priority Network. The subject property is located within a Primary Centre, a key development area for intensification per the Vaughan Official Plan ('VOP').

As per the VOP Schedule 13 – Land Use, the subject property is currently designated "High-Rise Mixed-Use", which permits a variety of uses, including residential units, retail, office, community facilities, etc., within mid- and high-rise buildings. The subject property is zoned General Mixed Use (GMU), subject to site specific exceptions No. 50 and 287 per Vaughan Comprehensive Zoning By-law 001-2021.

Proposed Development

CT REIT has recently undertaken a Pre-Application Consultation ('PAC') meeting on September 15th, 2023, to discuss the proposed redevelopment of the subject property with a high-rise mixed-use built form comprising of eight (8) towers. Proposed buildings would contain podium heights ranging from 5 to 10 storeys in height with tower heights ranging from 30 storeys to 55 storeys. Approximately 4,242 residential units are contemplated comprising a gross floor area ('GFA') of 309,338 square metres and a density of 9.61 FSI. Parking would be provided in a combination of underground and at grade parking facilities.

A fundamental element of the redevelopment of the subject property is maintaining meaningful retail/commercial GFA at this prominent location. It is our client's intention to reintroduce an urban formatted Canadian Tire Store, with its full extent of current services, within the first two storeys of the podium along the Highway 7 frontage. We believe the reintroduction of an urban formatted Canadian Tire Store at this location will assist the City in meeting their goals and objectives in creating a complete and walkable community, while animating the street in a positive manner in a location accessible to transit.

In response to City Parks request to assist towards achieving continuous parkland areas throughout the secondary plan area, privately owned public space ('POPS') is also contemplated on the subject property.

Weston 7 Secondary Plan Process

Weston Consulting submitted a comment letter on behalf of our client on April 18, 2023, outlining formal comments on the ongoing Weston 7 SP process and the three emerging land use scenarios.

City Staff presented the preliminary preferred Street Network on June 1, 2023. In response to the Weston 7 SP TMP, we submitted a comment letter on behalf of our client on June 20, 2023, outlining our comments on the preliminary preferred Street Network.

City Staff prepared a first draft of the Weston 7 SP (dated August 10, 2023), and a landowner group meeting was held on August 30, 2023. Weston Consulting attended the meeting on behalf of our client and submitted a comment letter on the first draft on September 18, 2023.

We have reviewed the second draft of the Weston 7 SP (dated October 12, 2023), and it appears that the majority of the modifications were made to address the inconsistencies with the TMP, together with some policy and schedule changes.

City Staff have advised that they are continuing to review the SP further to address additional comments, including potential land use and policy considerations that would be presented in a comprehensive report at a future Committee of the Whole Meeting.

We have also reviewed the City Staff Report for the Committee of the Whole Public Meeting, dated November 1, 2023, and understand that City Staff are considering the introduction of implementation tools including Block Plans and/or Landowner Group Agreements. The second draft currently does not include policies that speak to these implementation tools, and as such, we would be interested in receiving more information on the potential implementation of Block Plans and/or Landowner Group Agreements.

At this time, the following comments within this letter are provided on the second draft Weston 7 SP policies and schedules noting that additional comments will be provided on the final draft.

Weston 7 Secondary Plan Draft 2 Comments

City Staff have prepared a second draft of the Weston 7 SP and circulated to the landowners. Other than the transportation system modifications and corresponding policies in Section 7, the second draft of the

SP remains generally the same as the first draft. Accordingly, many of our concerns remain the same as it pertains to growth management and land use and built form, which are outlined in the previous submission letter attached.

We have reviewed the second draft and provide the following general and site-specific comments on the Draft 2 Weston 7 SP.

General Comments

Growth Management and Phasing

- In the first comment letter submitted, we noted that the City may establish a Land Securement Fund to contribute to the cost of land acquisitions and provide an annual budget allocation for a Land Securement Fund. However, details pertaining to the budget to be allocated have not been provided in the second draft. We would like to reiterate our request for clarification on the Land Securement Fund as outlined in the attached letter.
- We note that the Staff Report references the supporting studies which informed the population and employment estimates, including the Transportation Needs Assessment and Population and Employment Outlook, however, the second draft SP does not provide rationale for the population allocations for each Quadrant. We request further rationale behind the population and employment allocations for each Quadrant.

Land Use and Built Form

- We believe that the maximum height of 8 storeys or 27 metres for Mid-Rise Buildings should be modified to be a maximum height of 12 storeys or 40 metres to be consistent with the VOP which defines Mid-Rise Buildings as buildings generally over 5 storeys in height to a maximum of 12 storeys in height.
- We believe that the maximum height for High-Rise Buildings should be modified to be above 12 storeys to be consistent with the VOP which defines High-Rise Buildings as buildings generally over 12 storeys in height.
- Our opinion remains that the proposed criteria for High-Rise Buildings outlined in Section 4.2.4 are restrictive and do not provide for adequate flexibility and creativity in design, and as such, we request that City Staff review these policies that place unnecessary restrictions on High-Rise Buildings, in particular, the floor plate size and podium criteria. Allowing for these flexibilities should be permitted if it can be demonstrated that there are minimal impacts to the pedestrian realm network, including providing for appropriate building separation distance and minimal shadowing and visual impacts through the implementation of various measures and considerations.

Transportation, Service, Infrastructure and Utilities

We understand that the majority of the changes to the second draft of the Weston 7 SP were in regard to the transportation policies and the inconsistencies between the first draft of the Weston 7 SP and the TMP. We acknowledge that several of the transportation comments outlined in the first comment letter were addressed in the second draft of the Weston 7 SP including a reduced minimum ROW for Active Transportation Links, a reduced minimum ROW for Collector Roads, and providing pedestrian overpasses/underpasses for Active Transportation Networks where viable. However, there are a few outstanding comments we would like to reiterate and new comments we would like to note.

- As identified in the first comment letter, we would like to reiterate our request that the SP allow for modifications and expansions to existing land uses without the requirement for above-grade parking structures and without the requirement for a minimum floor to floor height, active uses, and display windows.
- With the number of roads illustrated and likely required to support development in the Weston 7 SP, safe and convenient pedestrian crossings should be part of the main planning framework. The Road Network and Active Transportation Network should be integrated as part of the overall multi-modal network as suggested in the Weston 7 TMP. This section should be clarified to indicate whether Active Transportation Links which are parallel to roads are required or if roads that are parallel to Active Transportation Links may be constructed with a narrowed right-of-way.
- The minimum right-of-way width of 6.0 metres should be reduced to an appropriate dimension to allow for multi-use trails and paths, i.e., 3.0 – 4.0 metres, and should be integrated with the preferred multi-modal network where appropriate. This section should be clarified to indicate whether Active Transportation Links, which are parallel to roads, are required or roads that are parallel to Active Transportation Links may be constructed with a narrower right-of-way.
- We note that section 7.1.3 b) iii) was modified in the second draft to remove the delineation between Minor and Major Collector Roads, and we concur with the modified language. However, for consistency, Schedule 4 should be modified to remove designations for Minor and Major Collector Roads.
- We request that the right-of-way for local roads should not prescribe cycling facilities for all local roads, particularly where parallel Active Transportation Links are planned.

Site-Specific Comments

In addition to the above-noted general comments on the second draft, we have reviewed the policies on a site-specific basis as it relates to the subject property and would like to reiterate the following comments as identified in the first comment letter attached.

Land Use and Built Form

- We are still concerned that the proposed draft policies (in particular, Section 4.1.2 and 5.2 and 5.3) restrict the opportunity for the Canadian Tire store to be fully integrated in a new built form redevelopment proposal. We would like to ensure that the existing business operations of the

Canadian Tire store can still fully function in a new built form and request that the policy provides flexibility for businesses like Canadian Tire that offer a range of retail and commercial services, such as auto repair and maintenance with drive-through, and garden centre use. We request for the policy to be modified to provide flexibility to allow for these types of uses/operations to be evaluated on a site-specific basis together with appropriate technical studies and consideration of urban design principles.

- We request clarification on the minimum non-residential GFA applicable to the subject property given the site is split designated between Mixed-Use I, which requires a minimum non-residential GFA of 15%, and Mixed-Use II, which requires a minimum non-residential GFA of 20%. We request that the Weston 7 SP includes a policy to address lands with split designations.
- We would like to reiterate our request for the entirety of the subject property be planned for High-rise as contemplated by VOP 2010, given its proximity to the gateway Weston Road and Highway 7 intersection and adequate separation from low-rise residential.

Pedestrian Realm Network

- It is noted that the location of the promenade park on the subject property has been relocated from abutting Nova Star Drive to abutting the proposed east-west local road that runs generally through the middle of the subject property (Figure 2). We are not opposed to the relocation of the promenade; however, we request clarification on the rationale for the relocation of the promenade.



Figure 2 – Site Plan Overlay on Weston 7 Secondary Plan Schedule 3 – Pedestrian Realm Network

- The location of the proposed POPS on the subject property is consistent with the location of the promenade park shown on Schedule 3 (Pedestrian Realm Network) of the first draft. We understand based on Section 6.2.1 c) that promenade parks are conceptually located on Schedule 3 and adjustments to the location, configuration and sizes of elements identified on Schedule 3 can be made through the development application process without an Amendment to this Plan.
- We further support the flexibility in Policy 8.1.7 g) which indicates that the City shall also accept Privately Owned Public Spaces (POPS) as contributions to the required parkland dedication on a site-by-site basis. However, we request that similar flexibility be included in Policy 8.1.7 h) which indicates that if there is an element of the Pedestrian Realm Network identified on any property, as shown on Schedule 3, the applicable parkland dedication shall be dedicated to the City as a condition of approval. The provision of Pedestrian Realm Network elements should also be considered through POPS and therefore, Policy 8.1.7 h) should be modified to clearly establish that elements of the Pedestrian Realm Network are subject to Policy 8.1.7 g) and may be eligible for parkland contribution through POPS rather than dedication, as determined on a site-by-site basis.

Transportation, Service Infrastructure and Utilities

- The draft Transportation System schedule has been updated to address the inconsistencies between the TMP and the first draft of the Weston SP. However, the draft schedules still propose to extend a portion of Windflower Gate east through a portion of the subject property. We would like to reiterate our comment in the previously submitted comment letter and request consideration that Windflower Gate be realigned in a way that avoids or minimizes impact to the existing north-east corner of the subject property.

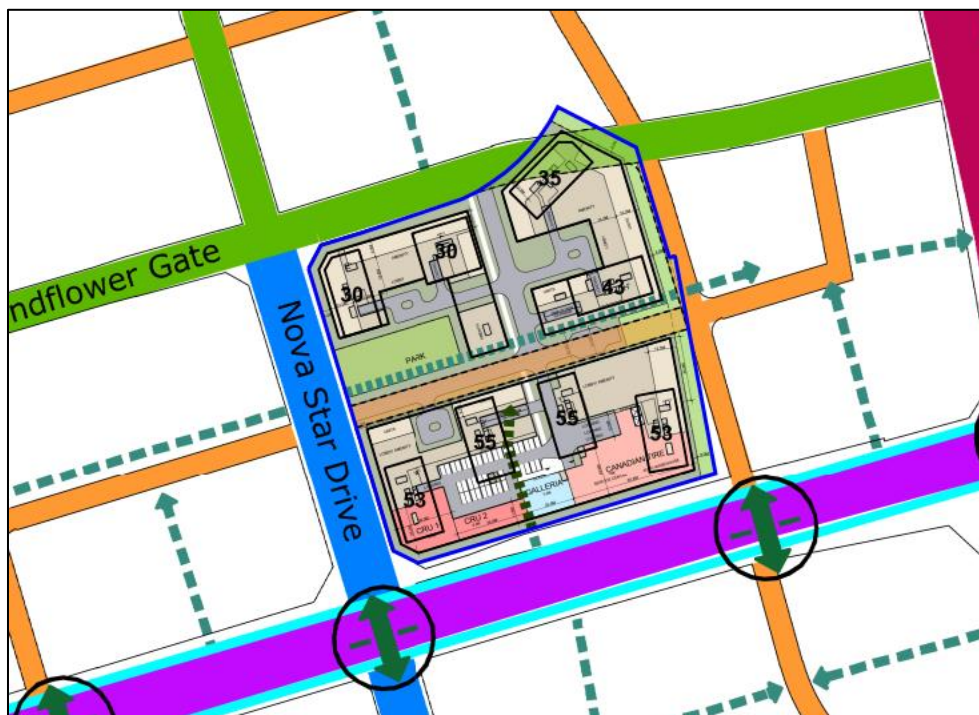


Figure 3 – Site Plan Overlay on Weston 7 Secondary Plan Schedule 4 – Transportation System

- Further to the general comment provided above regarding the integration of the Road Network and Active Transportation Network, we believe that the proposed north-south Active Transportation Link bisecting the subject property from Highway 7 should be relocated on the map or subject to policies that provide flexibility in the location of the Active Transportation Link without requiring an amendment to the SP. Furthermore, as per Section 7.1.3, where a development block exceeds 180 metres on any public road, it shall be provided with a mid-block Active Transportation Link. It is noted that the frontage of the subject property is approximately 160 metres, which is below the 180 metres requirement. We request that the SP provide a policy that allows for flexibility in the location of the Active Transportation Link on the subject property.

Implementation & Interpretation

While it is our client's intention to redevelop the subject property and reintegrate the Canadian Tire Store with full services in an urban format, there should be appropriate policy that recognizes existing land uses and provides opportunity for the extension of existing uses/buildings and/or the construction of new accessory buildings in the interim before a redevelopment occurs or for a phased redevelopment plan. We believe the intent of the additional policies in Section 8.1.5 Existing Uses is to recognize existing land uses that legally existed as of the date of adoption of this Plan; however, the wording pertaining to the extension of existing uses, buildings and/or the construction of new accessory building as indicated in Section 8.1.5 b) include consideration for the integration of existing uses into comprehensive redevelopment plans. As it currently reads, it is not clear whether Policy 8.1.5 b) permits the retention of existing uses, such as the existing Canadian Tire store, within a larger redevelopment scheme.

Summary

In summary, we request that the additional general and site-specific comments related to the Street Network, Active Transportation Network, Land Use Designations, and Built Form policies be considered in the final draft SP. We also request additional information from City Staff regarding the potential introduction of implementation tools including Block Plans and/or Landowner Group Agreements. Additionally, we would like to restate our request from the first comment letter that the Area Specific Development Charge Study be initiated together with City Staff's recommendations on the Weston 7 SP.

Weston Consulting will continue to monitor the Weston 7 SP process on behalf of our client and reserve the right to provide further comments on the final draft SP. We request to be notified of any future reports and/or meetings, and decisions regarding the Weston 7 SP and the Weston 7 TMP.

Thank you for the opportunity to provide these comments. Should you have any questions, please contact the undersigned (ext. 245) or Sarah Burjaw (ext. 374).

Yours truly,

Weston Consulting

Per:



Sandra K. Patano, BES, MES, MCIP, RPP
Vice President

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City of Vaughan Policy Planning and Special Programs
2141 Major Mackenzie Drive
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September 18, 2023
File No. 11101

Attn: Lina Alhabash MCIP, RPP, Senior Planner

**Re: Draft 1 Weston 7 Secondary Plan
3850 Highway 7, Woodbridge Canadian Tire Plaza
CT REIT**

Weston Consulting is the planning consultant for CT RIET, the registered owner of the property located at 3850 Highway 7 in the City of Vaughan (herein referred to as the 'subject property'). We are actively monitoring and participating in the City of Vaughan's (the 'City') Weston 7 Secondary Plan ("Weston 7 SP") process on behalf of our Client. Submission letters have been provided throughout this process including a letter dated April 18, 2023, and a letter dated June 20, 2023. We are pleased to provide this letter as a means of providing formal preliminary comments to the City with respect to the draft Weston 7 SP and our Client's development objectives relating to the future re-development of the subject property.

Property Description

The subject property is located on the north side of Highway 7, approximately 150 metres west of the intersection of Weston Road and Highway 7. The subject property has frontage on three public roads: approximately 160 metres on Highway 7 to the south, 160 metres on Windflower Gate to the north and 140 metres on Nova Star Drive to the west. The site is currently accessible via three full move vehicular driveways, two on Nova Star Drive and one on Windflower Gate. The subject property is currently occupied by the Woodbridge Canadian Tire store, with associated surface parking (Figure 1).



Figure 1 - Aerial Photograph of Subject Property

The subject property is located within the Protected Major Transit Station Area ('PMTSA') for the Weston BRT Station (PMTSA 68) as delineated by the 2022 York Region Official Plan ('YROP'). The subject property is situated on the north side of Highway 7, a Major Arterial Road and Regional Rapid Transit Corridor and located 100 metres west of Weston Road, a Regional Transit Priority Network. The subject property is located within a Primary Centre, a key development area for intensification per the Vaughan Official Plan ('VOP').

As per the City of Vaughan ("VOP") Schedule 13 – Land Use, the subject property is currently designated High-Rise Mixed-Use, which permits a variety of uses, including residential units, retail, office, community facilities, etc., within mid- and high-rise buildings. The subject property is zoned General Mixed Use (GMU), subject to site specific exceptions No. 50 and 287 per Vaughan Comprehensive Zoning By-law 001-2021.

Proposed Development

CT REIT has recently undertaken a Pre-Application Consultation ("PAC") meeting on September 15th, 2023, to discuss the proposed redevelopment of the subject property with a high-rise mixed-use built form comprising of eight (8) towers. Proposed buildings would contain podium heights ranging from 5 to 10 storeys in height with tower heights ranging from 30 storeys to 55 storeys. Approximately 4,242 residential units are contemplated comprising a gross floor area ('GFA') of 309,338 square metres and a density of 9.61 FSI. Parking would be provided in a combination of underground and at grade parking facilities.

A fundamental element of the redevelopment of the subject property is maintaining meaningful retail/commercial GFA at this prominent location. It is our Client's intention to reintroduce an urban formatted Canadian Tire Store within the first two storeys of the podium along the Highway 7 frontage. We believe the reintroduction of an urban formatted Canadian Tire Store at this location will assist the City in meeting their goals and objectives in creating a complete and walkable community, while animating the street in a positive manner in a location accessible to transit.

In response to City Parks request to assist towards achieving continuous parkland areas throughout the secondary plan area as a means of sharing park space between abutting parcels, an 8.0-metre wide privately owned public space ('POPS') is also contemplated on the subject property along the entirety of the easterly property line, spanning from Windflower Gate to the north to Highway 7 to the south, as well as a central park along Nova Star Drive.

Weston 7 Secondary Plan Process

The City is currently in the process of preparing the Weston 7 Secondary, as a means of establishing the vision for a thriving and vibrant mixed-use community for people of all ages and abilities. The preliminary preferred Street Network was presented on June 1, 2023 and in response to the Weston 7 Secondary Plan Transportation Master Plan ('TMP'), we submitted a comment letter on behalf of our client on June 20, 2023, outlining our comments on the preliminary preferred Street Network. We have reviewed the draft Weston 7 Secondary Plan, and it appears that the draft Schedule 4 (Transportation System) was revised and reflects some of our comments regarding our client's site. The draft Schedule 4 (Transportation System) no longer contemplates a new east-west local street generally through the centre of the subject property, it now shows a Pedestrian Connection. However, the east-west portion of Windflower Gate is still proposed to be extended east as a collector street with a right-of-way ('ROW') width of 26 metres through a portion of the subject property and the proposed L-shaped local road is to be extended south from Windflower Gate with a ROW width of 20 metres through the eastern portion of the subject property. Nova Star Drive is contemplated as a major collector street with a ROW width of 26 metres to the west of the subject property. It appears that the TMP and draft schedules in the Weston 7 SP do not align, however, as noted by City Staff and during the Landowner Group meeting, we understand that the Transportation System is expected to be refined and informed by the ongoing TMP study and that changes are to be reflected in the second draft of the Weston 7 SP.

At this time, the following comments within this letter are provided on the draft Weston 7 SP policies and schedules noting that additional comments will be provided on the second draft.

Weston 7 Secondary Plan Draft 1 Comments

City Staff have prepared a first draft of the Weston 7 Secondary Plan and a landowner group meeting was held on August 30, 2023. Weston Consulting attended this meeting on behalf of our Client and we are pleased to provide the following general and site-specific comments on the Draft 1 Weston 7 Secondary Plan.

General Comments

Growth Management

Section 2.3 of the Weston 7 SP provides policy direction regarding the phasing of development and allocation of servicing. The policy implies that a landowner's group will be required, which ultimately places the responsibility of servicing allocation and cost sharing agreements on the landowners. We understand that servicing allocation is based on the capacity allocation criteria provided within the secondary plan, however, we are concerned that the first landowners developing within the Weston 7 SP area will spearhead the servicing allocation for the area. We request further clarification on the need for a landowner group and the City's plan to improve existing services to accommodate growth. It is our understanding that the City may establish a Land Securement Fund to contribute to the cost of land acquisitions and provide an annual budget allocation for a Land Securement Fund. However, details pertaining to the budget to be allocated have not been provided. We request clarification on the Land Securement Fund to be established to contribute to the cost of land acquisitions and the budget to be allocated.

Land Use and Built Form Policies

According to Section 4.2.3, where Mid-Rise Buildings are permitted within any designation, they shall be a maximum height of 8 storeys or 27 metres. We believe this should be modified to be a maximum height of 10 storeys or 35 metres as the City of Vaughan Official Plan ("VOP") defines Mid-Rise Buildings as buildings generally over five storeys in height to a maximum of 12 storeys in height.

Transportation, Service, Infrastructure and Utilities

Given the number of roads illustrated and required to support development in the Weston 7 SP, safe and convenient pedestrian crossings should be included in the planning framework. The Road Network and Active Transportation Network should be integrated as part of the overall multi-modal network, as suggested in the Weston 7 TMP. We request clarification on which network is being carried forward as the preferred concept, (i.e., Schedule 4 of the Weston 7 SP or the Preferred Multi-Modal Network of the Weston 7 SP) since the two proposed networks do not align. Additionally, Policy 7.1.2 c) iii) should be modified to read as follows:

"where viable, provide pedestrian overpasses/underpasses where the Active Transportation Network intersects with collector and arterial roads."

As per proposed policy 7.1.2 d), Active Transportation Links shall have a minimum right-of-way width ("ROW") of 7.5 metres. We believe that the minimum ROW of 7.5 metres should be reduced to allow for multi-use trails and paths of a ROW of 3-4 metres and should be integrated with the preferred multi-modal network where appropriate.

As per proposed policy 7.1.3 b) iii), Collector Roads shall have a minimum ROW of 26 metres, whereas the Preferred Multi-Modal Network in the Weston 7 TMP illustrated Collector Roads with a ROW of 24-30 metres. We request clarification on which network is being carried forward as the preferred concept, the Schedule 4 (Weston 7 Transportation System) or the Preferred Multi-Modal Network of the Weston 7 TMP. The ROW widths should be wide enough to accommodate cycling facilities but should be less

than 30 metres in width. We believe a ROW of 30 metres for an urban network is excessive and implies that multi-lane roads are proposed. Additionally, the ROW for Local Roads should not prescribe cycling facilities for all Local Roads, particularly in proximity to planned parallel active transportation links.

As per proposed policy 7.1.6 f), where above-ground parking structures front onto a public road, the above-grade structure should incorporate minimum 4.25 m floor to floor height requirements for future conservation of at-grade parking to active, non-residential land uses. It is our opinion that the Weston 7 SP should explicitly allow for modifications and expansions to existing land uses without the requirement for above-grade parking structures and without the requirement for a minimum floor to floor height, active uses, and display windows. We request that the Weston 7 SP include policies to provide for such modifications and/or expansions.

Previous comments were provided regarding the proposed road network in the TMP and we would like to reiterate the previous comment that the secondary plan should include policy language that ensures flexibility in the ultimate location and alignment of new streets and a policy framework that provides for the flexibility to accommodate private roads rather than public roads, where appropriate.

Site-Specific Comments

In addition to the above-noted general comments on the Weston 7 SP, we have reviewed the policies on a site-specific basis as it relates to the subject property.

Land Use and Built Form

We are concerned that the proposed draft policies restrict the opportunity for the Canadian Tire store to be fully integrated in a new built form. According to Section 4.1.2, “drive-through” commercial and/or restaurant facilities, commercial uses requiring extensive outdoor storage areas, and auto-oriented land uses including motor vehicle sales, gas stations and car washes are included as uses prohibited in all land use designations. We request that the policy prohibiting “drive-through” commercial and/or restaurant facilities allow flexibility for the consideration of the Canadian Tire automotive centre or parcel pick-up “drive-through” to ensure that the auto warehouse component of the Canadian Tire can continue to operate in the redevelopment of the subject property. We also request confirmation that the prohibition of auto-oriented land uses is not applicable to the auto repair and maintenance operation of the Canadian Tire and that the prohibition of commercial uses requiring extensive outdoor storage areas is not applicable to the garden centre component of the Canadian Tire. We request that the policy provide flexibility to allow for these types of operations to be evaluated on a site-specific basis together with detailed technical studies and consideration of general urban design principles. We would like to ensure that the existing business operations of the Canadian Tire can still fully function in a new built form.

As per proposed draft policy 5.2.1 and 5.3.1, regarding the intent for the Mixed-Use I and II Designations, the expectation is that there is to be a focus for a range of commercial uses as well as residential intensification. While we are supportive of promoting mixed-use development, we request that flexibility be provided in the policy to allow consideration for businesses like Canadian Tire that offer a range of retail and commercial services i.e., auto repair, garden centre etc., and implementation of uses be evaluated in a comprehensive manner for the redevelopment as a whole.

As per proposed draft Schedule 1 (Weston 7 Land Use Designations), the subject property is split designated as “Mixed-Use I” and “Mixed-Use II”. According to proposed policy 5.2.3 b), “all development applications within the Mixed-Use I designation shall include a minimum of 20% of its Gross Floor Area as non-residential land uses”; whereas proposed policy 5.3.3 b) states that “all development applications within the Mixed-Use II designation shall include a minimum of 15% of its Gross Floor Area as non-residential land uses”. Where a property is split designated Mixed-Use I and II, it is unclear whether the development application is required to meet the minimum non-residential GFA for each designation on the portion of the property designated as such or the greater of both spread across the full development. We request further clarification on the minimum non-residential GFA that would be applicable to the subject property given the split designation.

As per proposed draft Schedule 2 (Building Heights), the subject property is split between mid-rise and high-rise. The intention of the mid-rise building height is to provide transition between high-rise buildings and low-rise buildings. In context of the subject property, development would be adequately separated from the low-rise residential to the north by Windflower Gate and mid-rise buildings along Windflower Gate. As such, we are of the opinion that the entirety of the subject property should be planned for high-rise uses as originally contemplated in the VOP 2010. We request that the Weston 7 SP schedules be modified accordingly.

Additionally, proposed draft Schedule 2 (Building Height) identifies High-Rise I Buildings as being up to a maximum of 18 storeys and High-Rise II Buildings as being 19+ storeys, whereas proposed policy 4.2.4 a) states that the maximum height for High-Rise I Buildings shall be 20 storeys, and the maximum height for High-Rise II Buildings shall be 32 storeys. It appears that this is an error, and we request clarification on the maximum building heights for high-rise buildings, particularly High-Rise I Buildings. Furthermore, we are of the opinion that the proposed building heights and densities underachieve the development potential of the subject property located in close proximity to the Weston Road and Highway 7 intersection, a gateway to the Weston 7 SP. We request that City Staff review the maximum height and density permissions in the Weston 7 SP area and provide further clarification on the rationale for the proposed maximum heights and densities within the area.

We are of the opinion that the proposed criteria for High-Rise Buildings outlined in Section 4.2.4 are restrictive and do not provide for adequate flexibility and creativity in design. We believe the maximum podium height for High-Rise Buildings should be 5-6 storeys in height instead of 3 storeys to provide for a range and flexibility in podium heights while still providing for a pedestrian-oriented environment. Additionally, it is our opinion that the average tower floor plate size should be approximately 750-850 square metres, subject to the height of the tower, whereas the draft policy provides that the average floor plate size shall be no greater than 750 square metres. This flexibility is common in other jurisdictions and is demonstrated to still provide for a well-designed and pedestrian-friendly community. Finally, we request that all policies that place unnecessary restrictions on the placement, stepbacks, and orientation of high-rise buildings be deleted to ensure unique expressive identity, consistent with the high-quality development principles outlined Section 4.2.1.

Transportation, Service Infrastructure and Utilities

According to the proposed draft schedules, the east-west portion of Windflower Gate is proposed to be extended east through a portion of the subject property and the portion of Windflower Gate is proposed to be extended south along the eastern boundary of the subject property. The proposed east-west Windflower Gate extension appears to impact the north-east corner of the subject property, ultimately impacting the net developable area of the site (Figure 2).

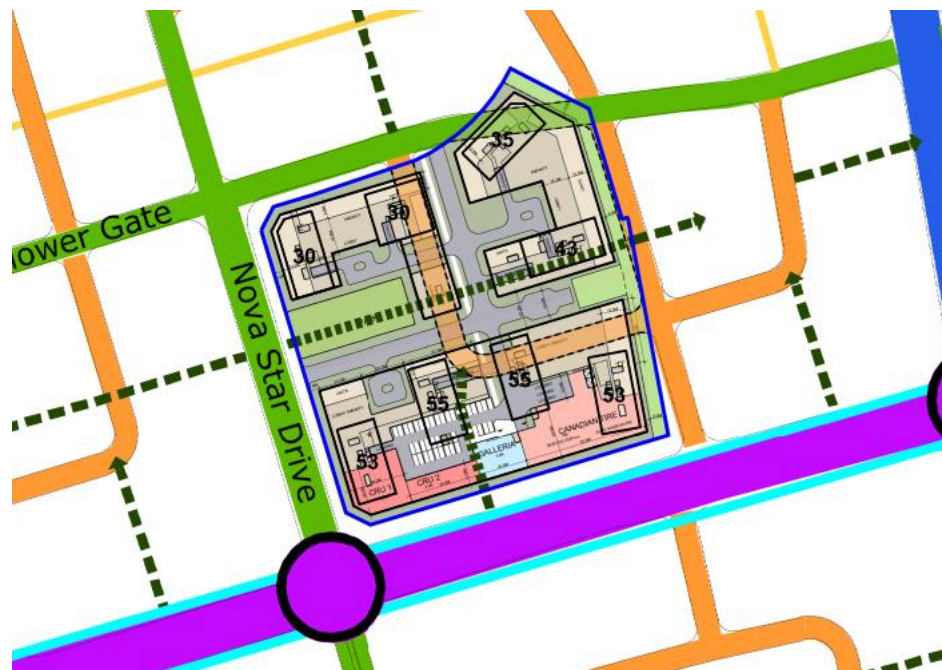


Figure 2 – Site Plan Overlay on Weston 7 Secondary Plan Schedule 4 – Transportation System

Based on proposed draft Schedule 4 (Transportation System), we are of the opinion that Windflower Gate, identified as a Collector Road, could still extend east to Weston Road, but should be realigned in a way that avoids or minimizes impact to the existing north-east corner of the subject property. While we are supportive that the Weston 7 SP includes proposed policy that permits minor adjustments to the approximate location of roads, provided that the general intent of the Plan is preserved, we request that the proposed Collector Road on Schedule 4 (Transportation System) be modified to address our above-noted concern regarding the current lot configuration.

Summary

In summary, we request that the above general and site-specific comments related to the street network, active transportation network, land use designations, and built form policies be considered in the refinement of the draft Secondary Plan. We have been actively engaged in developing a concept for the redevelopment of the subject property, participated in previous public and landowner meetings, and filed previous submissions as part of the ongoing Weston 7 Secondary Plan and TMP process. As previously noted, we had a PAC meeting on September 15th, 2023 and are in process of commencing technical

studies in support of a forthcoming development application. In addition to our staff consultation meetings and previous comment letters, we request that this submission be considered in the ongoing secondary plan process.

We also request that the Area Specific Development Charge Study be initiated together with City Staff's recommendations on the Weston 7 SP in order for landowners to anticipate costs for redevelopment.

Weston Consulting will continue to monitor the Secondary Plan process on behalf of our client and reserve the right to provide further comments on this matter. We request to be notified of any future reports and/or meetings regarding the Weston 7 Secondary Plan and/or the Weston 7 TMP.

Thank you for the opportunity to provide these comments. Should you have any questions, please contact the undersigned (ext. 245) or Jessica Damaren (ext. 280).

Yours truly,

Weston Consulting

Per:



Sandra K. Patano, BES, MES, MCIP, RPP
Vice President

- c. A. Slattery, City of Vaughan
- F. Filipetto, City of Vaughan
- C. Bruce, City of Vaughan
- J. Grove, City of Vaughan
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