

Committee of the Whole (2) Report

DATE: Tuesday, June 21, 2022

WARD: 4

**TITLE: METRUS (TERRA) PROPERTIES INC.
DRAFT PLAN OF SUBDIVISION 19T-20V002
OFFICIAL PLAN AMENDMENT OP.20.003
ZONING BY-LAW AMENDMENT Z.20.008
SITE DEVELOPMENT FILE DA.20.041
7800 JANE STREET
VICINITY OF HIGHWAY 7 AND JANE STREET**

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision and Site Development Files OP.20.003, Z.20.008, 19T-20V002, and DA.20.041 (Metrus (Terra) Properties Inc.) for the Subject Lands shown on Attachment 3, to permit a high-rise mixed-use development with 1,177 residential units consisting of the following:

- Two (2), 50 and 60-storey residential apartment buildings (Towers A and B) with 1,177 units and a 17-storey office building
- A 6-storey shared podium integrated with ground floor retail uses (street related and also fronting the interior breezeway), at-grade residential units, office and residential lobbies and amenity space
- Three (3) levels of above-grade structured parking within the 6-storey podium, and 2 levels of underground parking subject to a stratified title arrangement for the westerly edge of the second parking level, with accesses from the future north-south local street (Street 1)
- The proposed deletion of the east-west local street to be replaced by a mid-block connection subject to a public access easement

- A total Gross Floor Area ('GFA') of 129,104.4 m²
- A total residential GFA of 103,601.5 m²
- A total office GFA of 22,742.60 m² (discount 10,000 m² for FSI)
- A total retail GFA of 2,760.3 m²
- A maximum Floor Space Index ('FSI') of 9.45 times the area of the lot (FSI of 10.24 prior to the exclusion of 10,000 m² of GFA per Vaughan Metropolitan Centre Secondary Plan ('VMCSP') Policy 8.1.1), subject to the acquisition of lands abutting the Apple Mill Road frontage
- A total of 41,227.65 m² combined common indoor and outdoor (rooftop terraces) amenity area

Report Highlights

- The Owner proposes a mixed-use development consisting of two (2), 50 and 60-storey residential apartment buildings with 1,177 residential units, a 17-storey office building, a shared 6-storey podium integrated with ground floor retail, residential units, lobby and amenity areas, with 3 levels of above-grade structured parking and 2 levels of underground parking subject to a stratified title arrangement and accessed from the future north-south local street
- The Owner proposes an increase in building height and density in return for the following community benefits totaling \$11,349,470.00, pursuant to Section 37 of the *Planning Act*:
 - On-site contributions including \$2,185,000.00 towards public art, including a gateway installation at Highway 7 and Jane Street, and streetscape enhancements in the amount of \$315,000.00 along Jane Street
 - Off-site contributions including \$8,849,470.00 towards park enhancements to the North Urban Park and Edgeley Pond and Park, including the pedestrian bridge
- The Owner is required to enter into a Stratified Title Arrangement Agreement ('STAA') with the City to permit a Stratified Title Arrangement for a portion of the underground parking garage (P2 Level) located beneath the future north-south local street as a condition of the Holding Symbol "(H)"
- The Planning and Growth Management Portfolio, VMC Program supports the approval of the proposed development as it is compatible with the existing and planned uses of the surrounding area, subject to conditions of this report

Recommendations

1. THAT Official Plan Amendment OP.20.003 BE APPROVED; to amend Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of VOP 2010, specifically the VMCSP, to:
 - a) Modify Schedules "A" to "J" to delete the planned east-west local street on the Subject Lands

- b) Modify Schedule “K”, Site Specific Policy Areas, to:
- i. Identify the Subject Lands located at the southwest corner of Jane Street and Apple Mill Road as Area “P”
 - ii. Notwithstanding Policies 5.6.4 through 5.6.10 as it applies for impacted properties along the Black Creek Renewal Corridor and bring in force the “Station Precinct” designation on the Subject Lands
 - iii. Permit the proposed maximum building heights of 50 and 60-storeys for the residential towers with a maximum density of 9.45 times the area of the lot (Floor Space Index – ‘FSI’), subject to the acquisition of lands abutting the Apple Mill Road frontage, subject to the application of Policy 8.1.1, for a deduction of 10,000 m² of office uses from the calculation of density, whereas a maximum building height of 30-storeys and density of 5.0 FSI is permitted
 - iv. Permit an increase to the maximum tower floor plate size from 750 m² as follows:

Tower A (60-storeys)

- 735 m² at Level 7
- 850 m² – between Levels 8 to 52
- 752.8 m² to 825.4 m² between Levels 53 to 55
- 304.6 m² to 718 m² – between Levels 56 to 62 (mechanical)

Tower B (50-storeys)

- 750 m² at Level 7
- 850 m² – between Levels 8 to 42
- 752.8 m² to 825.4 m² between Levels 43 to 45
- 304.6 m² to 718 m² – between Levels 46 to 52 (mechanical)

2. THAT Zoning By-law Amendment File Z.20.008 BE APPROVED to:
- a) Amend By-law 1-88, as amended, to rezone the Subject Lands from the “C7 Service Commercial Zone” to the “C9(H) Corporate Centre Zone” with a Holding Symbol “(H)” generally in the manner shown on Attachment 5, together with site-specific exceptions generally identified in Table 1 of this report;
 - b) Permit the bonusing for increased height and density for the proposed Development as shown on Attachments 5 to 12 in return for the following provision of community benefits totaling \$11,349,470.00 pursuant to the policies of VOP 2010 and VM CSP, and the City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*:
 - i. On-site contributions including the following:

1. \$2,185,000.00 towards public art, including a gateway installation at Highway 7 and Jane Street, in accordance with the VMC Culture and Public Art Framework and City-wide Public Art Program
 2. \$315,000.00 towards streetscape enhancements above the City's service levels to support the creation of high-quality pedestrian urban environment and the vision of a green avenue
 - ii. Off-Site contributions including the following:
 1. \$8,849,470.00 towards park enhancements to the North Urban Park and to the Edgeley Park and Pond, including the pedestrian bridge, located in the vicinity of Jane Street and Highway 7
3. THAT prior to enactment of the Zoning By-law, the following condition must be fulfilled:
 - a) The Owner shall provide to the City a written confirmation of the transfer in ownership of the Apple Mill Road frontage from the adjacent Owner to be incorporated into the Subject Lands to provide legal access to the development. The Owner shall submit legal registered documents to the satisfaction of the VMC Program. This shall include an application for Consent and approval from the Vaughan Committee of Adjustment to facilitate the transfer of the lands to the Owner's ownership. The Committee's decision regarding the Consent Application shall be final and binding, and all conditions of approval imposed by the Committee shall be satisfied;
4. THAT the Holding Symbol "(H)" shall not be removed from the Subject Lands or any portion thereof, until the following conditions are fulfilled:
 - a) Prior to final approval of Site Development File DA.20.041, the Owner shall submit final legal registered documents to the satisfaction of the VMC Program confirming the transfer in ownership of the Apple Mill Road frontage to be incorporated into the Subject Lands to provide legal access to the Development;
 - b) 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, which shall be finalized and details respecting, but not limited to, access, ownership, operation, maintenance, liability, cross section details, and financial responsibilities (among others) of the parties which shall form the basis of the Stratified Title Arrangement Agreement shall have been agreed upon by the Owner and the necessary agreement(s) shall be executed prior to final approval of the related Draft Plan of Subdivision 19T-20V002, to the satisfaction of the City;

- c) 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 TRCA and the City that the Edgeley Pond and Park ('EPP') and Highway 7 culvert improvements are completed or substantially advanced to the satisfaction of the TRCA and the City;
5. THAT the implementing Official Plan and Zoning By-law Amendments include the provision for a contribution, pursuant to Section 37 for the community benefits 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 \$11,349,470.00 Section 37 Contribution shall be provided through a combination of off-site and on-site community benefits. The on-site benefits include \$2,185,000.00 for public art and \$315,000.00 for streetscape enhancements on Jane Street which shall be provided in the form of a Letter of Credit 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 off-site benefits totaling \$8,849,470.00 towards park enhancements to the North Urban Park and Edgeley Pond and Park, including the pedestrian bridge, shall be provided in the form of a 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, and any Public Art Agreement Fee in accordance with the Tariff of Fees for Planning Applications, prior to the execution of the Section 37 Agreement;
6. 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;
7. THAT prior to the issuance of the first above-grade Building Permit, the Owner and the City shall execute a Public Art Agreement, which will detail the commissioning process and installation of on-site public art, including a gateway installation at the corner of Jane Street and Highway 7, as a public art contribution in the amount of \$2,185,000.00, secured through the Letter of Credit identified in and provided through the Section 37 Density Bonusing Agreement, consistent with the principles of Site 5 Jane Street Green Spine and/or Site 6 Gateways as outlined in the City's VMC Culture and Public Art Framework, to the satisfaction of the City. The Public Art Agreement shall detail the following, but not limited to, public art contribution options; public art contributor triggers/timing,

public art program requirements; the Owner and City responsibilities; accounting requirements; and copyright and maintenance. The Owner shall develop a Public Art Program that follows the approved process outlined in the City-wide Public Art Program, to the satisfaction of the City. The Owner shall own and maintain the public art;

8. THAT the implementing Official Plan Amendment be forwarded to York Region for approval;
9. THAT the implementing Zoning By-law Amendment be brought forward to a future Vaughan Council meeting in accordance with section 24(2) of the *Planning Act*;
10. 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;
11. THAT Draft Plan of Subdivision File 19T-20V002 BE DRAFT APPROVED SUBJECT TO THE CONDITIONS included in Attachment 1 and 1a to facilitate a Draft Plan of Subdivision on the Subject Lands consisting of a residential development block (Block 1), creation of a new north-south local street (Street 1- proportionate half only), reserves (Blocks 2 and 3), road widenings (Block 5) and strata block (Street 1) as shown on Attachment 6, which shall be approved to the satisfaction of the City, and York Region, respectively. The Owner shall submit to the City for approval a revised Draft Plan of Subdivision to include the lands abutting the subject lands to the north, along the Apple Mill Road Frontage, to be consolidated within the Subject Lands and ultimately included within the limits of the Draft Plan. The revised Draft Plan shall be final and binding prior to final approval;
12. THAT Site Development File DA.20.041, BE DRAFT APPROVED subject to the conditions set out in Attachment 2;
13. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:

“THAT Site Development Application DA.20.041 be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 1,177 residential apartment units (2,601 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.”

Background

The subject lands (the 'Subject Lands') are located in the Vaughan Metropolitan Centre ('VMC') at the north-west corner of Highway 7 and Jane Street, and municipally known as 7800 Jane Street. The Subject Lands are currently vacant, and previously developed with a commercial plaza and gas station, which has since been decommissioned. The surrounding uses are shown on Attachment 3.

A Public Meeting was held on July 13, 2020 to consider the Applications and Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol

The City on May 15, 2020, mailed a Notice of Public Meeting which was circulated to all property owners within 150 m of the Subject Lands, with the expanded polling as shown on Attachment 4 and posted the Notice online as follows:

- a) The City's Online Calendar in April and May 2020
- b) On the City Page, which was posted on the City's website at www.vaughan.ca in May 2020

Two Notice Signs were installed on the Subject Lands, along each of the Highway 7 and Jane Street frontages, in accordance with the City's Notice Signs Procedures and Protocols. No deputations or written submissions were received at the July 13, 2020 Public Meeting.

Official Plan and Zoning By-law Amendment, Draft Plan of Subdivision and Site Development Applications (the 'Applications') have been submitted to permit the Development

Metrus (Terra) Properties Inc. (the "Owner") has submitted the following applications to permit a mixed-use development consisting of two (2), 50 and 60-storey residential towers with a 17-storey office building on a shared 6-storey podium for a total of 1,177 residential units (the 'Development') as shown on Attachments 5 to 12:

1. Official Plan Amendment File OP.20.003 to amend the VMCSPP to modify Schedule "K" Site-Specific Policy Areas to identify the site-specific Amendment Area "P" to permit the following amendments to:
 - a. Modify Schedules A to K of the VMCSPP to delete the east-west local street that bisects the Subject Lands
 - b. Schedule I to increase the maximum building heights from 30-storeys to 50 and 60-storeys for the residential towers and increase the maximum Floor Space Index ('FSI') from 5.0 FSI to 9.45 times the area of the lot, subject to the acquisition of land abutting the Apple Mill Road frontage;

- c. Policy 8.7.18 to increase the maximum residential tower floor plate size to 850 m² in the following manner:

Tower A (62-storeys)

- 735 m² at Level 7
- 850 m² – between Levels 8 to 52
- 752.8 m² to 825.4 m² between Levels 53 to 55
- 304.6 m² to 718 m² – between Levels 56 to 62

Tower B (52-storeys)

- 750 m² at Level 7
- 850 m² – between Levels 8 to 42
- 752.8 m² to 825.4 m² between Levels 43 to 45
- 304.6 m² to 718 m² – between Levels 46 to 52

- d. Policies 5.6.4 to 5.4.10 as it applies for impacted properties along the Black Creek Renewal Corridor to permit the Development and bring in-force the “Station Precinct” designation on the Subject Lands.

2. Zoning By-law Amendment File Z.20.008 to amend Zoning By-law 1-88 to rezone the Subject Lands from the “C7 Service Commercial Zone” to the “C9(H) Corporate Centre Zone” together with the Holding Symbol “(H)”, in the manner shown on Attachment 5 to permit residential uses, together with site-specific zoning exceptions identified in Table 1 of this Report.
3. Draft Plan of Subdivision File 19T-20V002 to create five blocks, consisting of a high-rise mixed-use development block and the creation of the proportionate half of the future north-south local street (11 m wide) as follows:

<u>Blocks/Roads</u>	<u>Land Use</u>	<u>Area(ha)</u>
Block 1	Mixed-Uses Residential, Office and Retail Uses (Standard Condominium)	0.963
Blocks 2 to 3	0.3 m reserve	0.001
Blocks 4 to 5	Road Widening	0.025
Street 1	New north-south local road (Strata)	0.201

4. Site Development File DA.20.041 to facilitate the development of the high-rise mixed-use development, as shown on Attachment 5, identified as Towers A and B, and the office building.

Previous Reports/Authority

[Item 1, Committee of the Whole \(Public Meeting\) Report No.35 \(July 13, 2020\)](#)

Analysis and Options

The VMC Program supports the Development based on the following:

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 1.1.1 by contributing to healthy, liveable and safe communities
- Section 1.1.3.2 by focusing growth and development on settlement areas and promoting a density and mix of land uses that are transit supportive
- Section 1.1.3.6 by allowing new development within designated growth areas having a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public services facilities
- Section 1.4.1 and 1.4.2 by providing an appropriate range and mix of housing options and densities required to meet project requirements of current and future residents of the regional area
- Section 1.5.1 by promoting a healthy and active community by planning public streets and spaces to be safe, meeting the needs of pedestrians, fostering social interaction and facilitating active transportation and community connectivity
- Section 1.6.3 by optimizing existing infrastructure and public service facilities
- Section 1.7.1 by supporting the long-term economic prosperity, providing necessary housing supply and range of housing options for a diverse workforce, enhancing the vitality of the downtown and encouraging a sense of place by promoting well-designed built form and cultural planning

The Subject Lands are located in the VMC, the City’s downtown, which is designated as a Settlement Area by the PPS as a focus of growth and development. The Development provides a compact and mixed use built-form and proposes a density that is transit-

supportive and would contribute to the overall range of housing options and unit typologies within the VMC to support a healthy and livable community.

The Development promotes the efficient use of the lands, reduces land consumption and servicing costs. The Development utilizes municipal infrastructure that is existing, under construction, and/or planned.

The Development would efficiently utilize resources at a density in a designated growth area that would support the surrounding transit investments including the SmartVMC Bus Terminal, the VMC Subway Station, and the VivaNext Bus Rapid Transit ('BRT') along Highway 7 (the 'higher order transit'). The Development is less than a 5-minute walking distance to the Black Creek Renewal Corridor in the southeast quadrant and is across the street from the Edgeley Pond and Park in the northeast quadrant. In addition, the Development is within a 5-minute walking distance of the future North Urban Park in the northwest quadrant. The Owner proposes to contribute off-site community benefits to park enhancements in the North Urban Park and Edgeley Pond and Park (pedestrian bridge), as well as on-site benefits in the form of Public Art and streetscape enhancements along Jane Street. Together, these contributions which would add to the planned parkland network within the VMC and a future cultural hub, contributing to the VMC's sense of place and identity. Therefore, the proposal is consistent with the policies of the PPS.

The Development conforms to 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 March and 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 2.2.1.4 respecting achievement of complete communities
- Section 2.2.2.1 respecting intensification targets of 50% within a delineated built-up area
- Section 2.2.4.6 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 conforms to the policy framework of the Growth Plan as it makes efficient use of the Subject Lands and existing infrastructure. It is located near existing and operational higher-order transit and provides housing options at a density that supports the transit investments in the VMC. The Development focuses new growth through the intensification of an underutilized site that provides a mixed-use development with a pedestrian-friendly environment located near higher order transit.

The Development contributes to a complete community by introducing a mix of land uses, unit types and amenity spaces in the VMC that would improve social equity, meet the means of various users and contribute to the betterment of human health. The Development represents a high-quality form where vehicle-demand is reduced, promoting walkability and other modes of transportation which reduces greenhouse gas emissions.

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 also meets the mobility objectives of development within the downtown by providing access to higher-order transit facilities, thereby reducing vehicular demand within the VMC. The Development is also located within a Major Transit Station Area ('MTSA') which would encourage, support and promote alternative modes of transportation, such as walking and cycling, through the provision of cycling facilities and amenities in the VMC. Therefore, the proposal conforms to the policies of the Growth Plan.

The Development conforms to the York Region Official 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 and 3.5.20 by providing a mix and range of affordable housing and smaller unit types, and meeting density and intensification requirements
- Sections 4.1.2, 4.2.2 to 4.2.7 in creating high-quality employment opportunities for residents and locating major office uses within Regional Centres
- Section 4.2.4 and 4.4.1 by providing mixed-use pedestrian environments and ensuring walkable, transit-supportive, and high-quality design for integrated retail uses
- Section 5.2.5 respecting the balance of residential and employment uses within close proximity
- Section 5.3.4 respecting locations of transit stops
- 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 5.4.19, 5.4.20, 5.4.23 and 8.2.3 respecting mixed-use developments within Regional Centres

The Development is urban and compact in built form with 1,177 residential units ranging from 1 bedroom to 3-bedroom units, podium townhouse units at-grade, in a high rise built-form that would contribute to the housing choices in the City to meet the needs of residents and workers in York Region. Family sized units are considered those with 2 or more bedrooms. The Development includes 490, 2 and 3-bedroom units, which represents approximately 41.7% of the total unit count.

The Development contributes to a mix of uses planned in the VMC and would deliver a density to support the existing employment and commercial uses that encourages and optimizes the uses of higher-order transit. The proposed retail uses and major office building would service the needs of the community by providing employment opportunities, contributing to a balanced community.

The Development provides an urban streetscape that complements the adjacent existing and planned employment and commercial uses and provides for accessibility to higher-order transit. The proposed buildings and streetscape designs are high quality, pedestrian-friendly and will encourage active modes of transportation.

The Development supports and achieves an urban and integrated transportation system within a Regional Centre as a focus of economic activity and culture and contributes to

a high-quality and sustainable community in the VMC. Therefore, the proposal conforms to the policies of the York Region Official Plan.

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

The Subject Lands are designated “Station Precinct” by the VMCSPP, which forms part of Volume 2 of VOP 2010. This designation permits a broad mix of uses, including residential dwellings, retail and service commercial uses. The Development includes residential and retail uses which conforms to the “Station Precinct” designation. Office uses are required by Schedule G – Areas for Office Uses on the southerly portion of the development block facing Highway 7. The proposal includes a 17-storey office building on the south-east corner of the development block; therefore satisfying this policy.

In accordance with Schedule J – Floodplain and Environmental Open Spaces of the VMCSPP, an existing floodplain is located on the Subject Lands. An amendment is proposed to permit Development by removing the floodplain from the Subject Lands to the satisfaction of the Toronto and Region Conservation Authority (‘TRCA’), and exclude policies 5.6.4 to 5.6.10, thereby bringing in-force the “Station Precinct” designation on the Subject Lands.

Schedule C – Street Network identifies a local street (20-22 m) traversing east-west through the Subject Lands. An amendment to delete this segment of the east-west local road is proposed, which will be discussed later in this report.

The VMCSPP permits a building height range between a 5-storey minimum to a 30-storey maximum and a density (FSI) range between 2.5 minimum to 5.0 maximum times the area of the Subject Lands by Schedule I – Height and Density Parameters.

Policy 8.7.18 permits a maximum tower floorplate size of 750 m². An amendment is proposed to increase the tower floorplate area a maximum of 850 m².

The following amendments to VOP 2010, Volume 2, specifically the VMCSPP, are required to modify Schedule “K” to identify the Site-Specific Policy Area “P” to permit the following:

- a) Modify Schedules A through K of the VMCSPP for the proposed deletion of the east-west local (20-22 m) street from the Subject Lands;
- b) Schedule I, an increase in the maximum building heights for Towers A and B from 30-storeys to 50-storeys and 60-storeys, subject to the registration of a Section 37 Agreement and payment of a Section 37 Contribution;
- c) An increase to the maximum permitted density (Floor Space Index (FSI)) from 5.0 times the area of the lot to an FSI of 9.45, subject to the acquisition of lands

abutting the Apple Mill Road frontage (subject to application of Policy 9.3.3, 10,000 m² of office uses may be deducted from the calculation of density), subject to the registration of a Section 37 Agreement and payment of a Section 37 Contribution

- d) An increase to the tower floorplate size from 750 m² to 850 m² for Towers A and B as follows:

Tower A (60-storeys)

- 735 m² at Level 7
- 850 m² – between Levels 8 to 52
- 752.8 m² to 825.4 m² between Levels 53 to 55
- 304.6 m² to 718 m² – between Levels 56 to 62 (mechanical)

Tower B (50-storeys)

- 750 m² at Level 7
- 850 m² – between Levels 8 to 42
- 752.8 m² to 825.4 m² between Levels 43 to 45
- 304.6 m² to 718 m² – between Levels 46 to 52 (mechanical)

Other proposed amendments include identifying a maximum residential GFA of 103,601.5 m²; and a required minimum of 25,502.9 m² GFA (or 19.8%) of the overall development to consist of non-residential uses.

The VMC Program supports the proposed amendments to VOP 2010 and the VMCS

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 its 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, along with proposed retail and office uses, provide increased housing and employment opportunities and the Subject Lands have access to higher-order transit to support the intensification being proposed.

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

- 3.1 Establish a distinct downtown for Vaughan by 2031 containing a mix of uses, 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
- 3.7 Develop a generous and remarkable open space 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 Subject Lands are designated “Station Precinct”, which provides a broad mix of uses to support the highest densities within the downtown due to close proximity to the VMC Subway Station and higher-order transit facilities. The Development is highly accessible, optimizes and encourages the use of existing transit infrastructure. The proposed density contributes to the density targets of 200 people and jobs per hectare by 2031 in the VMC UGC and will support the establishment of a complete community. The Development satisfies these objectives of the VMCSPP.

Regional Floodplain

The Subject Lands are identified by Schedule J – Floodplain and Environmental Open Spaces, and subject to Policies 5.6.4 to 5.6.10 which relate to development and site alterations within a regulatory floodplain area. It is the City’s position that for this site, as well as other impacted properties along the Black Creek Renewal Corridor, that until such time as the Policies of 5.6.6 through 5.6.8 of the VMCSPP are met to the satisfaction of the City, the TRCA and the Ministry, the land-use designation of the Secondary Plan is not in force. Currently, the only existing uses as of the day this Plan is approved, and any associated construction works related to the Black Creek remediation are permitted. Upon the above policies being satisfied, the uses permitted within the “Station Precinct” shall apply.

The Toronto and Region Conservation Authority has no objection to the Applications proceeding, provided the Edgeley Pond & Park and Highway 7 Culvert Improvements are constructed or substantially advanced

The Owner has met with the City, York Region and TRCA to resolve the outstanding existing floodplain issue in light of the ongoing municipal infrastructure projects (i.e. Black Creek Renewal and Edgeley Pond and Park) in the VMC. In recognition of development demand, there has been a critical need to ensure seamless coordination between infrastructure projects to mitigate floodproofing in the area and the proposed private developments that are currently encumbered by flooding.

Based on discussions between the TRCA and the City, a formal commitment has been made by the City in their financial strategy for the Edgeley Pond and Park and Black Creek Renewal Project to ensure that the necessary upgrades to the existing culverts under Highway 7 are prioritized. The City has awarded a Technical Advisor (TA) assignment who will undertake design and prepare appropriate documentation to construct the required elements and implement the requirements identified by the VMC Municipal Servicing Master Plan, the Black Creek Renewal EA (previously Black Creek Optimization Study EA) and the Detailed Design for Edgeley Pond and Park. Accordingly, the City has committed to accelerating the completion of works, which include, but are not limited to, increasing the conveyance of culverts under Highway 7 to accommodate regional storm flow volumes. These alterations will form the early works of this contract and will effectively mitigate the previously identified flood risk for the properties around Edgeley Pond, north of Highway 7. A detailed schedule of work will be developed by the TA. Once complete, development can advance simultaneously with the City's vision, as described in the Black Creek Renewal EA (previously Black Creek Optimization Study EA) and the Detailed Design for Edgeley Pond and Park.

The timing associated with the first phase of the renewal and the development on the Subject Lands may provide the Owner with the opportunity to construct a foundation coincident with the construction of the early works that TRCA requires to mitigate the flood risk concerns north of Highway 7 and west of Jane Street. These works are identified within the critical path of the project and will be prioritized through the construction process and be integrated with delivery of the development of 7800 Jane to ensure it is outside of the flood plain and safe access is available prior to occupancy.

Provided the above is completed, the TRCA advises that interim site-specific floodproofing or Holding Symbols will not be required, which would normally be required for development proposals in context of ongoing municipal infrastructure projects. On this basis, the TRCA and the City and Province are satisfied that the requirements Policies 5.6.6 through to 5.6.8 are met and the designation "Station Precinct" shall come into force, only upon the Edgeley Pond and Park and Highway 7 Culvert and Improvement Works being completed or substantially advanced to the satisfaction of the City and TRCA. Prior to occupancy, the Subject Lands shall be removed from the floodplain, which will allow safe access to the Subject Lands. A condition to this effect

is included in the Recommendations of this report to ensure that all necessary works have been substantially advanced to ensure the Subject Lands are located outside of the floodplain.

The Development is located within close proximity to higher-order transit, building on the vision of the VMC to provide a walkable, accessible, diverse, vibrant, green development that is compact

The Development is less than a 5-minute walking distance to the Black Creek Renewal Corridor and across the street from the Edgeley Pond and Park. The Development will also be within close proximity to the future North Urban Park to the north-west of the Subject Lands, as designated by the VMC. While the site has been optimally designed to provide a compact development, the Development includes generous outdoor (rooftop) and indoor amenity areas, and private balconies to serve its residents.

The site occupies a prominent location within the VMC, bounded by Jane Street to the east, Highway 7 to the south, and Apple Mill Road to the north, which provide generous public frontages with opportunities to implement the vision for green streets. The building design offers active frontages with a mix of uses including at-grade townhouse podium units, retail, and double-height podium lobby spaces for residential and office accesses to animate the Highway 7, Jane Street and Apple Mill frontages which contribute towards supporting the establishment of a complete community in Vaughan's downtown.

The Development's access is contingent upon the complete construction of the Owner's portion of the proposed north-south local street to the west of the development block which will allow complete access from Apple Mill Road and Highway 7. Presently, the proposal only includes providing the proportionate half of this local street (11 m right-of way ('ROW')), as part of the required 20-22 m north-south street by Schedule C – Street Network, Policy 4.3.3. As such, the Owner will provide an interim condition for the road which will be completed in its ultimate condition upon the development to the west being realized. The Development would also have the effect of dedicating a portion of the new local public street, which will connect with the existing cycling network around the Subject Lands. The construction and dedication of this future north-south street would contribute to the finer grid of connectivity in the VMC. The Development as proposed, complements the adjacent future developments and is designed to promote all means of transportation.

An urbanized streetscape design along the development frontages would include street trees, which in time, will be a defining feature of the downtown and contribute to beautiful and comfortable streetscapes. The Owner has agreed to provide contributions towards streetscape enhancements to Jane Street to achieve the vision of a green

avenue, in exchange for additional building height and density for this development, which is discussed further below in this report.

A stratified title arrangement on Street 1, the north-south local street, is required to permit an underground parking garage partially beneath the street

The stratified title arrangement is supported as the Development provides approximately 22,742.60 m² of Class-A office along the prominent corner of Highway 7 and Jane Street in accordance with Policy 4.3.6 of the VMCSPP. The encumbrances proposed beneath the local street are limited to the proportionate half (11 m ROW) of the local north-south street and consist of encroachment at the P2 level of underground parking beneath the boulevard. As a condition of approval, the Owner will be required to enter into a satisfactory strata title arrangement to mitigate strategies for risks associated with strata title arrangements (roads), including but not limited to required standards and provisions for construction and maintenance of the subsurface infrastructure, and liability issues to the satisfaction of the City.

The Development also proposes deletion of the east-west local street which traverses through the Subject Lands as shown on Schedule 'C' – Street Network of the VMCSPP but terminates at the planned north-south street and does not extend westerly through the quadrant. The deletion is proposed to allow for a compact development and optimize the full build-out potential on-site. Through consultation with York Region Community Planning and the VMC Program's Transportation Division staff, it was determined that the impact on the transportation network functionality and operations onto the surrounding road network is expected to be minimal as this connection would only provide an access from the planned north-south street to Jane Street, one urban block length. The provision of the pedestrian mid-block connection in-lieu of the east-west road continues to offer pedestrian permeability and access to Jane Street and the Owner has agreed to provide compensation for loss of public parking and at-grade curbside pick-up/drop-off activity, as a condition of Site Plan. The Owner shall provide a public-access easement over the pedestrian mid-block connection to the City free and clear of encumbrances. A condition to this effect is included in the Recommendations of this report.

Staff have examined the supporting materials provided to justify deleting the east-west link and have determined that there is minimum impact of the link elimination to the capacity and traffic operations of the road network. Furthermore, network connectivity for pedestrians will be enhanced through the site by sidewalks or pedestrian pathways within landscaped open spaces and the access points for the cyclists will remain intact. The deletion of this street segment will be replaced by a breezeway, also referenced as the mid-block connection, lined with active uses including retail, and lobby spaces integrated within the ground floor level of the Development.

The inclusion of the proposed breezeway is supported as access to Jane Street from the planned north-south local street south of Apple Mill Road will continue to offer the pedestrian east-west connection via cycling and walking. The Subject Lands' location within the VMC Mobility Hub afforded the opportunity to address a paradigm shift in modes of transportation from a vehicular to a pedestrian and transit-oriented development that is supported by the breezeway and surrounding landscape along the regional roads to satisfy the objectives of the VMCSPP to optimize connectivity while providing flexibility for a range of development scenarios.

The Owner shall acquire the additional lands south of Apple Mill Road to be consolidated with the landholdings to provide legal access onto the proposed north-south local street

The Subject Lands currently do not include a portion of the landscaped area abutting the Apple Mill Road frontage as it is currently under a separate ownership, as shown on Attachment 6. In order to obtain legal access, the Owner must provide confirmation of the transfer and acquisition of lands from the adjacent landowner, for the purpose of providing legal access, once incorporated into the Subject Lands, and that such transfer documents are registered on-title. Prior to obtaining Site Plan approval, the Owner shall provide final legal documentation confirming that the transfers that are registered on-title has been completed. This shall include an application for Consent and approval from the Vaughan Committee of Adjustment, to facilitate the transfer of the lands into the Owner's ownership. The Committee's decision regarding the Consent Application shall be final and binding, and all conditions of approval imposed by the Committee shall be satisfied. A condition of approval as a provision of the Holding Symbol "(H)" and Site Plan is included in the recommendations of this report.

The Owner shall submit a revised Draft Plan to the City to include the consolidated lands, prior to final approval of the Plan and Site Plan

Upon completion of the land transfer, prior to final approval of the Draft Plan and Site Plan, the Owner shall submit to the City for approval a revised Draft Plan of Subdivision to include the lands abutting the subject lands to the north, along the Apple Mill Road Frontage, to be consolidated within the Subject Lands and ultimately included within the limits of the Draft Plan, as shown on Attachment 6. The revised Draft Plan shall be final and binding prior to final approval. A condition to this effect is included in the Recommendations of this report.

The Development conforms with the built form policies of the VMCSPP

Policies 8.7.1 to 8.7.25 of the VMCSPP relate to building design that promotes pedestrian comfort through building façade treatments, lobby frontages, podium and tower designs and building materiality. This entails a well-articulated podium expression and tower

massing, and the specific placement of the building entrances at the ground level with high-quality landscape treatments. The Development supports a comfortable pedestrian realm along the frontages of the Subject Lands.

Policy 8.7.2 requires that the location, massing and design of buildings contribute to human-scaled street walls, attractive streetscapes, a varied skyline, and an active pedestrian public realm. The Development meets the intent of Policy 8.7.12 respecting building height by providing a varied, interesting skyline with the 50 and 60-storey towers, and the 17-storey office tower. The built-form and streetscape relationship also meets the intent of this policy by providing beautiful streetscapes and a built-form design that is comfortable for and inviting to pedestrians.

Policy 8.7.18 as it relates to *Massing* further requires tower elements of high-rise 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 maximum tower floor plate shall be 750 m², which would allow for limited shadow impacts on the streetscape and skyline. The Development proposes an amendment to this policy to permit an 850 m² tower floor plate within each residential tower. The proposed 850 m² tower floor plate is supported by staff based on the merits of the application which provides a major mixed-use component that is commensurate with the building height and density proposed for this project.

The Development achieves a performance level of Gold, exceeding the minimum Silver Sustainability Metrics Threshold Scores for Development in the VMC

The Development achieves an Overall Application Score of 69 points (Gold) which exceeds the minimum Silver Threshold Score towards the City's Sustainability Metrics Program for projects in the VMC. It is anticipated that additional sustainability, energy and water conservation initiatives will evolve through the development review once the building design has been confirmed. Currently, the Development satisfies goals related to water conservation and walkability, given its proximity to the higher order transit. These goals include Low-Impact Development (LID) measures, underground storage tanks for water re-use and other water conservation methods within the building. The building designs and locations of lobby entrances provides for safe pedestrian walkways to and from public transit stops, future park locations, recreational pathways and shops. Other sustainable features include the provision of tree plantings on surrounding streets, accessible barrier-free designs, geothermal energy for heating and cooling, inclusion of long-term bicycle parking to facilitate mobility and reduce car dependency, reduction to heat island effects by reducing impervious surfaces, reduction to light pollution, use of green roofs and recycled/reclaimed materials. The Owner is encouraged to work with staff to maintain and provide further sustainability measures through the completion through their Site Development proposal.

Overall, the Development would contribute to a varied skyline within the VMC and satisfy the objectives of the VMCSPP to optimize connectivity while providing flexibility for a range of development scenarios. Building setbacks, material treatments, architectural features, and public realm design have been utilized to encourage a comfortable streetscape, varied street wall, and a pedestrian-first experience.

The Development was considered by Vaughan Design Review Panel

The Design Review Panel (the ‘Panel’), on October 29, 2020 considered the Development. The Panel commended the vision and ambition of the project and was encouraged to see a great effort in the integration of sustainability design features to the proposal.

The Panel noted that the programming, design and location of the proposed building frontages offered good animation potential throughout the block to serve the surrounding context in a positive manner. The Development recognizes the importance of anchoring the corner and creating a grand, iconic gateway yet addresses a more intimate human scale at the public realm level. The Panel encouraged the Owner to further improve the human scale and fine grain nature of the space by providing intimate seating, plantings and elements to allow for an inviting space. The locations of the main office and residential lobby entrances are located suitably to activate all corners, which include the addition of the townhouse frontages along the north-south road. The centralized loading and parking ramp accesses is commendable and allows for a better public realm.

Respecting the landscape approach, the Panel noted the high-level ambitions and thoughtfulness, particularly along the Apple Mill boulevard and the roof-top amenity terraces, which provide a rich and significant amount of plantings to create a desirable outdoor amenity space. The Panel recommended that additional plantings and trees be proposed to enhance the landscape design along Highway 7 to reinforce the strategy of a threshold to Edgeley Pond and Park. The Panel recommended creating equal opportunities for pedestrians with a focus on design and providing ample amounts of seating.

The Panel commended the overall success of the design which incorporates a variety of massing forms, materials, and design articulation to successfully integrate into the landscape. However, the Panel expressed concerns potential adverse wind tunneling impacts. The Panel recommended the inclusion of retail and other active uses (signage and identity strategy) to animate the breezeway space and the incorporation of CPTED principles to ensure safety remains a priority. The programming within the overall

ground floor design should be flexible to accommodate other programs and uses should retail viability not be successful.

The Panel noted that there is an excellent opportunity to incorporate a significant public art element at the corner of Highway 7 and Jane Street to help the project transition to an at-grade pedestrian scale that is inviting and allows pedestrians to stay and enjoy the space. The Owner has agreed to provide an on-site contribution in the amount of \$2,185,000.00 towards public art and \$315,000.00 towards streetscape enhancements along Jane Street to activate this anchor gateway to the VMC.

Following a series of design workshops to prioritize design matters raised by the Panel and Staff, VMC Program staff are satisfied that the Owner has addressed the main comments of the Panel through refinements in the Development, subject to the Recommendations of this report as shown on Attachment 2.

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 an increase to the maximum permitted FSI from 5.0 times the area of the lot for 9.45 FSI, subject to the acquisition of land abutting the Apple Mill Road frontage, and to permit a maximum building height of 50 and 60-storeys for the residential towers is proposed. 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 bonus 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 the 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. Following a series of collaborative design workshops with the Owner to ensure that the above objectives were met, the Development as shown on Attachments 5 to 12, staff have determined it represents good planning.

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 and to achieve a vibrant mixed use urban centre. The Development would contribute to achieving the required critical mass and mix of uses 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.
- iii. Design excellence: “ensure all Development exhibits a high quality of urbanity, materials and design.”
 - The Development incorporates an architectural form that frames and addresses the surrounding streets. Although the Applications propose to delete the east-west road, a public access easement is to be provided over the pedestrian mid-block connection to ensure that connectivity is protected, and the design of the mid-block connection will follow the City’s streetscape and service level standards. The Development has also been revised through staff and DRP guidance to improve the site organization, architectural design of the podium, and building materiality. The VMC Program is generally satisfied with these revisions and with the overall built form proposed for the Development. Subject to

the Recommendations of this report, the revised site plan, building elevations and landscape plan shall be submitted and approved to the satisfaction of VMC Program staff.

The Development is considered good planning in consideration of the overall existing and planned area context. 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 contribution is equivalent to \$2,185,000.00 towards on-site public art, including a gateway installation at Highway 7 and Jane Street, and \$315,000.00 streetscape enhancements along Jane Street, along with an additional \$8,849,470.00 towards off-site park enhancements in the North Urban Park and Edgeley Pond and Park, including the pedestrian bridge. 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 this quadrant of 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 to the Edgeley Park and Pond,

North Urban Park enhancements, public art and streetscape enhancements would benefit the future residents of the Development and the visitors to the VMC. 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, prior to the enactment of the implementing site-specific Official Plan Amendment and Zoning By-law Amendment. 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 1,177 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. 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.

The Subject Lands are zoned “C7 Service Commercial Zone” by Zoning By-law 1-88, as amended, which does not permit the mixed-use development. The Owner proposes to amend By-law 1-88 by rezoning the Subject Lands from the “C7 Service Commercial Zone” to the “C9(H) Corporate Centre Zone” with the Holding Symbol “(H)” to permit the mixed-use permissions, together with the following site-specific zoning exceptions to permit the Development as shown on Attachments 5 to 12:

Table 1:

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
a.	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 include any portions of the building below grade, which may include an underground parking structure.</p>
c.	Permitted Encroachments	0.6 m to any lot line	<p>A canopy may encroach a minimum of 0.6 m into the required rear (Apple Mill Road) or exterior yard (Jane Street)</p> <p>0.6 m to the pinch point of the daylight triangle at Apple Mill Road and Jane Street</p> <p>0.6 m to the canopy for the encroachment at Jane Street</p>
d.	Minimum Yard Requirements	Front Yard – 3 m (Highway 7)	0 m to daylight triangle (Highway 7) only at the pinch point of the south-east corner of the office building

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
		<p>Exterior Side Yards - 3m (Jane Street & Street 1)</p> <p>Rear Yard – 6 m (abutting residential) and 3 m (abutting non-residential)</p>	<p>1.5 m (at-grade) abutting residential uses (Jane Street and Street 1 – exterior)</p> <p>0 m (above Level 3 to 6) abutting residential uses at the last corner residential unit (Jane Street – exterior)</p> <p>1 m abutting non-residential uses (Street 1 - exterior)</p> <p>2 m to a daylight triangle (Corner of Jane Street and Apple Mill Road – rear)</p>
e.	Minimum Build-To Zone Requirements	80% of the length of the street line abutting al streets, shall have buildings located within the build-to-zone	This provision shall not apply.
f.	Maximum Building Height	25-storeys (Schedule A2 By-law 1-88 and By-law 144-2009)	<p>Notwithstanding Schedule A2 of By-law 1-88, and By-law 144-2009, the following provisions for maximum building height shall apply:</p> <p>Tower A – 185.5 m (60 storeys)</p> <p>Tower B – 156 m (50 storeys)</p>
g.	Minimum GFA of Commercial Uses at-grade	60%	50%

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
h.	Minimum Landscape Requirement	Areas of land for no purpose other than landscaping and driveway access shall be located adjacent to street lines	<p>1.5 m along Jane Street</p> <p>2 m along North-South Street</p> <p>5 m along Apple Mill Road, Highway 7 or associated daylight triangle</p> <p>For the purpose of clarity, an exhaust shaft shall be permitted within the landscaped portion along Jane Street and Apple Mill Road</p>
i.	Minimum Building Setbacks (Below-Grade)	1.8 m	0 m to the underground parking garage (Jane Street, Highway 7, Apple Mill Road, North-South Road)
j.	Maximum Residential Density	<p>67 m²/dwelling unit</p> <p>12,610 m²/67 m² = 189 units</p>	<p>The provision of Section 5.1.5 as it relates to minimum 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 the land area. For clarity, the land area shall include all road conveyance lands and road widenings. The definition of GFA shall exclude bicycle parking spaces within a building.</p>

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
			Overall FSI of 9.45 times the area of the lot, subject to the acquisition of lands abutting the Apple Mill Road frontage
k.	Minimum Parking Space Requirements	<p><u>Retail Uses</u></p> <p>Min: $2760.3 \text{ m}^2 \times 2.5 \text{ spaces}/100 \text{ m}^2 = 69 \text{ spaces}$</p> <p>Max: $2760.3 \text{ m}^2 \times 4.0 \text{ spaces}/100 \text{ m}^2 = 111 \text{ spaces}$</p> <p><u>Office Uses</u></p> <p>Min: $22,724.6 \text{ m}^2 \times 1.5 \text{ spaces}/100 \text{ m}^2 = 340.8 \rightarrow 342$</p> <p>Max: $22,724.6 \text{ m}^2 \times 2.5 \text{ spaces}/100 \text{ m}^2 = 569.1 \rightarrow 569$</p> <p><u>Residential Uses</u></p> <p>1BR/Bach: $687 @ 0.7/\text{unit} = 480.9 \rightarrow 481$</p> <p>2BR: $451 @ 0.9/\text{unit} = 405.9 \rightarrow 406$</p> <p>3BR: $39 @ 1.0/\text{unit} = 39$</p> <p>Total Residential = 926</p> <p><u>Visitor Spaces</u></p> <p>$1177 @ 0.15/\text{unit} = 177$</p> <p>Non-Residential (Retail, Office, Visitor) Total = 589</p>	<p>Residential Parking</p> <p>$1,177 \times 0.37 \text{ spaces/unit} = 436 \text{ units}$</p> <p>Shared Non-Residential Parking</p> <p>A total of 487 shared parking spaces shall be provided for the following uses:</p> <p><u>Retail Uses</u></p> <p>$2,760.3 \text{ m}^2 \times 2.0 \text{ spaces}/100 \text{ m}^2$</p> <p><u>Office Uses</u></p> <p>$22,724.6 \text{ m}^2 \times 1.2 \text{ spaces}/100 \text{ m}^2$</p> <p><u>Visitor Parking</u></p> <p>0.15 spaces per residential unit</p> <p>A total of 923 parking spaces will be provided, where 436 spaces are devoted to residential uses and 487 spaces shall be provided as shared parking between residential visitor, office, retail parking.</p>

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9(H) Corporate Centre Zone Requirements
		Overall Total Required Parking = 1,515	
I.	Minimum Loading Space Requirements	Six (6) loading spaces are required for commercial uses <u>Loading Space Dimensions</u> 9 m (l) x 3.5 m (w)	A minimum of (1) loading space is permitted for commercial uses A loading space shall be 6 m(l) x 3.5 m (w) is permitted for a maximum of 3 residential loading spaces

In addition to zoning exceptions in Table 1, the following site-specific zoning provisions among others, will also be included to ensure that the site development proposal for the Subject Lands reflects an urban built form and public realm:

- Maximum Overall GFA shall not exceed 129,104.4 m², subject to payment of the associated Section 37 contribution
- Maximum residential GFA shall be 103,601.5 m²
- A minimum non-residential GFA shall be 25,502.90 m²
- A minimum ground floor height shall be 5 m
- Minimum Tower stepback from the podium along each ROW shall be 3 m
- A 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 35.03 m² per unit

The VMC Program supports the zoning exceptions in Table 1 along with these additional site-specific provisions noted above on the following basis:

a) Site-Specific Development Standards

The proposed zoning standards identified in Table 1 would permit a development that creates a compact built form and pedestrian realm relationship that is supported in a downtown environment with access to higher-order transit to promote active transportation. The site-specific development standards (setbacks, landscape strip widths, maximum GFA, canopy projections, building heights, and ground floor heights etc.) can be supported as it would enable a compact and urban built form that

represents good planning. The reduced building setbacks and landscape strips provide for a compact development. Adequate buffering between the public and provide realms will continue to be provided with hardscape elements. The proposed building heights are appropriate in context and provide a high-rise compact built form and pedestrian realm relationship that is supported by a downtown environment with access to higher-order transit. The site-specific development standards are reflective of the submitted site plan and would facilitate the development proposal as shown on Attachments 5 to 12.

b) Parking and Loading Space Requirements

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. Section 3.8.1 of By-law 1-88 includes specific parking requirements that reflect the VMC as a high-density and transit-oriented area. The Owner proposes parking rates which capitalizes on the existing transit infrastructure and are considered appropriate to encourage non-automobile travel and reflective of standards to support high-density developments in a transit-oriented area. The parking rates as proposed have the capacity to accommodate the Development and are supported by the City's Transportation staff. The proposed amendments to the loading space and drive-aisle width requirements are also supported by staff as these amendments will accommodate compact loading vehicles (i.e. mini vans and loading trucks) and will not impact the loading/unloading operations given the required number of loading spaces (residential uses) has been maintained. Accordingly, staff can support the amendments as proposed.

The Cultural Heritage Division of the Development Planning Department supports the approval of the Development, subject to conditions

In areas that have been cleared of concern for archaeological resources, the Owner is advised that:

- a) Should archaeological resources be found on the property during construction activities, all construction activity and work must cease, and the Owner shall notify the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division immediately
- b) If human remains are encountered during construction activities, the Owner must cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer

Services, and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division.

A condition to include the above clauses in the Site Plan Agreement is included in the Recommendations of this report as shown on Attachment 2.

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.

In March of 2020, the TRCA identified concerns with the Development as retrofits to the existing Edgeley Pond were planned to improve stormwater management and flood controls and ecological functions for the Black Creek north of Highway 7. To date, these works have not yet commenced. The retrofits will incorporate infrastructure upgrades, including the twinning of the existing culvert under the intersection of Highway 7 and Jane Street, in order to remediate the existing flood condition at the intersection of Highway 7 and Jane Street. Accordingly, the TRCA initially identified the following conditions which must be met to the City and TRCA's satisfaction:

- a) Implementation of the Edgeley Pond upgrades accompanied by updated flood line mapping based on as-constructed drawings prepared by a qualified engineer and approved by TRCA, which confirms the Subject Lands have been removed from the Regional Storm floodplain, and the Development meets the programs, regulatory and policy requirements of the TRCA. If the site is still not out of the Regional Storm floodplain with a buffer, then the Hold remains in place until clause (b) is satisfied.
- b) Implementation of the culvert twinning under Highway 7 accompanied by updated flood line mapping based on as constructed drawings prepared by a qualified engineer and approved by TRCA, which confirms the subject lands have been removed from the Regional Storm flood plain and the development meets the programs, regulatory and policy requirements of the TRCA. Only at that time, if the site is out of the Regional Storm flood plain, with a buffer, can the hold be released.

To date, the TRCA has met extensively with City staff, York Region and the Owner's consulting team to discuss the existing floodplain issue relative to the on-going municipal improvement projects (i.e. the Black Creek Renewal and Edgeley Pond and Park) in the VMC. The TRCA has been a partner in the planning, design, and review of the Environmental Assessment processes and associated detailed design of the noted projects. As development demands have become more prevalent in the VMC, the TRCA has recognized the critical need to ensure seamless coordination between the infrastructure projects that will mitigate flooding in the area and the proposed private developments on the lands that are currently encumbered by flooding. Particularly, the necessary upgrades to the existing culverts under Highway 7 remain a priority, which the City is committed to delivering as part of the financial strategy for the Edgeley Pond and Park and Black Creek Renewal Project. The City has also committed to accelerating the completion of the works which will include, but are not limited to, increasing the conveyance capacity of culverts under Highway 7 to accommodate regional storm flow volumes to effectively mitigate the flood risk on the properties that are abutting the Black Creek corridor north of Highway 7.

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 that they are accepting in advancing the early stages of their development (i.e. foundation construction) coincident with the early stages of the Edgeley Pond and Park and Black Creek projects. Accordingly, the TRCA no longer requires interim site-specific floodproofing or Holding Symbols which would normally be imposed for Developments in context of on-going municipal infrastructure projects. The Owner shall satisfy any requirements of the TRCA subject to the conditions of Draft Approval, identified in the Recommendations of this report in Attachments 1, 1a and 2 a as it relates to Site Plan and Draft Plan of Subdivision, and as per the Holding Provision in the Recommendations of this report.

The Development Engineering Staff, VMC Program Division of the Policy Planning and Special Programs Department has no objection to the Applications

The VMC Program Division of the Policy Planning and Special Programs Department has reviewed the Applications and have no objection to the Applications in-principle. Final engineering plans and reports including the grading, servicing, erosion sediment control plans, Functional Servicing Report (FSR), Stormwater Management Report (SWM), Geotechnical and Hydrogeological Investigation Report, Noise Impact Study, Strata Feasibility Report, Traffic Impact Study and Transportation Demand Management Plan, shoring excavation plans, photometric exterior lighting plans, dewatering plans, must be approved to the satisfaction of the VMC Program Division of the Policy Planning and Special Programs Department, along with any outstanding review fees that must be paid prior to the registration of the Plan of Subdivision and the final

approval of the Site Development. Conditions to this effect are included in the Recommendations of this report as shown on Attachments 1, 1a, and 2.

The Owner shall enter into a Subdivision Agreement with the City (Draft Plan of Subdivision File 19T-20V002) for the conveyance of the north-south local street (11 m half-road) with a stratified title arrangement and extension of municipal services to the satisfaction of the Development Engineering division, VMC Program

The Owner shall convey sufficient property for half of the local road (11 m) along the west limit of the Subject Lands at no cost and free of charge and encumbrance to the City. A minimum 8.0 x 8.0 x sight triangle and 3.0 m return with 0.3 m reserve at the intersection with Apple Mill Road is required. The requirements for the intersection widening on Jane Street and Highway 7 is subject to York Region's review and approval.

The local road shall be designed and constructed under the interim and ultimate conditions in accordance with the approved construction drawings to the satisfaction of the City. The Owner shall enter into a Subdivision Agreement to satisfy all conditions, financial or otherwise, of the City with regards to such matters the municipality may consider necessary including payment of the development levies, the provision of roads and municipal services landscaping and fencing. All appropriate cost estimates detailing the interim and ultimate conditions of the future local road including servicing construction, boulevard reconstruction, future utility removal/relocation works, street lighting and landscape components shall be provided by the Owner.

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 street

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 road (Street '1') would implement the public road network and streetscape for the northeast quadrant of the VMC.

The Owner and the City shall enter into a Strata Framework Agreement to outline the access, ownership, operation, and maintenance, liability, and financial responsibilities (among others) of the parties to form the basis of 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 the stratified title arrangement as follows:

North South Local Street (Street 1)

The VMCSPP identifies a north-south local street along the westerly lot boundary of the Subject Lands. The Development provides for 11.0 m which is half of the north-south local street on the Subject Lands, with the remaining 11.0 m to be delivered in its ultimate condition by the adjacent landowner to the west upon the lands being developed. This north-south local street will remain in public ownership with the stratified title arrangements between each of the contributing landowners to facilitate the underground parking structure at the P2 level which encumbers the local street to serve the mixed-uses within the Development.

The following comments pertaining to the Development are provided below:

Civil:

Water Supply

The water services are provided by construction of water service connections to the existing watermain located on Apple Mill Road, which will provide domestic and fire flow demands for the proposed development.

Sanitary Sewer

Sanitary services are provided by the construction of a sanitary service connections to the existing sanitary sewers located on Jane Street and Highway 7. The Subject Lands are included in Civica's latest draft FSSR (Civica May 2021) servicing analysis which confirms that there are no servicing constraints identified except for surcharging of a section of Jane Street sanitary sewer at Highway 407.

Area Specific Development Charge ('ASDC')

A new Area Specific Development Charge is proposed for the Jane Street sanitary sewer improvements as part of the City's Development Charges update. The following ASDC will be applicable upon Draft Plan registration/prior to issuance of building permit as determined by Development Finance:

- Edgeley Pond and Black Creek Channel Works – Map 1 “Immediately Affected Landowners”, Map 3 “Undeveloped Lands in the Black Creek Drainage Shed”

The City is currently undertaking a Development Charges Update Study (June 2022); necessary infrastructure improvements works may be included in the Development Charge Update Study as an Area Specific Development Charge (ASDC) By-Law or within the City-wide DC By-Law. Accordingly, financial requirements for construction by the plan towards the infrastructure works may be calculated as part of this process. A condition to this effect is included in the Recommendations of this report as Attachments 1 and 2.

Storm Sewer

Final approval for the proposed redevelopment of the Subject Lands is dependent on the completion of the works along Edgeley Pond and Park, the Black Creek, the required culvert works at Highway 7 and removal of the floodplain from the subject property.

The stormwater management for the proposed redevelopment of the Subject Lands includes quantity control via a storage tank vault located within the first and second levels of the proposed underground parking facility. Stormwater from the storage tank vault will be pumped to the control manhole at the allowable release rate. The storage tank vault will also include additional storage to achieve the 15mm on-site retention. The collected rainwater will be used for irrigation and/or mechanical use. Quality control for the proposed redevelopment will be achieved through a jellyfish filter. The treated and controlled runoff from the development site will be directed to the existing 525mm diameter Jane Street storm sewer. A 300mm diameter pipe will connect the subject site to the existing Jane Street storm sewer.

Stormwater management for the proposed north-south public road only includes quantity control and will be provided via a superpipe and orifice plate within the right of way. The superpipe is sized for the entire right of way including the lands external to the 7800 Jane Street property. Arrangements will be required to allow for the connection of future catch basins along the west side of the road, external to the subject site. The controlled runoff from the right of way will be directed to the existing 1350mm storm sewer within Apple Mill Road. Quantity control for the right of way will be provided by the existing OGS and permanent pool within the future retrofit of the Edgeley Pond. Also, the additional runoff from the future north-south road will not have a negative impact to the receiving Apple Mill Road storm sewer system.

Transportation

Road Network Access

The Subject Lands are bounded on the north side by Apple Mill Road, south side by Highway 7 and east side by Jane Street, and to the west via the future north-south local street. The VMCSPP requires a new north-south local street bisecting the lands between the adjacent property to the west and the Subject Lands. Proposed road right-of-way widths and cross-section details shall be established to the satisfaction of the City, to meet the intent and vision of the VMCSPP.

A north-south local street (Street 1) shall be designed to a standard 22 m ROW and will accommodate an underground parking strata title arrangement, to serve this Development; however, the Owner is only required to convey half of the local road (11.0

m) until such time as the complete road is delivered in its ultimate condition. Private underground parking and infrastructure will be located underneath this road, and access linkage is vital to provide connectivity north and south from Highway 7 and Apple Mill Road.

The VM CSP also requires a mid-block east-west local road which bisects the Subject Lands; however, the proposed local street segment is proposed to be deleted through the Official Plan Amendment, by proposing a pedestrian only mid-block connection. The proposed deletion of the east-west road is supported by Transportation Division. The provision of the pedestrian mid-block connection in-lieu of the road segment continues to offer pedestrian permeability and access to Jane Street and the Development preserves the public street functions such as provisions for public access, compensation for loss of public parking and compensation for at-grade curb-side pick-up/drop-off activity. Currently, the deletion of this segment creates a loss of eight (8) public on-street parking spaces as the result of downgrading the east-west local street to a pedestrian-only mid-block connection. Accordingly, Transportation Division staff have reviewed the proposal to account for a cash-in-lieu of parking arrangement for the 8 public parking spaces which cannot be accommodated within the parking on-site. The Owner shall financially compensate to the satisfaction of the City, for the loss of eight (8) public on-street parking spaces, as a result of deleting the east-west local street to be replaced with a pedestrian/cycling only mid-block connection. A condition to this effect is included in this report.

Overall, the VMC Program supports the road deletion as the public street functions continue to be preserved (i.e. provision for public access, pick-up drop-off, relocation of public parking) and its deletion will not negatively impact regional roadways and network connectivity in the VMC. The Owner has satisfactorily addressed these conditions and will provide a public-access easement over this pedestrian mid-block connection to the City free and clear of encumbrances. A condition to this effect is included in the Recommendations of this report.

Strata Feasibility Report

A Strata Feasibility Report prepared by The Municipal Infrastructure Group Ltd. (TMIG) dated March 2022 has been submitted to provide the corresponding grading and servicing design details in support of the stratified title-arrangement to accommodate the underground parking structure which encroaches into the east-side of the right-of-way up to 1.10 m from the ultimate centreline of the full 22 m wide road right-of-way width (Street 1). The encumbrance is found only on the lower level of the underground parking garage (P2 level), which extends beyond the property line and beneath the road. The municipal services (including the box culvert, storm sewers and watermains) located beneath the

road, are also located above the proposed location of the underground parking garage at the P2 Level. No sanitary sewers are proposed within the Street 1 right-of-way.

Active Transportation

Pedestrian infrastructure improvements are proposed as part of this Development. Sidewalks (2 m) wide are proposed along all exterior frontages along the surrounding roads, and a pedestrian-only mid-block connection is proposed in-lieu of the east-west local road. Dedicated uni-directional cycling facilities (southbound) cycle track facilities with minimum widths of 2.0 m within the boulevard on the west side of Jane Street along the frontage provide greater connectivity to the City and Regional cycling networks. A total of 809 bicycle parking spaces are proposed on-site, including 639 long-term spaces in the form of secure lockers and 170 short-term at-grade access spaces in the form of bicycle rings, and located throughout the above-grade and below-grade portions of the structured parking and underground parking garage. The proposed bicycle parking supply exceeds the minimum requirements of the City of Vaughan By-law 1-88.

Parking

The Development proposes a total of 923 parking spaces distributed within two levels of the underground parking garage and 3 levels within the above-grade structured parking, whereas 1,515 parking spaces are required, resulting in a deficiency of 592 spaces (39% reduction). The proposed parking reduction aligns with the City's Comprehensive Zoning By-law and an adequate parking justification has been provided in the Transportation Impact Study to support this reduction.

Road Deletion

The proposed deletion of the east-west road has been reviewed by staff in consultation with York Region. York Region advises that the planned east-west road will distribute traffic and provide additional routing options and relief to Regional Road and intersections, and that the final decision on deleting the east-west road has been deferred to the City. Transportation Division staff from the City are satisfied that the Owner has provided both quantitative and qualitative justification to address all agency comments in the submissions to date to support the deletion. Staff are satisfied that the deletion of the road will not set a negative precedence given the road is a short segment which has no connectivity further east or west.

Environmental Noise and Vibration Impact Study

The Owner has submitted Noise Impact Study dated March 15, 2022 prepared by HGC Engineering. The Noise Impact Study concludes that the Development is feasible from a noise and vibration perspective. The noise analysis considers that noise sources from the road traffic may be audible at times. Noise control can be mitigated by appropriate construction of exterior walls, windows and doors, acoustical barriers for outdoor living areas in accordance with MECP guidelines and central air conditioner units shall be provided for each unit. Appropriate warning clauses will be included in all occupancy agreements to make future occupants aware of the potential noise situation. The Owner shall also contact the nearby landowner to the south (Toromont) to validate the assumptions in the report and the classification of the facility in accordance with guideline D-6 and confirm that the Development would not have any adverse impact on the Toromont facility to continue its' normal operations.

Prior to execution of the Site Plan Agreement, the Owner shall provide a final Noise Impact Study for review and approval by the City, and the Owner shall agree in the Site Plan Agreement to implement all recommendations of the final Noise Impact Study to the satisfaction of the City.

Environmental Site Assessment

The Owner submitted Phase One and Two Environmental Site Assessments (ESA) prepared by EXP Services Inc. dated May 22, 2019, and updated January 5, 2021. The ESA reports were reviewed by the Environmental Engineering Department. The findings of the ESA reports indicated a number of areas of potential environmental concern including the historical use of the property as an orchard and the southern portion as a commercial retail fuel station. The uses were removed in late 2018 and a number of environmental investigations assessing soil and groundwater were conducted. The findings of the latest update to the Phase 1 and 2 ESAs identified no impacts in soil and ground water. The Owner has filed a Record of Site Condition ('RSC') with the Ministry of the Environment, Conservation and Parks as a result of the change of use from commercial to a sensitive residential use. The Owner has submitted a Reliance Letter, prepared by EXP Services Inc. dated March 30, 2022 to staff for review. There are no further areas of potential environmental concern identified. The Owner has filed a Ministry of the Environment, Conservation, and Parks Record of Site Condition as a result of the change from commercial use to a more sensitive residential use which confirms the environmental suitability for the proposed development.

Geotechnical and Hydrogeological Report

The Owner shall submit and 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. A condition to this effect is included in the Recommendations of this report.

Sewage and Water Allocation

On December 10, 2021, Vaughan Council endorsed its Allocation of Servicing Capacity Annual Distribution and Update and Allocation of Servicing Capacity Policy. The intention is to provide Council its next update in December 2022. Accordingly, servicing capacity to Site Plan Development Application DA.20.041 is available and unrestricted.

Therefore, the following resolution to allocate servicing capacity to Site Plan Development Application DA.20.041 may be recommended for Council approval:

“THAT Site Plan Development Application DA.20.041 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 1,177 residential apartment units (2,601 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.”

Parks Planning Staff, VMC Program Division of the Policy Planning and Special Programs Department have no objection to the Application

Parks Planning Staff has reviewed the Application and has no objection to the proposal, subject to the recommendations of this report to satisfy its parkland dedication requirements to the City’s satisfaction. A condition to this effect has been added to the Recommendations of this report as shown on Attachments 1 and 2.

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

The Owner shall enter into a Subdivision 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. A clause will be included in the implementing Subdivision Agreement. A condition to this effect is included in the Recommendations of this report as shown on Attachment 1. 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. A clause will be included in the implementing Site Plan Agreement. A condition to this effect is included in the Recommendations of this report as shown on Attachment 2.

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 dedicate parkland and/or pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland at a rate of 1 ha per 500 units, or at a fixed 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. A clause will be included in the implementing Site Plan Agreement. A condition this effect is included in the Recommendations of this report.

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 November 16, 2020, of no objection to the Development.

Canada Post has no objection to the Development

Canada Post has indicated that it is the Owner's responsibility to contact Canada Post to discuss a suitable mailbox/mailroom location and ensure that Canada Post specifications are met. The Owner is required to supply, install, and maintain a centralized mailbox facility. A condition to this effect will be included in the future Subdivision Agreement and Site Plan Agreement.

The School Boards are integral stakeholders as part of the VMCS 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 VMCS update. The current VMCS protects for 4 school sites within the VMCS area to serve the planned population. The YRDSB and YCDSB has advised in their letters dated May 4, 22 and 28, 2020 that they will not require a public elementary school site within the Development. The York Catholic District and the French School Boards have no comments or objections to the Development. As part of the recalibration exercise through the VMCS 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. As a condition of approval, the Owner will be required to satisfy the requirements of the YCDSB and YRDSB. A condition to this effect is included in the Recommendations of this proposal.

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. These conditions will be included in the future Site Plan Agreement. 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. Conditions to this effect will be included in the future Site Plan Agreement. 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 have no objection to the Development in-principle, and retains the approval authority of the Official Plan Amendment File OP.20.003. The Owner is required to address all of York Region's comments in their letters dated April 21, 2022 and April 25, 2022. York Region has advised in their letter dated April 21, 2022 and highlighted 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. Conditions to this effect are included in the Recommendations of this report to forward the implementing Official Plan Amendment to York Region for approval, and that the implementing Zoning By-law be approved subject to Section 24(2) of the *Planning Act*. The Owner will be required to address York Region's outstanding comments.

Transportation

Transportation Planning staff advises that the planned east-west road will distribute traffic and provide additional routing options and relief to Regional Roads and intersections. The final decision on deleting the east-west road has been deferred to the City and that the Region will prioritize movement of traffic on Highway 7 and any operational and safety issues arising on local road network. As noted above, VMC Program, Transportation Division supports the road deletion as the public street functions continue to be preserved (i.e. provision for public access, pick-up drop-off, relocation of public parking) and its deletion will not negatively impact regional roadways and network connectivity in the VMC

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

There are no significant concerns with respect to the quality or quantity of the municipal groundwater supply as the Subject Lands are not located within the Wellhead Protection Area (quality WHPA-A-D).

Draft Plan of Subdivision

Prior to the registration of the Draft Plan of Subdivision, the Owner is required to address York Region comments dated April 27, 2022 which includes conditions that are to be included in the City's Subdivision Agreement. York Region's subdivision comments and conditions are included in Attachment 1a, which must be addressed

prior to the registration of the Draft Plan of Subdivision in accordance with the Recommendations of this report.

Site Plan

Prior to final site plan approval, the Owner is required to address York Region comments dated April 25, 2022. The Owner is also required to enter into a Site Plan Agreement with York Region. York Region's comments and conditions are included in Attachment 1a), which must be addressed prior to the execution of the Site Plan Agreement in accordance with the Recommendations of this report.

Conclusion

The VMC Program has reviewed Official Plan and Zoning By-law Amendment Files OP.20.003, Z.20.008, Draft Plan of Subdivision File 19T-20V002 and Site Development File DA.20.041 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, By-law 001-21, 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 VMCS. The VMC Program is satisfied that the Development represents good planning for the reasons identified in this report, and that the Owner's contribution of community benefits is appropriate. Accordingly, the VMC Program 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: Natalie Wong, Senior Planner VMC, Extension 8866.

Attachments

1. Conditions of Approval Draft Plan of Subdivision (City of Vaughan)
1b) to 1f). Conditions of Draft Approval 19T-20V002 (Agencies)
2. Conditions of Site Plan Approval (City of Vaughan)
3. Context and Location Map
4. Polling Location Map
5. Proposed Site Plan and Rezoning
6. Draft Plan of Subdivision File 19T-20V002
7. Underground Parking Plan P2 (Stratified Portions)
8. Proposed Landscape Plan
- 8a. Proposed Rooftop and Amenity Terraces
9. Proposed North and East Elevations (Apple Mill Road and Jane Street)
10. Proposed South and West Elevations (Highway 7 and Street 1)

11. Proposed Pedestrian Mid-Block Connection (Breezeway)
12. Perspective Rendering

Prepared by

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Approved by



Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager