

# Committee of the Whole (1) Report

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**DATE:** Tuesday, June 7, 2022

**WARD:** 4

**TITLE:** DOUGHTON RESIDENCES CORP.  
OFFICIAL PLAN AMENDMENT FILE OP.20.005 AND  
ZONING BY-LAW AMENDMENT FILE Z.20.013  
216 AND 220 DOUGHTON ROAD  
VICINITY OF JANE STREET AND DOUGHTON ROAD

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole for Official Plan Amendment and Zoning By-law Amendment Files OP.20.005 and Z.20.013 (Doughton Residences Corp.) for the Subject Lands shown on Attachment 2 and 2a, to permit a high-rise residential development consisting of the following:

- Two (2), 46 (Tower 1) and 52-storey (Tower 2) residential apartment buildings with 1,145 residential units
- A 4-storey shared podium with lobby, amenity space, 470 m<sup>2</sup> community space and 9 townhouse units located at-grade
- Four (4) levels of underground parking, accessed from Doughton Road with a portion of the underground parking garage (stratified) beneath the future north-south local street
- A total Gross Floor Area ('GFA') of 86,551 m<sup>2</sup>
- A maximum Floor Space Index ('FSI') of 11.54 times the area of the lot
- A combined indoor and outdoor amenity of 4,273 m<sup>2</sup>, and landscape area of 440 m<sup>2</sup> (mews), 470 m<sup>2</sup> of community uses, and private balconies of 5,930 m<sup>2</sup>
- A total of 573 parking spaces (residential and visitor)

## **Report Highlights**

- The Owner proposes a high-rise residential development consisting of two (2), 46 (Tower 1) and 52-storey (Tower 2) apartment buildings with 1,145 residential units with a 4-storey podium integrated with community space, amenity and residential lobby areas, and townhouse units at-grade, served by 4 levels of underground parking accessed from Doughton Road
- The Owner is required to enter into a Stratified Title Arrangement Agreement ('STAA') with the City to permit a Stratified Title Arrangement for the 4 levels of underground parking located beneath the future north-south local street, as a condition of the Holding Symbol "(H)"
- The Owner proposes an increase in building height and density in return for community benefits totaling \$9,000,000.00 as a contribution for off-site VMC park enhancements and on-site community space, pursuant to Section 37 of the *Planning Act*
- The Planning and Growth Management Portfolio supports the approval of the proposed development as it is compatible with the planned uses of the surrounding area, subject to conditions of this report

## **Recommendations**

1. THAT Official Plan Amendment OP.20.005 BE APPROVED; to amend Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of VOP 2010, specifically the VM CSP, to:
  - a. Amend Schedules "A" to "J" to modify the proposed realignment of the north-south local street with a 20 m right-of-way width ('ROW') on the Subject Lands
  - b. Modify Schedule "K", Site Specific Policy Areas, to:
    - i. Identify the Subject Lands located east of Jane Street and north of Doughton Road as Area Q
    - ii. Notwithstanding Policies 5.6.4 through 5.6.10, shown on Schedule "F", as it applies for impacted properties along the Black Creek Renewal Corridor, bring in force the "Neighbourhood Precinct" designation on the Subject Lands
    - iii. Amend Policy 4.3.6 to permit 4 levels of underground parking beneath the entirety of the north-south local street within the limits of the Subject Lands in a stratified title arrangement without the requirement of 10,000 m<sup>2</sup> office uses within the Development;
    - iv. Amend Policy 8.7.18 to permit the proposed maximum building heights of 46 and 52-storeys for the residential towers and a maximum density of 11.54 times the area of the lot (Floor Space Index – 'FSI'), whereas a maximum building height of 25 and 30-storeys and density of 4.75 FSI is permitted

- v. Permit an increase to the residential tower floor plate size from 750 m<sup>2</sup> to the following for Towers 1 and 2:

Tower 1

- 770 m<sup>2</sup> – at Level 5
- 800 m<sup>2</sup> – Level 6 to 52

Tower 2

- 770 m<sup>2</sup> at Level 5
- 800 m<sup>2</sup> from Levels 6 to 46

2. THAT Zoning By-law Amendment File Z.20.013 BE APPROVED to:
- a. Amend By-law 1-88, as amended, to rezone the Subject Lands from the “EM1 Prestige Employment Area Zone” to the “C9 Corporate Centre Zone” with a Holding Symbol “(H)” generally in the manner shown on Attachment 2 and 2a, together with site-specific exceptions generally identified in Table 1 of this report; and
  - b. Permit the bonusing for increased height and density for the proposed Development as shown on Attachments 2 to 7 in return for the provision of community benefits totaling \$9,000,000.00 pursuant to the policies of VOP 2010 and VMCS, and the City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*:
    - i. On-site contribution of 470 m<sup>2</sup> community space located along Doughton Road, with an appraisal report to follow which will determine the value of the ownership arrangement, and cash contribution for interior fit-out and off-site VMC park enhancements using the remaining funds within the \$9,000,000 contribution envelope.
3. THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands or any portion thereof, until the following conditions are fulfilled:
- a. The Owner shall enter into a Strata Framework Agreement with the City. The Strata Framework Agreement, and subsequent Strata Title Arrangement Agreement, shall be provided to the City for review and approval for the Strata Road, and potential Strata Park subject to the Owner working with the neighbouring property to the north to deliver a contiguous 0.2 ha public square to the satisfaction of the City. The Agreements shall be finalized with details respecting, but not limited to, access, ownership, operation, maintenance, liability, cross section details, and financial responsibilities (among others) of the parties which shall have been agreed upon by the Owner and shall be executed prior to final approval of the related Draft Plan of Subdivision 19T-21V008, to the satisfaction of the City;
  - b. Prior to occupancy, the Subject Lands shall be removed from the floodplain subject to clearance from the Toronto and Region Conservation

Authority ('TRCA'). Removal from the floodplain will allow safe access to the Subject Lands. The Owner shall provide documentation including, but not limited to TRCA approved floodplain mapping and modelling and written confirmation from the City that Black Creek Renewal works associated with removal of the floodplain in the vicinity of the Subject Lands are complete or substantially advanced to the satisfaction of the TRCA and the City . Once BCR construction associated with the removal of the Subject Lands from the floodplain is initiated, construction within the Subject Lands may also commence to the foundation stage. The Owner shall commit to a construction schedule for their site to be in-line with the design-build schedule for the City of Vaughan's Black Creek Renewal project. The Owner is required within their development agreements with the City, to commit to the design-build schedule, and acknowledge and indemnify the City and TRCA from the risk they are accepting in advancing this development within a flood prone area.

- c. Conditional approval of Site Development Application File DA.21.026, subject to Vaughan Council's approval, which would allow for a viable development on the lands, whereby the Owner shall address all City comments to the satisfaction of the Planning and Growth Management Portfolio;
  - d. Conditional approval of Draft Plan of Subdivision 19T-21V008, subject to Vaughan Council's approval, which would allow for the viable development of the lands, including the creation of the development block, conveyance of the north-south local street, mews, reserves, road widenings, strata, and municipal services, to the satisfaction of the City;
4. THAT the implementing Official Plan and Zoning By-law Amendments include the provision for a contribution, pursuant to Section 37 for the contributions identified in Recommendation 2b), which will be implemented through the Section 37 Density Bonusing Agreement between the Owner and the City of Vaughan to be executed prior to the enactment of the implementing Official Plan and Zoning By-law Amendments. The Section 37 Contribution shall be provided as a combination of an on-site 470 m<sup>2</sup> community space located along Doughton Road, with an appraisal report to follow which will determine the value of the ownership arrangement, and cash contribution for interior fit-out and off-site VMC park enhancements using the remaining funds within the \$9,000,000 contribution envelope which shall be provided in the form of a cash contribution that is payable prior to the issuance of the first above-grade Building Permit, subject to indexing from the date of registration of the Section 37 Agreement. The Owner shall pay to the City the Section 37 Agreement Surcharge Fee in accordance with the Tariff of Fees for Planning Applications, prior to the execution of the Section 37 Agreement.
5. THAT prior to the enactment of the implementing Zoning By-law, the Mayor and City Clerk be authorized to execute the Section 37 Density Bonusing Agreement,

pursuant to the Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendation 2b) and 4.

6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into effect to permit adjustments to the implementing Zoning By-law.

## **Background**

The subject lands (the 'Subject Lands') are located in the Vaughan Metropolitan Centre ('VMC') north of Doughton Road and east of Jane Street and are municipally known as 216 and 220 Doughton Road, as shown on Attachment 1. The Subject Lands are currently developed with two existing employment buildings, which will be demolished upon the redevelopment of the lands. The surrounding uses are shown on Attachment 1.

### ***Official Plan Amendment and Zoning By-law Amendment Applications have been submitted to permit the Development***

Doughton Residences Corp. (the "Owner") has submitted the following applications to permit a development consisting of two (2), 46 and 52-storey residential towers with a 4-storey podium for a total of 1,145 residential units (the 'Development'), as shown on Attachments 1 to 7:

1. Official Plan Amendment File OP.20.005 to amend the VMCSPP to modify Schedule "K" Site-Specific Policy Areas to identify the site-specific Amendment Area "Q" to permit the following amendments to:
  - a. Modify Schedules A to K of the VMCSPP to modify the proposed realignment of a north-south local street (20 m ROW);
  - b. Schedule I and Policy 8.7.12 – to increase the maximum building heights from 25-storeys and 30-storeys to 46 and 52-storeys for the residential towers and to increase the maximum Floor Space Index ('FSI') from 4.5 and 5.0 FSI to 11.54 times the area of the lot;
  - c. Amend Policy 4.3.6 to permit a stratified title arrangement on the north-south local street without an office use;
  - d. Amend Policies 5.6.4 to 5.4.10 to permit the Development and bring in-force the "Neighbourhood Precinct" designation on the Subject Lands;
  - e. Policy 8.7.18 to increase the maximum tower floor plate size from 750 m<sup>2</sup> to the following:

#### **Tower 1**

- 770 m<sup>2</sup> – at Level 5
- 800 m<sup>2</sup> – Level 6 to 52

### Tower 2

- 770 m<sup>2</sup> at Level 5
- 800 m<sup>2</sup> from Levels 6 to 46

2. Zoning By-law Amendment File Z.20.013 to amend By-law 1-88 to rezone the Subject Lands from the “EM1 Prestige Employment Area Zone” to “C9 (H) Corporate Centre Zone”, together with the Holding Symbol “(H)” to permit the residential uses in the manner shown on Attachment 2 and 2a, and to permit site-specific development standards identified in Table 1 of this report.

A related Draft Plan of Subdivision File 19T-21V008 has been filed with the City to create 5 blocks inclusive of the residential block, local north-south road, road widening, east-west mews and the stratified title block. A Site Development Application File DA.21.026 has also been submitted to facilitate the high-rise residential development. Both related Applications will be considered before a future Committee of the Whole to allow additional time for matters such as the stratified title arrangement to be considered and site-plan matters including architectural design, materiality and landscape to be resolved.

### ***Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol***

On September 15, 2020, a Notice of Public Meeting was mailed to all property Owners within 150 m of the Subject Lands and anyone on file with the City Clerk to consider the Official Plan and Zoning By-law Amendment Applications. On March 1, 2022, a Notice of Public Meeting was also mailed to all property Owners within 150 m of the Subject Lands with an expanded polling area, to consider the related Draft Plan of Subdivision application. A copy of the Notice was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and a notice sign was installed along the Doughton Road frontage of the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

The Owner and the agent attended the September 2020 Public Meeting and no deputations or written submissions were received for the Applications. On September 25, 2020, Vaughan Council ratified the recommendations of the Committee of the Whole to receive the Public Meeting report of September 15, 2020, and to forward a comprehensive report to a future Committee of the Whole meeting.

The Owner and agent also attended the March 1, 2022 Public Meeting and received written communications and two deputations from the public. The following speakers provided comments at the Public Meeting:

- David McKay, MHBC Planning, representing the Owner
- Fausto Rosetto, Land Development Collaborative (LDC), representing 190 Doughton Road (Tony and Doms Limited)
- Kate Cooper, Bousfields Inc., representing 2951 Highway 7, 180 to 190 Maplecrete Road (1834371 Ontario Limited)

The following is a summary of the comments and opinions provided by the speakers at the Public Meeting of March 1, 2022, which are addressed in this report:

#### Site Plan Layout – Setback of residential towers, and siting of the building

- The location and setback of the north residential tower does not meet the required minimum 12.5 m setback to the northern property lines for tower separation
- The location of the building may potentially impact the future public parks contemplated for the adjacent site to the north

#### Site Plan Layout – Alignment and location, and servicing of the future north-south road

- The proposed road realignment does not take into consideration the adjacent uses to ensure there is an equitable share of the local road for optimization of development on both land parcels
- The location of servicing proposed should be reviewed to ensure there are no infrastructure challenges for neighbouring properties

#### Open Space Requirements

- There is a lack of outdoor amenity and parkland being provided on-site and the proposed design poses potential impacts on the public realm

These comments are addressed in this report and will be further discussed in a future comprehensive technical report for Draft Plan of Subdivision File 19T-21V008 and related Site Development Application DA.21.026.

The City on May 31, 2022, emailed a non-statutory courtesy notice to all interested parties. A future notice will also be circulated to interested parties and those who made deputations or submitted written correspondence to the City regarding the Development as it relates to the Draft Plan of Subdivision and Site Development Applications.

#### **Previous Reports/Authority**

[September 15, 2020, Committee of the Whole Public Meeting \(Item 1, Report 39\)](#)

## **Analysis and Options**

### ***The Development is consistent with the Provincial Policy Statement, 2020***

The Development is consistent with the Provincial Policy Statement, 2020. In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario “shall be consistent with” the Provincial Policy Statement, 2020 (the ‘PPS’). The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include building strong, healthy communities; the wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. The *Planning Act* requires Vaughan Council’s planning decisions to be consistent with the PPS.

The Development is consistent with the following policies of the PPS:

- Section 1.1 by contributing to healthy, liveable and safe communities
- Section 1.1.3.1 and 1.1.3.2 as it relates settlement areas being the focus of growth and development
- Section 1.1.3.3 and 1.1.3.4 as it relates to opportunities for transit-supportive development while providing a range of housing through intensification, through compact built form and mitigating risks to public health and safety
- Section 1.6.7.2, 1.6.7.4 respecting existing and planned infrastructure and promoting use of higher-order transit and emerging transit and active transportation options
- Section 3.1 respecting natural hazards and flooding hazards

The Development is situated within the existing urban area of the City. The Development represents intensification of underutilized lands within 500 m of two Major Transit Station Areas along Highway 7. The Development will facilitate redevelopment and support residential growth within the VMC that is compact in built-form. The proposed FSI of 11.54 will support the optimization of existing infrastructure and public service facilities. Active transportation and transit use is available as the Subject Lands are within a 5-minute walk to higher order transit stations along Highway 7, and is overall transit-supportive. The Development will maximize energy efficiency and conservation through sustainable design, building efficiency and reducing automobile dependence. The proposed intensification will offer housing opportunities in an urban downtown environment where the added population will support the retail, office and open space uses planned in the VMC and support the optimization of land use, infrastructure, and community services. The Subject Lands are located within close proximity to the Black Creek Renewal Area, in which future works are to be undertaken



by the City to effectively mitigate the identified flood risk for the properties abutting the Black Creek channel. Accordingly, upon these works being completed to the satisfaction of the City and the Toronto and Region Conservation Authority ('the 'TRCA'), the floodplain limit will be removed from the Subject Lands. The proposal is consistent with policies of the 2020 Provincial Policy Statement.

***The Development conforms the Provincial Growth Plan for the Greater Golden Horseshoe (2019)***

The Development conforms to the Provincial Growth Plan for the Greater Golden Horseshoe (2019) A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) came into effect on May 16, 2019. This new plan replaced the previous Growth Plan for the Greater Golden Horseshoe, 2017. On August 28, 2020, the Province brought into force Amendment 1 (2020) to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2020)"). In accordance with the Places to Grow Act, matters that were commenced before August 28, 2020 shall continue to be disposed of in accordance with the 2019 Growth Plan as it read before Amendment 1. In this regard, the Applications will be reviewed and be required to conform to the 2019 Growth Plan since they were submitted in April of 2020.

"A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2019" (the "Growth Plan") is intended to guide the development of the land; encourage a compact built form; transit-supportive communities; diverse land uses; a range of housing types; and, direct growth to settlement areas that offer municipal and water and wastewater systems. The Growth Plan states that a focus on transit and infrastructure investment to support future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types. The Development conforms to the following policies of the Growth Plan:

- Sections 2.2.1.1 and 2.2.1.2 respecting managing population
- Section 2.2.2.1 respecting intensification targets of 50% within a delineated built-up area
- Section 2.2.3 respecting planning for Urban Growth Centres
- Section 2.2.4.2, 2.2.4.3, 2.2.4.6 and 2.2.4.9, 2.2.4.10 and 2.2.5.3 respecting the requirement for land uses and built forms to be transit-supportive and meet minimum density requirements within Major Transit Station Areas ('MTSA')

The Development contributes to the vision of the Growth Plan by establishing a compact development that satisfies intensification targets and optimizes the public investment in the existing and emerging transit in the VMC. The Subject Lands are located within the Urban Growth Centre ('UGC') which supports this designation by

providing residential uses within close proximity to major transit infrastructure and additional housing options to accommodate population growth in the VMC.

The regional and municipal Official Plans currently do not conform to the Growth Plan policies with respect to the now updated intensification target of 50% (revisions through Bill 108, More Homes More Choice Act, 2019) within built-up areas. While a conformity exercise will be undertaken by York Region and the City, the Development in the interim would assist York Region and the City in meeting the general intensification objectives contained in the in-effect Official Plans.

The Development will assist in meeting the minimum density target by providing an additional 1,145 residential units and accommodate a diverse range of household sizes and incomes. The proposal supports the optimization of existing water, wastewater, stormwater and transit infrastructure to support this compact built form. The Development meets the mobility objectives of development within a downtown by providing access to transportation modes, is within proximity to office, planned retail and residential uses, access to outdoor amenity areas (rooftop and terraces) and within proximity to higher-order transit (existing and planned). The Development is in conformity with the Growth Plan.

***The Development conforms to the York Region Official Plan***

The Subject Lands are designated “Urban Area” by the York Region Official Plan (the ‘YROP’) and located within a “Regional Centre”. The Development conforms to the following policies of the YROP:

- Sections 3.5.4, 3.5.6, 3.5.7 and 3.5.20 by providing a mix and range of affordable housing and smaller unit types, and meeting density and intensification requirements
- Sections 5.4.5, 5.4.9 and 5.4.16 by providing designs that are urban, compact, pedestrian and cycle friendly and transit-supportive
- Sections 5.4.20, 5.4.23 and Section 8.2.3 respecting achieving minimum densities within the Region

The proposed high-rise residential development will complement the existing and planned residential, employment and community uses and is accessible to higher-order transit. The Development represents intensification within a built-up area and assists with meeting the 40% intensification target and contributing to the overall intensification targets in the City.

The Development will be connected and accessible to the surrounding sidewalk network within the Subject Lands and the adjacent properties. Proposed lobby entrances, the

community space and the townhouse units at the podium level are located along public frontages to activate and animate the streetscape. The Development provides connectivity and permeability to the street network to promote walkability and cycling, given its proximity to higher-order transit such as the VIVA rapid transit stop, VMC Subway Station and SmartVMC Bus Terminal. The Development optimizes the nearby higher-order transit and proposes a reduced parking rate, which optimizes the development of the land as it is urban and compact in built-form. The Development promotes sustainability through stormwater management, water conservation, energy efficiency, solar gains, building materials, and indoor air quality. The Development will be coordinated with servicing capacity to ensure water and wastewater infrastructure is in place. Accordingly, the proposal conforms with the YROP.

***Amendments to Vaughan Official Plan 2010 and Volume 2 of the Vaughan Official Plan 2010 (the 'VMCSP') are required to permit the Development***

Schedules F and J of the VMCSP identify the Subject Lands within the "Neighbourhood Precinct" land use precinct, and within an existing floodplain, which is subject to the Natural Heritage policies of 5.6.4 to 5.6.10. In accordance with Policy 5.6.6, the underlying land-use designation of "Neighbourhood Precinct", identified on Schedule F, is not currently in effect and will not come into force until conditions of Policy 5.6.6.a. to 5.6.6.c. and 5.6.8 are met to the satisfaction of the City, TRCA and the Province. These conditions include, but are not limited to, remedial flood protection works, and requirements for floodplain analysis and mapping. Therefore, the "Neighbourhood Precinct" land-use designation will only come into force upon these conditions being satisfied.

Policy 5.6.7 of the VMCSP indicates that prior to the conditions of Policy 5.6.6 being satisfied, only existing uses as of the date of approval of this Plan will be permitted, along with any remedial works of the Black Creek. Once the "Neighbourhood Precinct" designation is in force, the "Neighbourhood Precinct" designation will permit primarily residential uses, complemented by community amenities such as schools, parks, community centres and daycare facilities, as required, and retail and service commercial uses. This designation permits a mix of high-rise, mid-rise, low-rise buildings where a mix of apartment and townhouse buildings is encouraged. The Development includes residential and community uses which conforms to the VMCSP.

The VMCSP permits a building height ranging from a 5-storey minimum to 25-storey maximum and density ranging from 2.5 FSI to 4.5 FSI for the easterly portion of the Subject Lands. A building height ranging from a 5-storey minimum to a 30-storey maximum and density ranging from 2.5 FSI to 5 FSI applies for the westerly portion of the Subject Lands. These height and density parameters are defined by Schedule I of the VMCSP. The Development proposes a maximum building height of 46 and 52-

storeys with an overall FSI of 11.54 times the area of the lot. An Official Plan Amendment is required to permit maximum building heights of 46 and 52-storeys, and to permit a maximum FSI of 11.54 times the area of the lot. The massing and scale of the Development does not conform to the intent of the “Neighbourhood Precinct” designation and the policies of the VMCSPP and requires an amendment to this Plan. Permissions for increased building height and density will be considered and secured through a Section 37 Density and Bonusing Agreement with the City, if supported as good planning.

Policy 4.3.6 a) of the VMCSPP permits parking, including access to parking, under a new local street, provided the development related to the strata parking request includes an office component of greater than 10,000 m<sup>2</sup>. An amendment is required to the VMCSPP given no office uses are proposed within the Development.

Policy 8.7.18 of the VMCSPP permits a maximum residential tower floorplate of 750 m<sup>2</sup>; whereas the following is proposed:

Tower 1

- 770 m<sup>2</sup> – at Level 5
- 800 m<sup>2</sup> – Level 6 to 52

Tower 2

- 770 m<sup>2</sup> at Level 5
- 800 m<sup>2</sup> from Levels 6 to 46

Schedule ‘C’ – Street Network in the VMCSPP identifies a proposed north-south local street as a public road, and east-west pedestrian mews along the north property frontage. The Owner has filed related Draft Plan of Subdivision 19T-21V008 to create the development block, mews and the public road allowance (20 m wide north-south local street) and the extension of municipal services to facilitate the Development. The proposed north-south local street will be conveyed to the municipality as a condition of approval of the related Draft Plan of Subdivision (File 19T-21V008).

Schedule J – Floodplain and Environmental Open Spaces and Policy 5.6.4 to 5.6.10 identify the Subject Lands as being partially located within the Humber River Floodplain. Policy 5.6.8 indicates that phased development or site alterations may only be permitted subject to conditions of TRCA being satisfied. The TRCA confirms that the Subject Lands are within a regulatory floodplain area within a flood hazard. A floodplain analysis has been requested by the TRCA to assess the potential for any potential floodplain modifications or consideration of any flood remediation works in order to ensure appropriate floodplain management. An amendment is proposed to the VMCSPP to permit the advancements of the early stages of the Development coordinated with the

early stages of the Black Creek project, may allow for a foundation to be constructed that is coincident with the construction of the early works that the TRCA requires to reduce the flood risk north of Doughton Road. These works include but are not limited to, upsizing, or replacing the existing culvert at Doughton Road and required channel works.

The following amendments to VOP 2010, specifically the VMCSPP, are required to add a new Site-Specific Policy Area “Q” for the Subject Lands on Schedule “K” to permit the following:

- a) Modifications to Schedules “A” to “J” of the VMCSPP, to modify the proposed realignment of the north-south local street;
- b) Notwithstanding Policies 5.6.4 through 5.6.10, as shown on Schedule “F”, as it applies for impacted properties along the Black Creek Renewal Corridor, to bring in force the “Neighbourhood Precinct” designation on the Subject Lands;
- c) Amend Policies 4.3.6 to permit 4 levels of underground parking beneath the entirety of the north-south local street portion within the limits of the Subject Lands in a stratified parking arrangement without the requirement of 10,000 m<sup>2</sup> of office uses within the Development;
- d) An increase to the maximum permitted building heights of 46 and 52-storeys, whereas, a maximum building height of 25 and 30-storeys is permitted, subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution
- e) An increase to the maximum permitted density FSI from 4.75 times the area of the lot to an FSI of 11.54 times the area of the lot, subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution
- f) Amend Policy 8.7.18 to permit an increase to the maximum tower floor plate size from 750 m<sup>2</sup> to the following:

Tower 1

- 770 m<sup>2</sup> – at Level 5
- 800 m<sup>2</sup> – Level 6 to 52

Tower 2

- 770 m<sup>2</sup> at Level 5
- 800 m<sup>2</sup> from Levels 6 to 46

***The proposed amendments to VOP 2010 and the VMCSPP are supported***

Section 1.5 of VOP 2010, The Vision for Transformation: Goals for the Official Plan, identifies the VMC as a provincially designated Urban Growth Centre (UGC), given the location along Highway 7 and the terminus of the Toronto-York Spadina Subway Extension. The VMC is Vaughan’s downtown with the highest density node in the City

and a focus for civic activity, business, shopping, entertainment, and living. Policy 2.1.3.2, Defining Vaughan's Transformation: Key Planning Objectives, addresses Vaughan's main land use planning challenges and the management of future growth by directing a minimum of 29,300 residential units through intensification within the built boundary, promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and providing a diversity of housing opportunities. Policy 2.2.5, Intensification Areas, identifies the VMC as the City's downtown that consists of the widest range of uses and buildings of various sizes, including the tallest buildings in Vaughan. The proposed density and unit mix would provide housing opportunities and support public transit usage in the City.

Policy 2.2.5, Intensification Areas, identifies the VMC as the City's downtown that consists of the widest range of uses and buildings of various sizes, including the tallest buildings in Vaughan. The Development provides housing opportunities and supports public transit in the City.

The VMCSPP provides several objectives for the VMC, including the following:

- 3.1 Establish a distinct downtown for Vaughan by 2031 containing, civic attractions and critical mass of people
- 3.5 Optimize existing and planned investments in rapid transit
- 3.6 Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system
- 3.8 Make natural features and functions a prominent part of development
- 3.9 Ensure development incorporates green infrastructure and green building technologies.
- 3.10 Ensure all development exhibits a high-quality of urbanity, materials and design

The Development satisfies these objectives of the VMCSPP.

Once in-force, the Subject Lands will be designated "Neighbourhood Precinct", which is envisioned through the urban structure to provide residential uses which include a mix of high-rise, mid-rise and low-rise buildings, complemented by community amenities such as schools, parks, community centres and daycare facilities and retail/service commercial uses as required. Although the Applications exceed the VMCSPP density and height permissions, they contribute to meeting or exceeding the overall density target of 200 people and jobs per hectare by 2031 in the VMC UGC. Furthermore, the Development is highly accessible to higher-order transit and will optimize and encourage the use of existing transit infrastructure.

The Development proposes the delivery of a new north-south local street and a portion of the required pedestrian mews outlined in Schedule C - Street Network of the VMCSPP that will contribute to the finer grid network and connectivity in the VMC, promoting multiple modes of transportation including use of walking, cycling and public transit. The alignment as proposed, varies slightly from the VMCSPP. Through the VMC Transportation Master Plan ('TMP') update, the City's consultant WSP identified three north-south street alignments and recommended one (Option 3) as the preferred road alignment. The subject development's proposed street alignment match's the City's preferred Option 3 and best meets the policies and objectives of the VMCSPP in terms of fairness and equability of straddling local streets along property lines where possible.

Policy 4.3.6 of the VMCSPP permits parking under a new local street, subject to a strata title arrangement for development proposals which include an office component of greater than 10,000 m<sup>2</sup>. The proposed north-south local street is encumbered by the underground parking structure at levels B1 through P3 (4 levels), which includes parking spaces and short-term bicycle storage. Although the VMCSPP discourages stratified parking arrangements under a public road, unless major office uses are proposed, the proposed parking beneath the road is necessary to optimize the use and development of the land to provide parking to serve its residents on-site, which achieves the directions of the PPS and Growth Plan. The Development is designed as transit-supportive and intends to reduce auto dependency by encouraging walking and cycling given its close proximity to higher-order transit along Highway 7.

Policy 4.6.3 – Parking policies of the VMCSPP state that transit-support parking standards for residential and non-residential uses shall be adopted by the City to facilitate development in the VMC and encourage non-automobile travel. Section 3.81 of By-law 1-88 includes specific parking requirements that reflect the VMC as a high-density and transit-oriented area. The proposed parking ratio will capitalize on the existing infrastructure that has the capacity to accommodate the Development.

Policies 5.6.6 of the VMCSPP provides criteria to address the optimization of the Black Creek Renewal Area to ensure remedial flood protection works are completed and that any lands located within this area are outside of the floodplain limits. The requirements of 5.6.6 are to be resolved to the satisfaction of the City, TRCA and the Province. Matters related to the Black Creek and localized flooding is governed by municipal/regional responsibilities. Accordingly, the TRCA is authorized to provide the Region with plan review to implement the natural heritage policies of the Regional Official Plan. There are no known matters of Provincial interest as it applies to the Subject Lands.

The TRCA has confirmed the Subject Lands are regulated by Ontario Regulation 166/06 and will require permits for any development/site alterations to demonstrate

there are no impacts to flooding, erosion, dynamic beaches, pollution or conservation of land be affected. The Owner has met with the City and TRCA to resolve the outstanding floodplain concerns and has committed to a construction schedule for the development of their site to be in-line with the design-build construction schedule for the City of Vaughan's Black Creek Renewal project. The Owner is required to satisfy all requirements of the TRCA as it relates to the site being removed from the Black Creek floodplain to obtain TRCA approval to obtain an occupancy permit. Accordingly, staff have no objection to the amendment of this policy as the requirements of the Province and TRCA will be satisfied upon completion of the Black Creek renewal project. To ensure that Owner satisfies all requirements of the City and the agencies, a Holding Provision is recommended as a condition of approval.

Policy 8.1.3 and 8.1.4 of the VMCSPP states that the VMC is intended to accommodate a minimum of 12,000 residential units to contribute to the projected population growth of 25,000 by 2031. The policies also encourage a diverse housing mix, including a significant number of households with children.

The Development supports the planned residential population growth in the VMC by providing a total of 1,145 residential units with varying sizes, which include podium townhouses at-grade. The Development is within a 5-minute walking to the Black Creek Renewal Corridor in the southeast quadrant the Edgeley Pond and Park in the northeast quadrant.

The Urban Design and Planning section of the VMC Program have not supported the proposed built form and massing of the Development given the proposed building heights and density do not meet the intent and vision of the "Neighbourhood Precinct" designation of the VMC or vision of the Urban Design Guidelines, which encourages neighbourhood-scale projects that are characterized by lower building typologies, including mid-rise. However, in consideration of the VMC Secondary Plan Update, where land use options will be presented at the June 21, 2022 Sub-committee meeting following extensive public and stakeholder consultation, the Subject Lands are proposed to be redesignated to "Station Precinct" whereby the proposed building height, density and massing will be more in keeping with the intent of that designation. Accordingly, the Development will maintain a design standard that is more appropriate for the "Station Precinct" and will be more aligned with the other built-form policies of the VMCSPP as described below.

Policies 8.7 – Built Form of the VMCSPP includes policies respecting building setbacks, ground floor heights, building heights, massing, tower floor plates, and building exteriors. Specifically, Policies 8.7.1 to 8.7.25 relate to building design that promotes pedestrian comfort through façade treatments, lobby frontages, podium and tower



designs and building materiality. The Owner has proposed to enclose their loading area with an outdoor amenity terrace over Level 2, and has proposed a blank wall façade along the westerly property line. In order to ensure appropriate urban design principles are maintained, the Owner shall work with the City to resolve the blank wall façade while appropriately screening the loading area. This change is noted as redlined, on Attachment 6a. Principles respecting a well-articulated podium expression, tower massing, and specific placement of building entrances and lobbies at the ground floor level fronting onto the public realm with high-quality streetscape treatments remain a priority to ensure that a comfortable pedestrian realm complemented by high-quality building material is provided.

Policy 8.7.2 requires that the location, massing and design of buildings contribute to human-scaled streetwalls, attractive streetscapes, a varied skyline, and an active pedestrian public realm. Notwithstanding the additional building height, the proposed Development meets the intent of Policy 8.7.2 by providing a varied, interesting skyline with the staggered building heights of 46 and 52-storeys.

Policy 8.7.18 – Massing policies further require tower elements of high-rise residential buildings to be slender and spaced apart from one another to minimize shadow impacts and the loss of sky views, maintain privacy and contribute to an interesting skyline.

The podium is 4-storeys with entrances that are accessible to public frontages. The podium provides articulation and a variety of building materials to break up the massing. The at-grade townhouse units, , residential lobbies, and community uses within the podium would help animate and urbanize the streetscapes to encourage social interaction. The proposed towers are slender with floorplates which do not exceed 800 m<sup>2</sup>, maintaining a massing which has limited impact on shadow impacts, loss of sky views, maintenance of privacy while contributing to an interesting sky line. The minimum facing distance of 25 m between the two residential towers is maintained. The location of both towers respect required 12.5 m setbacks to adjacent property lines to protect tower spacing requirements. Overall, the layout, landscape design and architecture of the Development are of a high design standard. Building setbacks, tower stepbacks, material treatments, architectural features, and public realm design have been utilized to encourage a comfortable streetscape, varied streetwall and a pedestrian-first experience.

The Owner will be required to continue resolving Urban Design comments, as well as those from the Vaughan Design Review Panel. Subject to the Recommendations of this report, the revised site plan, and architectural package, including building elevations and landscape plans, shall be submitted and approved to the satisfaction of the City through the approval of the future Site Development Application File DA.21.026

***The Development represents good planning. The Owner will provide community benefits in exchange for increased building height and density, pursuant to Section 37 of the Planning Act***

To facilitate the Development, amendments to the VMCSPP to allow increase to the maximum permitted FSI from 4.75 FSI times the area of the lot to an 11.54 FSI and to permit a maximum building height of 46 and 52-storeys for the residential towers. Pursuant to Section 37 of the *Planning Act*, the policies of the VMCSPP and VOP 2010, and the “City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*”, Vaughan Council may authorize any increase in building height and/or density in return for the provision of community benefits. The Owner has agreed to provide community benefits in exchange for increased building height and density. Sections 10.1.2.9 of VOP 2010 and 8.1.23 of the VMCSPP include policies to permit bonusing for increased building height and density in return for the provision of community benefits in the form of facilities, services, or matters provided that the following criteria are met:

a. Good Planning

The Development must represent good planning, be consistent with the other objectives of VOP 2010 and the VMCSPP and ensure consistency with applicable built form and neighbourhood compatibility objectives. The Development is consistent with the PPS and conforms to the Growth Plan and the YROP. The increase in the maximum building height and density reflected in Development is proposed through Section 37 of the *Planning Act*. In Section 3 of the City’s Guidelines for the Implementation of Section 37 of the *Planning Act*, “good planning” includes addressing all other policies contained in the Official Plan, including urban design policies and objectives, the relationship of the Development to its context, the adjacent streets, the creation of a good public realm, improvements to the public realm adjacent to the site, including off-site improvements and adequate infrastructure. The Development as shown on Attachments 2 to 7, achieves the objectives of the Section 37 criteria, and will be consistent with the vision of the anticipated “Station Precinct” designation upon the VMCSPP update being completed.

The Development is aligned with the following objectives contained in the VMCSPP:

- i. A downtown: “to establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and a critical mass of people.”

A critical objective of the VMCSPP is to concentrate new development in the downtown. The Development would contribute to achieving the required critical mass to support the investments in the transit infrastructure, while also helping to

develop a strong identity and sense of place required to create a successful downtown.

- ii. High transit usage: “optimize existing and planned investments in rapid transit.”

The Development capitalizes on the VMC’s locational advantage, being the convergence of the regional bus network (the SmartVMC Bus Terminal and the VivaNext BRT) with the Spadina Subway extension into the VMC. The proximity of the Subject Lands to higher-order transit and community facilities is vital in the creation of a high-quality downtown where transit supportive residential and employment densities are developed as vibrant places of activity and major regional destinations. The short walking distances to the higher-order transit through the planned network of streets and open spaces would contribute to prioritizing transit and walking as the preferred modes of daily travel in the VMC.

- ii. Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system

The Development provides for a new local street and a pedestrian mews to ensure that connectivity is protected and that the public street principles are preserved. The proposed local street will be designed to be safe, attractive, pedestrian-friendly, to complement and support all adjacent development and open spaces. The policy allows opportunities for underground parking under local streets, which is proposed by the Development.

Therefore, the proposed increase in the maximum building height and density in return for the provision of community benefits is appropriate.

#### b. Community Benefits

The community benefits must bear a reasonable planning relationship to the increase in building height and density of the Development. In accordance with Section 37 of the *Planning Act*, Vaughan Council may authorize an increase in building height and/or density of Development otherwise permitted in Schedule I of the VMCSPP, in return for the provision of community benefits in the VMC. VOP 2010 identifies community benefits that may qualify, including:

- Public art contributions
- Special park facilities and improvements identified by the City as desirable for the area, but which are beyond the City’s standard levels of service or facilities
- Other community facilities identified by the City as desirable for the VMC, but which are not accommodated in the City’s standard levels of service

In accordance with the City's "Guidelines for the Implementation of Section 37 of the "Planning Act", the City and the Owner have agreed to the increase in building height and density in return for a community benefit, pursuant to Section 37 of the Planning Act. The Owner has provided an on-site contribution of 470 m<sup>2</sup> community space located along Doughton Road, with an appraisal report to follow which will determine the value of the ownership arrangement, and cash contribution for interior fit-out and off-site VMC park enhancements using the remaining funds within the \$9,000,000 contribution envelope. This contribution is supported by the objectives of the VMCSPP and would directly benefit and service the parkland and social infrastructure needs of the population and workers in the VMC, and is in keeping with the vision of attracting people from across the City and Region by establishing a unique identity and civic role for the VMC.

c. Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of the VMC through the provisions of adequate infrastructure that support the increase in building height and density. The infrastructure improvements through the nearby higher-order transit facilities that are built and operational, are all infrastructure improvements that support the Development. The Owner's Section 37 contribution towards the future VMC park enhancements and community space would benefit the future residents of the Development and the visitors to the downtown. The City's goal is to achieve a complete community within a true mixed-use downtown. Should the Applications be approved, the Owner and the City shall execute a Section 37 Density Agreement to permit an increase in the maximum permitted building height and density, and provide the cash contribution prior to the issuance of the first above-grade Building Permit, subject to indexing from the date of registration of the Section 37 Agreement. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance with the Tariff of Fees By-law for Planning Applications. A condition to this effect is included in the Recommendations of this report. In addition, servicing allocation for water and sewage capacity for the proposed 1,145 residential units have been recommended for approval as per the Recommendations of this Report.

***Amendments to Zoning By-law 1-88 are required to permit the Development. The Applications are subject to By-law 1-88 under the Transition Provisions "1.6.3.3 Other Approvals" of the new Comprehensive Zoning By-law (the 'CZBL')***

On October 20, 2021, Council enacted By-law 001-2021 as the new Vaughan Comprehensive Zoning By-law. The Subject Lands are zoned "V3 Neighbourhood Precinct Zone, S(5-25),- D(2.5-4)(H)" together with the Holding Symbol, subject to Exception 1118. On March 1, 2022, the Development Planning Department brought

forward a Committee of the Whole Report to amend the transition provisions of Zoning By-law 001-2021, which includes allowing Council decisions on development applications that were made prior to the passing of Zoning By-law 001-2021, to be recognized. The revised transition provisions of Zoning By-law 001-2021 were ratified and enacted by Council on March 22, 2022. The revised transition provision of Section 1.6.2.6 of Zoning By-law 001-2021 will allow the Council approval under Zoning By-law Amendment File Z.20.008 to be recognized.

***Amendments to Zoning By-law 1-88 are required to permit the Development***

The Subject Lands are zoned “EM1 Prestige Employment Area Zone”, by Zoning By-law 1-88. A rezoning to the “C9 Corporate Centre Zone” together with site-specific exceptions, is proposed to permit the residential uses. The amendment will implement the use of a Holding “(H)” Provision on the future development Block (Block 1), as shown on Attachment 3 subject to the following conditions:

- a) The Owner shall enter into a Strata Framework Agreement with the City. The Strata Framework Agreement, and subsequent Strata Title Arrangement Agreements shall be provided to the City for review and approval for the Strata Road, and potential Strata Park subject to the Owner working with the neighbouring property to the north deliver a contiguous 0.2 ha public square to the satisfaction of the City. The Agreements shall be finalized with details respecting, but not limited to, access, ownership, operation, maintenance, liability, cross section details, and financial responsibilities (among others) of the parties which shall have been agreed upon by the Owner and shall be executed prior to final approval of the related Draft Plan of Subdivision 19T-21V008, to the satisfaction of the City;
- b) Prior to occupancy, the Subject Lands shall be removed from the floodplain subject to clearance from the Toronto and Region Conservation Authority (‘TRCA’). Removal from the floodplain will allow safe access to the Subject Lands. The Owner shall provide documentation including, but not limited to TRCA approved floodplain mapping and modelling and written confirmation from the City that Black Creek Renewal works associated with removal of the floodplain in the vicinity of the Subject Lands are complete or substantially advanced to the satisfaction of the TRCA and the City . Once BCR construction associated with the removal of the Subject Lands from the floodplain is initiated, construction within the Subject Lands may also commence to the foundation stage. The Owner shall commit to a construction schedule for their site to be in-line with the design-build schedule for the City of Vaughan’s Black Creek Renewal project. The Owner is required within their development agreements with the City, to commit to the design-build schedule, and acknowledge and indemnify the City and TRCA from the risk they are accepting in advancing this development within a flood prone area.

- c) Conditional approval of Site Development Application File DA.21.026, subject to Vaughan Council's approval, which would allow for a viable development on the lands, subject to the policies of the VM CSP, to the satisfaction of the City;
- d) Conditional approval of Draft Plan of Subdivision 19T-21V008, subject to Vaughan Council's approval, which would allow for the viable development of the lands, including the creation of the development blocks, conveyance of the north-south local road, reserves, road widenings, strata, and municipal services, to the satisfaction of the City;

Additional details respecting the Strata Title Arrangements and Framework Agreement are described further below in this report.

Table 1:

	<b>Zoning By-law 1-88 Standards</b>	<b>C9 Corporate Centre Zone Requirements</b>	<b>Proposed Exceptions to the C9(H) Corporate Centre Zone</b>
a.	Minimum Lot Frontage	50 m	47 m
c.	Definition - "Lot" and "Stratified Arrangement"	<p>LOT - Means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 50 of the Planning Act, R.S.O. 1990, c. P. 13. would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of the lot.</p> <p>STRATIFIED ARRANGEMENTS – Means an agreement registered on-title by (2) two or more parties for the determination of ownership or use of land divided in a vertical manner above and/or below grade.</p>	<p>LOT - Means a parcel of land fronting on a street separate from any abutting land to the extent that a consent contemplated by Section 50 of the Planning Act, R.S.O. 1990, c. P. 13. would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of the lot. This definition shall also apply to the below grade elements subject to Stratified Arrangements.</p> <p>STRATIFIED ARRANGEMENTS – Means an agreement registered on-title by (2) two or more parties for the determination of ownership or use of land divided in a vertical manner above and/or below grade. These encumbrances within the lot line below grade shall include stratified arrangements for underground parking structures, pedestrian mews and strata parks.</p>

	<b>Zoning By-law 1-88 Standards</b>	<b>C9 Corporate Centre Zone Requirements</b>	<b>Proposed Exceptions to the C9(H) Corporate Centre Zone</b>
d.	Parking Space Dimensions and Accessible Parking Space Dimensions	2.7 m x 6.0 m	2.7 m x 5.7 m (all spaces)  To permit an accessible parking space with a minimum length of 5.7 m for Type A and B spaces  An EV charging station shall not be considered an obstruction for the purposes of a parking space size.
e.	Minimum Yard Requirements	Front Yard: 3m Rear Yard: 6 m Exterior Side Yard: 3 m	Front Yard (Doughton Road): 3 m  Rear Yard (Mews): 3m Exterior Side Yard (North- South Local Street): 2 m
e.	Minimum Build-To- Zone Requirements and Maximum Length of a Building abutting a Street Line	80%	This provision shall not apply.
f.	Portions of Buildings Below Grade	1.8 m (Exterior and Front Only)	0 m below grade
g.	Maximum Building Height	25 m	For the purpose of clarity, building height shall be measured from a geodetic measure (201.53 m above sea level) as identified in the specific height requirement

	<b>Zoning By-law 1-88 Standards</b>	<b>C9 Corporate Centre Zone Requirements</b>	<b>Proposed Exceptions to the C9(H) Corporate Centre Zone</b>
			<p>From Ground Floor to Floor 5 shall not exceed 17 m</p> <p>Tower 1: 163 m (52-storeys), exclusive of all mechanical penthouse, parapets, mechanical equipment and architectural features</p> <p>Tower 2: 145 m (46-storeys), exclusive of all mechanical penthouse, parapets, mechanical equipment and architectural features</p>
h.	Maximum Floor Residential Density ('FSI')	<p>67 m<sup>2</sup>/unit</p> <p>7493 m<sup>2</sup>/67 m<sup>2</sup> = 112 units</p>	<p>The provision of 5.1.5 as it relates to the minimum floor residential density in Schedule A2 shall not apply</p> <p>For the purpose of clarity, Floor Space Index ('FSI') shall be calculated based on the ratio of gross floor area (GFA) to area of the lot. The area of the lot shall include all road conveyance and road widenings. The GFA shall not include bicycle parking underground or above-ground.</p> <p>Overall FSI of 11.54 times the area of the lot</p>



	<b>Zoning By-law 1-88 Standards</b>	<b>C9 Corporate Centre Zone Requirements</b>	<b>Proposed Exceptions to the C9(H) Corporate Centre Zone</b>
i.	Minimum Landscape Strip Width (abutting a Street Line adjacent to all other Street Lines)	3 m	Doughton Road: 3 m North-South Road: 2 m
k.	Minimum Parking Space Requirements	<u>Residential</u> Bachelor/1BR – 0.7 spaces/unit * 735 units = 515 spaces 2BR+ 0.9 spaces* 393 units = 354 spaces 3BR+ 1.0 spaces *17 units = 17 spaces Total: 886 spaces required <u>Visitor</u> 0.15 spaces x 1,145 = 174 spaces <u>Community Space</u> 1.0 space per 3 persons = 6 spaces  Total Required: 1,066 spaces	<u>Residential</u> 0.35 spaces (All Unit Sizes) x 1,145 = 401 spaces <u>Community Space</u> 0 spaces/unit <u>Visitor</u> 0.15 spaces x 1,145 = 172 spaces Total Spaces Provided: 573 spaces
l.	Minimum Aisle Width (Long-Term Bicycle Parking)	1.75 m	1.2 m

In addition to the Zoning exceptions identified in Table 1, the following site-specific exceptions, among others, will be included to ensure that the Development reflects an urban built form and public realm.

- Maximum GFA shall not exceed 86,551 m<sup>2</sup>, subject to payment of the associated Section 37 contribution
- Minimum ground floor height along Doughton Road per VM CSP Schedule H shall be 5.0 m
- The minimum height of the 1<sup>st</sup>-storey of a residential building for residential and residential-related uses shall be 4.5 m
- Minimum Tower stepback from podium along each ROW (public and private) – shall be 3 m
- Minimum distance between any building portion above the first 9.5 m of Towers A and B shall be 25 m
- Minimum common amenity area (indoor and outdoor combined) shall be 4,273 m<sup>2</sup>, and landscape area of 440 m<sup>2</sup> (mews), 470 m<sup>2</sup> of community uses, and private balconies of 5,930 m<sup>2</sup>

The amendments to By-law 1-88 can be supported on the following basis.

The Lot, Stratified Arrangement and Lot Frontage definitions provide requirements to recognize the consolidation of development parcels that will facilitate a compact built form. The reduced building setbacks below grade will allow for a seamless stratified title arrangement for the parking beneath the local street, and the mews to the north and will optimize the development of the land for a compact development. The reduced building setbacks will enable the construction of the proposed development and maximize the efficiency of the Subject Lands. The proposed site-specific requirements are supported in a downtown environment with access to higher-order transit which will promote active transportation.

The proposed landscape will create a comfortable built form and pedestrian realm that is appropriate in an intensification area. A generous landscape area is provided to the east abutting the north-south local street and along the south frontage abutting Doughton Road whereby future boulevards will be lined with generous plantings to beautify the streetscape.

The VM CSP states that transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development in the VMC and encourage non-automobile travel. The proposed parking rates can be supported as it capitalizes on the existing transit infrastructure and is consistent with recently approved parking ratios in the VMC. The parking rates proposed have the capacity to accommodate the Development and is supported by the City's Transportation staff.

***The Planning Act permits Vaughan Council to pass a resolution to permit a landowner to apply for future Minor Variance application(s), if required, within two years of a Zoning By-law coming into full force and effect.***

Section 45(1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application(s) to the Vaughan Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) within two years of the passing of a by-law amendment. Should Council approve the Zoning By-law Amendment File Z.20.013, the City, in recognition of the complexity of this Development, has included a recommendation to permit the Owner to apply for a Minor Variance application(s), if required, prior to the two-year moratorium to address minor zoning deficiencies that may arise through the finalization and construction of the Development.

***Cultural Heritage has no objection to the Applications***

There are no cultural heritage concerns and staff have no objection to the Applications.

***The Owner is required to satisfy all conditions of approval, to the satisfaction of the City***

City staff have reviewed the Applications and advise that a Draft Plan of Subdivision (File: 19T-21V008) has been filed with the City and is required for the design, construction, conveyances of the municipal road and servicing for the north-south local street and pedestrian east-west mews with public access easement as identified in the VMCSPP, including critical downstream sanitary sewer upgrades to support this Development. Prior to enactment of any By-laws, the Owner shall pay all outstanding review fees. Additional comments are provided below.

**Road Network**

The Subject Lands are situated east of Jane Street and north of Doughton Road. The VMCSPP requires a north-south local street (20 to 22 m wide) along the easterly frontage and an east-west mews (15 m to 17 m wide) with public access easement to the north of the Subject Lands. Draft Plan of Subdivision File 19T-21V008 has been filed to create the municipal road allowance (Block 2 on Attachment 3), reserves, widenings and strata blocks (Block 5), and the necessary municipal infrastructure to service the Development. The proposed right-of-way widths and cross-section details are being established to the satisfaction of the City in accordance with the VMCSPP as follows:

- i) The north-south public road (Block 2) shall be designed in its ultimate configuration with a 20 m right-of-way cross-sections for future extensions to

- the north and south to Doughton Road. The north-south public street shall be coordinated with the lands to the north (File 19T-13V006).
- ii) An interim road condition is proposed for the north-south public street (Block 2) southerly segment where it intersects with Doughton Road, as well as an interim cul-de-sac. This interim condition, will accommodate the safe and efficient movement of all road users, including pedestrians, cyclists, motorists as well as maintenance and emergency vehicles. The interim conditions shall remain in place until lands to the east and north are developed to deliver the ultimate 20 m ROW per above.
  - iii) The planned pedestrian east/west mews, shall be designed in its ultimate configuration on the Owner's portion with a 17 m right-of-way. The balance of the pedestrian mews to the north will occur and shall be coordinated when the lands to the north redevelop (File 19T-13V006). Should a strata park be considered, a consolidation of the lands approved for a strata park on the adjacent lands to the north (File 19T-13V006) totaling a minimum 0.2 ha should be completed. The pedestrian mews, with a public access easement, will provide connectivity to the Black Creek channel, once development to the west proceeds;
  - iv) A 3.0 m road widening is required along Doughton Road to accommodate a minimum 26 m right-of-way, to support the further growth in this quadrant of the VMC. The required widening has been incorporated into the Draft Plan of Subdivision and site plan and reflected in the building placement.

#### North-South Local Street Alignment

The proposed road alignment and the supporting Transportation Study Update ('TIS') prepared by NexTrans Consulting Engineers, dated April 28, 2021 and revised dated March 18, 2022, has been reviewed by the City. TIS update conclusions confirm that the interim and ultimate road network can support the Development. The Owner will be required to work with the adjacent landowner to the north to coordinate the delivery of the north-south local street, and east-west pedestrian mews. Upon a future resubmission related to DA.21.026, the Owner will be required to submit a revised TIS to address any outstanding City comments.

#### Mews

The Owner also proposes to construct the portion of the planned 17 m wide pedestrian mews with public access easement located on the Subject Lands that is planned to link to the Black Creek Greenway, in accordance with the VM CSP. The planned mews will be completed upon the development of the land holdings to the north and west. The Owner proposes to service the Development with a main loading area internally within the site to the west, off the entrance of Doughton Road.

### Active Transportation

Pedestrian infrastructure improvements are proposed as part of this Development. Wide 2m sidewalks are proposed on both sides of all surrounding streets including the new north-south local street, and Doughton Road. Dedicated uni-directional cycling facilities will be extended on Doughton Road adjacent to the site to provide greater connectivity to the existing City and Regional cycling networks. A total of 688 bicycle parking spaces are proposed on-site, including 573 long-term spaces in the form of secure bicycle lockers and 115 short-term spaces in the form of bicycle rings. The proposed bicycle parking supply meets the minimum requirements of the City of Vaughan By-law 1-88.

### Parking

In order to serve the subject development, a total of 573 vehicular parking spaces are proposed in four-levels of underground parking garage whereas 1,066 spaces are required. Proposed parking reduction is sought for the residential components of the development and adequate parking justification has been provided in the TIS to support this reduction. Parking reductions are not sought for the residential visitor parking which will be provided at the City's existing and draft comprehensive zoning bylaw requirements (0.15 spaces per unit).

### ***The Owner shall enter into a Stratified Title Arrangement Agreement ('STAA') with the City to permit an underground parking structure beneath the north-south local road and public pedestrian mews***

Vaughan Council on June 4, 2013, approved a report titled "Stratified Title Arrangements", which identifies guiding principles for stratified title arrangements. The proposed stratified local north-south local street (Block 2) would implement the public road network and streetscape for the southeast quadrant of the VM CSP.

The Owner and the City shall enter into a Strata Framework Agreement to outline the access, ownership, operation, maintenance, liability, and financial responsibilities (among others) of the parties to forms the basis for the preparation of the final STAA, to be executed prior to final approval of the Plan of Subdivision.

The Development includes one road (north-south local street), that would be subject to a stratified title arrangement as follows:

#### **1. North-South Public Street (Block 2)**

The VM CSP identifies a north-south local street along the eastern frontage of the Subject Lands. The Development provides for a majority of the north-south local street on the Subject Lands, with the exception of a portion of the road at the

intersection of Doughton Road onto the adjacent neighbouring property to the east (190 Doughton Road shown on Attachment 1). The proposed street will be in public ownership with stratified title arrangements for the proposed underground parking structure for all 4 underground parking levels to serve the residential in the Development.

2. Pedestrian Mews (or potential future consolidation with northerly neighbour to create a Strata Park)

The VMCSPP also identifies an east-west pedestrian mews, which the Owner has agreed to provide, that will be partially encumbered by the underground parking structure for all 4 underground parking levels. A public access easement will be required over the pedestrian mews. The north-south local street will provide the vehicular access all the way up to Highway 7 and the connectivity and alignment to the approved subdivision to the north (File 19T-13V006). The road will connect to the pedestrian east-west mews, to provide the planned link to the Black Creek Greenway, envisioned to be a series of public open spaces and parks.

The Parks Planning staff have reviewed the proposal and provided the following comments. A mews may be privately owned but shall be fully publicly accessible via an easement agreement. Should the Owner work with the adjacent neighbour to the north to coordinate a consolidation for a potential strata park that satisfies the criteria within Policies 6.2.5 through 6.2.10 as it applies to Public Squares and strata parks, these considerations and matters will be reviewed upon the future Draft Plan of Subdivision File 19T-21V008. The potential strata park must satisfy the criteria in the VMCSPP to demonstrate that the underground parking is appropriate that is supported by justification reports and any required hydrogeological or geotechnical studies to determine any extreme conditions that parking or utilities cannot be accommodated under a building, private amenity space and/or local street or above-grade parking structures.

The planning, design and construction of the east-west pedestrian mews or potential strata park will be completed by the Owner in accordance with the Stratified Title Arrangement Council approved report, and the strata framework and subsequent agreements. Matters to be addressed include, but are not limited to:

- i) adequate structural design for the proposed strata condition;
- ii) services such as water, sanitary, stormwater and electrical infrastructure to be fully integrated to the parking structure;
- iii) improved facilities to a higher level of service at the Owner's cost; and,

- iv) Consideration for liability and insurance requirements to cover any potential issues with the underground parking operation and maintenance.

Should Council approve the Applications, and should the mews will be integrated with the lands to the north for a consolidation into a minimum 0.2 ha strata park, this strata park will be one of the first to be built in the southeast quadrant of the VMC where other planned parks may not occur in the short term. Accordingly, the Owner shall work with the Owner on the design of this strata park in consultation with the adjacent neighbour to the north.

Prior to the final approval of the Draft Plan of Subdivision File 19T-21V008, the final STAA must be executed that addresses all stratified title arrangements respecting, but not limited to, access, maintenance, liability, cross section details, and monetary contributions to the satisfaction of the City. A condition to this effect has been included as a Holding ('H') provision, as recommended in this report.

***The Owner shall enter into a Subdivision Agreement (Draft Plan of Subdivision File 19T-21V008) with the City for conveyance of the north-south local street with a stratified title arrangement and the extension of municipal services to the satisfaction of the City***

The Owner shall convey sufficient property for the new north-south local road (20 m ROW), and east-west pedestrian mews (17 m) along the eastern and northern limit of the site at no cost and free of charge and encumbrance to the City. The minimum daylight sight triangles with 0.3 m reserves at the intersection should be maintained. As a condition of approval of the Holding Symbol ('H'), the Owner will be required to satisfy all requirements of the City as it relates to Draft Plan of Subdivision File 19T-13V006 and related Site Development Application DA.21.026, which includes addressing all engineering and transportation engineering comments to the satisfaction of the City and submission of final site servicing and grading plans, sediment control plans, utility plans, geohydrology assessment, air quality study, geotechnical report, noise and vibration feasibility study, transportation impact study, functional servicing and stormwater management report, exterior street and site lighting plan, and dewatering plan, construction management plans, contractor parking and construction access and any future encroachment agreements all to the satisfaction of the City.

Prior to the execution of the implementing Site Plan Agreement, the Owner shall enter into a Subdivision Agreement with the City for the widening, construction of the north-south local road, to the satisfaction of the City.

### Municipal Servicing

The Owner has submitted a Functional Servicing and Stormwater Management Report, Residential Development (FSR), prepared by Fabian Papa and Partners, dated March 18, 2022, which confirms that the existing services can be used to service the Development; the comments are outlined below:

a) Water

The Subject Lands are located within the City of Vaughan Pressure District 6 (PD6). There is a municipal watermain (300mm diameter) adjacent to the site on Doughton Road, which can provide domestic and fire flow demands for the proposed development.

b) Sanitary

The FSR recommends a servicing connection for sanitary drainage from the proposed site to the existing municipal sanitary sewer (300mm diameter) on Doughton Road. In order to accommodate the site development and in accordance with the VMC Master Servicing Update (FSSR), the existing sanitary sewer on Doughton Road will require upsizing to a 450mm sanitary sewer.

The existing system and proposed site drainage area are both tributary to the Jane Collector Sanitary Trunk Sewer within the York Durham Sewage System (YDSS). It is anticipated future surcharge condition occurs at the trunk system along Jane Street near the Highway 407. The City is currently undertaking the servicing strategy master plan update which will identify the trigger and the preferred options for the downstream sewer upgrade.

c) Regional Floodplain

The Subject Lands, along with several properties adjacent to the Black Creek between Highway 7 and Highway 407, are currently located within the Regional floodplain. The City completed the Black Creek Renewal (BCR) Environmental Assessment study (2019), and is now advancing the detailed design. The BCR includes the relocation and rechannelization of the Black Creek between Highway 7 and Highway 407. Once the BCR is constructed, the Regional floodplain will be contained within the new channel and the flood hazard within the Subject Lands will be removed. As per City of Vaughan's December 2020 letter to TRCA, the foundation construction for 216 and 220 Doughton Road may occur concurrent with the early works of the BCR construction associated with the removal of the floodplain by the Subject Lands. Given that the Subject Lands are currently within the floodplain, the Owner must acknowledge and indemnify the City and TRCA from the risks associated with advancing development of the subject site within an existing flood prone area in their respective agreements. A



condition to this effect will be included in all future Agreements with the City. To ensure the Owner satisfies all requirements of the TRCA and the City, a Holding Provision is recommended as a condition of approval.

d) Storm

As noted above, the TRCA has identified a Regional floodplain along the Subject Lands, which require a with the 10 m setback that encroaches into the Subject Lands. Further to various discussions between the City, TRCA and the Owner including the TRCA's comments dated April 7, 2022, the TRCA has no objection to the Development, and requests that site plan specific comments related to DA.21.026 and 19T-21V008 be addressed. Conditions of approval from the TRCA are further described below in this report.

The provided Functional Servicing and Stormwater Management report for the Subject Lands was premised that Black Creek Renewal would be implemented allowing for occupancy of the Subject Lands. Thus, the Regional floodplain in the vicinity of the Subject Lands and surcharging of the receiving storm sewers would not be a concern.

The stormwater management for the development site, includes quantity and quality controls and volume retention. Quantity control will be achieved with a storage tank located within the underground parking garage and an orifice plate within the control maintenance hole to control runoff from site to the allowable release rate. The storage tank was also sized to provide the 15mm on-site retention volume, which will be used for irrigation and/or mechanical use within the site. A Contech stormfilter water quality unit is proposed within the storage tank to provide the required enhanced level (80%) of TSS removal. The controlled and treated runoff from the site will discharge to the existing 1200mm diameter Doughton Road storm sewer, which drains west and outlets to the Black Creek.

The stormwater management for the future north-south local street currently only includes quantity control. A superpipe with an orifice are proposed along the east limit of the future north-south local street to provide the required storage and flow controls to achieve the allowable release rate. The proposed superpipe is located within the boulevard along the north half of the future north-south road and within the proposed road in the south half, but external to the strata road-underground parking facility. Water quality control will be required for the future right of way via LID(s) measure or a treatment train approach including an OGS and LID(s) to achieve the 80%TSS removal on an interim basis as a minimum. The 15mm on-site retention for the right of way will not be required due to high groundwater

elevations throughout the southeast quadrant. A new SWM strategy for this quadrant is being assessed as part of the VMC FSSR, noted below.

The City via Civica is currently preparing the VMC Functional Servicing Strategy Report (FSSR), which is an update to the City's Municipal Servicing Master Plan (TMIG, 2012). The FSSR will include a new SWM strategy for the VMC southeast quadrant and may include an end-of-pipe facility(ies) to provide additional SWM controls for the upstream drainage area and an updated storm sewer network to convey flows to the new SWM facility(ies). The FSSR is anticipated to be completed by Q4 2022. The proposed SWM controls for the Subject Lands will need to be verified with the new VMC southeast quadrant SWM strategy, particularly with respect to Doughton storm sewer hydraulics.

#### Environmental Noise Feasibility Report

A Noise and Vibration Feasibility Study Proposed Residential Development 216-220 Doughton Road (the 'Noise Report'), by HGC Engineering dated April 16, 2020 has been reviewed by DE staff. The Noise Report recommends central air conditioning units for the Development along with building constructions for the minimum acoustical performance of glazing constructions, and that warning clauses be included within offers of purchase and sale to inform future owners/residents of noise from the roadways and nearby commercial/industrial uses. The Owner shall incorporate the recommended noise attenuation measures from the approved noise report into the design and construction of the proposed buildings within the site including, but not limited to, upgraded façade windows. In summary, noise impacts can be mitigated by the measures noted above and warning clauses will be included in any future agreements with the City. The Owner shall provide a final Noise and Vibration Feasibility Study for review and approval by the City and implement all recommendations of the study to the City's satisfaction.

#### Geotechnical Engineering Report and Hydrogeological Report

The Owner shall update the final Geotechnical and Hydrogeological Investigation Report for the Development. The Report shall recommend the ground water control measures that need to be implemented during the design and construction of the buildings and municipal services, and assessment of potential water quantity/quality effects due to dewatering activities on the proposed and existing development.

#### Environmental Site Assessment

Phase One and Phase Two Environmental Site Assessment (ESA) prepared by EXP Services Inc. dated November 5, 2020, "D6 – Land Use Compatibility – Air Quality Assessment, 216-220 Doughton Road, dated April 7, 2021", "Environmental Risk

Evaluation, 216 and 220 Doughton Road, Concord Ontario” dated April 16, 2021, and EXP Reliance Letter dated March 7, 2022 were submitted and has been satisfactorily reviewed by Environmental Engineering staff. Prior to final approval of the future Site Development Application, the Owner shall provide a copy of the Ministry of Environment, Conservation and Parks (‘MECP’) Record of Site Condition (‘RSC’) for the Subject Lands filed with the Environmental Site Registry, and a finalized air-quality assessment for the dispersion of contaminants from facilities to provide confidence that there are no impacts at elevated receptors, along with a Certification Letter from a qualified consultant confirming that the building mechanical design incorporating best practices of building pressurization and filtration to address potential air quality impacts have been built to design.

#### Area Specific Development Charge (ASDC)

The City completed a Development Charges (‘DC’) Update Study in 2018 (draft 2022). Elements of the infrastructure improvements work may be included in the DC Update Study as an Area Specific Development Charge (‘ASDC’) By-Law or within the City-Wide DC By-Law.

The ASDCs applicable to this development are:

- a) Edgeley Pond – Map 1 and Map 3 (By-Law 161-2021) – charged on a per hectare basis
- b) Black Creek Channel – Map 1 and Map 3 (By-Law 161-2021) – charged on a per hectare basis
- c) VMC Southeast – Doughton Sanitary Sewer Improvements (By-Law 095-2018, as amended) – charged on a per unit basis
- d) VMC Jane Street Sanitary Trunk Sewer Improvements – (subject to future By-law xxx-2022) – charged – charged on a per unit basis

#### ***The Toronto and Region Conservation Authority (‘TRCA’) has no objection to the Applications, and a permit under Ontario Regulation 166/06 is required prior to any works taking place***

As per Schedule J – Floodplain and Environmental Open Spaces of the VMCSPP, the Subject Lands are identified as containing an existing floodplain, in which Policies 5.6.4 to 5.6.10 of the VMCSPP apply. The Subject Lands are located within the TRCA’s Regulated Area due to a Regional Storm floodplain associated with Black Creek that covers a significant portion of the site. Accordingly, a permit under Ontario Regulation 166/06 is required from the TRCA prior to any works taking place. In principle, the TRCA has no objection to the Applications for the reasons outlined below.

The TRCA has met with the Owner and the City to discuss the Applications proposed on the Subject Lands which are regulated due to a Regional storm floodplain associated with Black Creek. Any development or site alterations within the Regulated Area are subject to a permit pursuant to Ontario Regulation 166/06, where it can be demonstrated that development, interference, alterations proposed can control flooding, erosion, dynamic beaches, pollution, or the conservation of land will not be affected.

The TRCA has indicated in their letters to the City that there are no objections to the Development specifically based on the understanding that a formal commitment has been made by the City in their financial strategy for the Black Creek Renewal project to ensure that the necessary upgrades to the existing culverts and channel corridor are prioritized. The City has identified its commitment to accelerating the completion of works, which include but are not limited to, upsizing, or replacing the existing culverts on Doughton Road and required channel works, which are necessary to mitigate the flood risk on the properties abutting the Black Creek corridor from the south Highway 7 to Highway 407.

As a condition of approval, the TRCA requires the Owner to enter into development agreements with the City, to commit to a construction schedule coincident with the design-build schedule for the BCR, acknowledge and indemnify the City and the TRCA from the risk they are accepting in advancing the early stages of their development,. The following clause will be included in all Subdivision and Site Plan Agreements between the Owner and the City:

“Prior to the proposed buildings obtaining final occupancy the owner demonstrates to the satisfaction of TRCA that the works required to safely convey the Regional Storm Floodplain associated with Black Creek have been implemented pursuant to TRCA approved plans. This will include, but is not limited to, the submission of as-built drawings, revised floodplain modeling, floodplain mapping, site photos, inspection/monitoring reports and written certification by the consulting engineer, fluvial geomorphologist, ecologist and/or other professionals as deemed necessary by TRCA to the satisfaction of TRCA.”

Accordingly, to ensure that all works are satisfactorily completed prior to the floodplain being removed from the Subject Lands, a condition to this effect is included in the Recommendations of this Report as a Holding Provision.

***The Financial Planning and Development Finance Department has no objection to the Development***

The Owner shall enter into a Subdivision Agreement and Site Plan Agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including development charges. The Owner shall pay to the City the applicable development charges, in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board.

***Parkland dedication requirements in accordance with the City's most current policies on conveyance of parkland and/or cash-in-lieu will be applicable for this Development***

Parks Planning staff advise that these Applications propose densities that exceed the as-of-right densities in the VM CSP. This additional density may have implications for the level of service that can be provided by community services and facilities, including parks. The VM CSP designates a meadow on a portion of the development site which shall be coordinated with the in-progress Draft Plan of Subdivision and Site Development Applications (Files 19T-13V006 and DA.17.036) to the north to ensure its dimensions conform to the VM CSP policies and that public realm design is cohesive and coherent. The Owner is required to work with the City to resolve any requirements through the related Draft Plan of Subdivision and Site Development Application (Files 19T-21V008 and DA.21.026).

***Office of the City Solicitor, Real Estate Department has provided comments***

The Legal Services, Real Estate Department has advised that parkland shall be dedicated in accordance with By-law 139-90, as amended by By-law 205-2012 and the policies outlined in Section 7.3.3 of VOP 2010 Parkland Dedication. The Owner will be required to convey land at the rate of 1 ha per 300 units and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at the rate of 1 ha per 500 units, or at a fixed unit rate, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's cash-in-lieu Policy. Parkland credit calculation will be affected by any existing and/or proposed land encumbrances. The Real Estate Department will assess the credits based on any present easements and/or other types of encumbrances. Clauses will be included in the future implementing Draft Plan of Subdivision and Site Plan Agreements.

***The School Boards are integral stakeholders as part of the VM CSP update and have provided preliminary comments respecting requirements for future school site designation requirements in the VMC***

The York Region District School Board ('YRDSB') and York Catholic District School Boards ('YCDSB') are important stakeholders in implementing the VMC Secondary Plan

and continue to be active participants and stakeholders as part of the ongoing VMCSF update. The current VMCSF protects for 4 school sites within the VMCSF area to serve the planned population. In their letter dated July 13, 2020, the YCDSB indicated no objection to the proposal as the Applications are not in proximity to a future school site. Similarly, the letter dated July 13, 2021, also indicates no objection from the YRDSB.

In their most recent letters to the City dated March 28, 2022 and April 13, 2022, the School Boards have sought clarification with the City on the adequate provision of elementary school sites in the VMCSF is provided. As part of the recalibration exercise through the VMCSF update, options will be considered by Q3 of 2022 to address impact of additional density on requirements for additional community facilities and schools to ensure a complete community is achieved. The School Boards are working closely with City staff to address the inadequate school site designations relative to the proposed and approved densities to-date in the VMC. The School Boards have expressed some preliminary concerns about inadequate student accommodation relative to proposed and previously anticipated densities initially envisioned for the area. The City acknowledges these concerns and will continue to work with the School Boards to ensure that their concerns are adequately addressed.

***NavCanada and Bombardier Aerospace have no objection to the Development***

NavCanada, a private sector, non-share Capital Corporation that owns and operates Canada's civil air navigation service and Bombardier Aerospace, Owner and operator of the Toronto Downsview Airport, has advised in a letter dated February 10, 2022 and March 24, 2022, respectively, of no objection to the Development.

***The various utilities have no objection to the Development***

Alectra Utilities Corporation has indicated it has no objection to the approval of the Development. It is the Owner's responsibility to contact Alectra and discuss all aspects of the Development with respect to electrical supply, transformer locations, and temporary service requirements. Enbridge Gas Inc. has no objection to the Development and has advised that it is the Owner's responsibility to contact Enbridge Gas Inc. with respect to the installation and clearance requirements for service and metering facilities. Bell Canada ('Bell') has no objections the Development. The Owner is required to contact Bell prior to commencing any work to confirm that sufficient wire-line communication/telecommunication infrastructure is available. If such infrastructure is unavailable, the Owner shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. The Owner is also required to grant any requirement easements to Bell Canada for communication/telecommunication infrastructure. Rogers Communication Inc. has no objection to the Development.

## **Financial Impact**

There are no requirements for new funding associated with these Applications.

## **Broader Regional Impacts/Considerations**

York Region has reviewed the Applications and has no objection to the Development in-principle and retains the approval authority of the Official Plan Amendment File OP.20.005. York Region has advised in their letter dated April 22, 2022, the trend of developments that significantly increases densities on a site-by-site basis in the absence of an updated comprehensive planning document. Increases in potential population, above and beyond planned growth, has a direct impact on wastewater and wastewater servicing. Due to many recent development proposals, the cumulative effect of additional growth in the VMC needs to be reassessed. A master plan level detailed analysis of the entire YDSS trunk system may be required to properly assess the impact of additional growth beyond what is currently approved or the area. Accordingly, the Regional Exemption has not been granted at this time. The Owner will be required to address York Region's outstanding comments.

## **Transportation**

Transportation Planning has reviewed the Transportation Impact Study prepared by Nextrans Consulting and has no objection to the proposed land-use; however, staff advise that the TIS is to be updated to consider the additional height and density anticipated by the VM CSP update to ensure consistency related to the policy, urban-built form and the fine grid transportation network, given the Study is based on 2018 planned height and densities in the VMC. Accordingly, the Study is deemed to be incomplete until the impacts of the anticipated growth in the area are fully analyzed. Accordingly, the Owner shall satisfy all requirements related to the TIS and a condition to this effect is included in the Recommendations of this report.

The Owner will be required to the TIS to address comments related to lost time adjustments in accordance with the Region Mobility Plan Guidelines. As a Transportation Demand Measure (TDM) the Owner shall provide YRT Monthly Pass presto cards for each residential units, of which the cost shall be borne by the developer.

## **Waste and Wastewater Servicing**

The Infrastructure Asset Management (IAM) advises that cumulative increases in flows from the VM CSP area to the downstream regional YDSS system may have impacts on Regional water and wastewater systems that are not previously assessed. Accordingly, a master plan level detailed analysis of the entire YDSS trunk system may be required to properly assess the impact of additional growth beyond what is currently approved for the area. The Region is also undertaking a Municipal Comprehensive Review, and

update to its 2016 Water and Wastewater Master Plan. The Owner will be required to obtain servicing allocation from the City and any additional capacity assignments will necessitate additional Regional infrastructure based on conditions of future capacity assignment.

### Water Resources

The Water Resources Department has provided requirements to address highly vulnerable aquifers (requirements for a possible contaminant management plan) geotechnical and hydrogeological support, and dewatering requirements, salt management, construction best management practices to be addressed upon a future Site Development Application being considered.

### Conclusion

The Planning and Growth Management Portfolio has reviewed Official Plan and Zoning By-law Amendment Files OP.20.005, and Z.20.013, in consideration of the policies of the Provincial Policy Statement, the Growth Plan, the York Region and City Official Plan policies, the requirements of By-law 1-88, comments from City Departments, external public agencies, the public and the surrounding area context. The Development is consistent with the policies of the PPS, conforms to the Growth Plan and the York Region Official Plan, and implements the VMCSPP. The Owner's contribution of community benefits are appropriate and satisfy the requirements of Section 37 criteria in VOP 2010. Accordingly, the City supports the approval and draft approval of the Applications, subject to the conditions included in the Recommendations of this report.

**For more information**, please contact Christina Bruce, Director of Policy Planning & Special Programs Department, ext. 8231.

### Attachments

1. Context and Location Map
  - 1a. Polling Area Map
2. Conceptual Interim Site Plan and Proposed Rezoning
  - 2a. Conceptual Ultimate Site Plan and Proposed Rezoning
3. Proposed Draft Plan of Subdivision 19T-21V008
4. Interim Landscape Plan
  - 4a. Ultimate Landscape Plan
  - 4b. Amenity Layout Plan
5. Parking Level B1 Plan Stratified Arrangement
  - 5a. Cross Section East-West Section
6. Building Elevations - North and East
  - 6a. Building Elevations - West and South
7. Perspective Renderings



**Prepared by**

Christina Bruce, Director of Policy Planning & Special Programs Department, ext. 8231

**Approved by**

A handwritten signature in cursive script, appearing to read 'Haiqing'.

Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

**Reviewed by**

A handwritten signature in cursive script, appearing to read 'Nick Spensieri'.

Nick Spensieri, City Manager