

Committee of the Whole (2) Report

DATE: Tuesday, June 21, 2022

WARD: 4

TITLE: RP B3S HOLDINGS INC. (BLOCK 3S)
OFFICIAL PLAN AMENDMENT FILE OP.21.016
ZONING BY-LAW AMENDMENT FILE Z.21.027
SOUTH SIDE OF CELEBRATION DRIVE, BETWEEN
COMMERCE STREET & INTERCHANGE WAY
VICINITY OF INTERCHANGE WAY AND COMMERCE 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 and Zoning By-law Amendment Applications (OP.21.016 and Z.21.027) to facilitate a mixed-use development in the Vaughan Metropolitan Centre (VMC) consisting of 1,559 residential units within 3 towers ranging from 30 to 50-storeys in height, a one-storey standalone retail building, a north-south pedestrian mews, a privately owned-publicly accessible open space ('POPS'), and with 6,406.5 m² of retail uses as shown on Attachments 5 and 6.

Report Highlights

- The Owner proposes a mixed-use development consisting of three (3) residential apartment buildings (30, 40 and 50-storeys in height) with 1,559 residential units, 5 to 7-storey building podiums integrated with ground-floor retail, residential units, lobby and amenity areas, a one-storey standalone retail building, a north-south pedestrian mews, a privately owned-publicly accessible space ('POPS'), and two levels of underground parking.
- The proposed mixed-use development is required to provide Section 37 contributions pursuant to the *Planning Act* in exchange for increased height and density.
 - The Owner is proposing a \$8,426,657.98 cash contribution towards off-site urban park enhancements in the south-west quadrant, including potential public art and community/cultural space
- The Owner is required to enter into a Servicing Agreement and a Land Exchange Agreement to facilitate the realignment of Commerce Street as a condition of development of the Subject Lands
- Details related to the corresponding Site Development application File DA.21.031 is currently under review by VMC Program staff and will be considered at a future Committee of the Whole meeting
- The Planning and Growth Management Portfolio, VMC Program, supports the approval of the Official Plan and Zoning By-law applications as the proposal is compatible with the existing and planned context of the surrounding area and represents good planning, subject to the conditions of this report.

Recommendations

1. THAT Official Plan Amendment File OP.21.016 BE APPROVED; to amend Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of VOP 2010, specifically the Vaughan Metropolitan Centre Secondary Plan (VMCSP), to add a new Site-Specific Policy Area on Schedule 'K' to:
 - a) Identify the Subject Lands located south of Celebration Avenue, north of Doughton Road, east of Commerce Street and west of Interchange Way as Area "R"
 - b) Permit an increase to the maximum permitted building height from 25-storeys to a maximum building envelope not exceeding 50-storeys in height, in which each individual tower shall be limited to, and not exceed, the maximum geodetic height permissions prescribed in the Zoning By-law
 - c) Permit a 1-storey (6.5 m) stand-alone retail building
 - d) Permit an increase to the maximum permitted density (Floor Space Index ('FSI')) from 4.5 times the area of the lot to 6.8 times the area of the lot

- e) Permit an increase to the maximum tower floor plate size from 750 m² to 778 m²
 - f) Permit the publicly accessible pedestrian mews to have a minimum width of 15 m, except at localized pinch points where the minimum width may be reduced to 12 m
 - g) Permit a minimum height of 3.05 m for the first storey of a residential building for residential and residential-related uses
2. THAT Zoning By-law Amendment File Z.21.027 BE APPROVED to:
- a) Amend Zoning By-law 1-88, as amended, to rezone the Subject Lands from “C9 Corporate Centre Zone” subject to site-specific exception 9(957) to “C9 Corporate Centre Zone” together with site-specific exceptions identified in Table 1 of this Report, generally in the manner as shown on Attachment 5
 - b) Permit the bonusing for increased height and density for the proposed Development, in return for the provision of community benefits in the form of a cash contribution of \$8,426,657.98 pursuant to the policies of VOP 2010 and VMCSP, and the City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act* towards off-site future urban park enhancements in the southwest quadrant, including potential public art and community/cultural space
3. THAT the implementing Official Plan and Zoning By-law Amendment instruments 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 \$8,426,657.98 Section 37 contribution shall be provided through off-site community benefits towards future urban park enhancements in the southwest quadrant, including potential public art and community/cultural space, which shall be provided in the form of cash contribution prior to the issuance of the first Building Permit, subject to indexing. The Owner shall pay to the City the Section 37 Agreement Surcharge Fee in accordance with the Tariff of Fees for Planning Applications, prior to the execution of the Section 37 Agreement
4. THAT the implementing Official Plan Amendment be forwarded to York Region for approval
5. 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*

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

Background

The subject lands (the 'Subject Lands') are in the Vaughan Metropolitan Centre ('VMC') south of Celebration Drive, between Commerce Street and Interchange Way. The Subject Lands are currently vacant, and previously developed with a surface parking lot. Surrounding land uses are shown on Attachment 2.

Realignment of Commerce Street:

Schedule C – Street Network of the VM CSP envisions the realignment and extension of Commerce Street to create a fine-grain grid network of streets. The southwest corner of the Development is impacted, as this portion of the Subject Lands is currently owned by the City. To facilitate the realignment and reconstruction of Commerce Street, the City and the Developer are required to enter into a Land Exchange Agreement, and a Servicing Agreement. The lands to be exchanged are shown on Attachment 3.

On February 15, 2022, Council approved the authority to enter into a Servicing Agreement for Commerce Street between the Owner and the City; and By-Law 034-2022 for the land exchange with 2748355 Canada Inc. and RP B3S Holdings Inc. for Commerce Street. A Land Exchange Agreement is currently underway. Reports pertaining to the Commerce Street realignment are included in the "Previous Reports/Authority" section of this Report.

As the Development is contingent on Servicing and Land Exchange Agreements, prior to execution of a Site Plan Agreement, the Owner shall satisfy the following conditions to the satisfaction of the City:

- The Servicing Agreement must be executed between the Owner and the City for the realigned Commerce Street and Doughton Road
- Commerce Street and Doughton Road must be fully constructed and operational
- The Land Exchange Agreement must be executed between the Owner and the City including satisfying all closing/land swap conditions

A Public Meeting was held on November 2, 2021, to consider the Applications and Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol

On October 8, 2021, the City mailed a Notice of Public Meeting to all property owners within 150 m of the Subject Lands, residents and landowners within the Expanded

Polling Area as shown on Attachment 1, and to anyone on file with the Office of the City Clerk having requested notice. The Notice was also posted online as follows:

- a) the City's Online Calendar in October and November, 2021
- b) on the City Page, which was posted on the City's Website at www.vaughan.ca in October 2021

Three Notice Signs were installed on the Subject Lands along Commerce Street, Celebration Avenue, and Interchange Way, in accordance with the City's Notice Sign Procedures and Protocols. A written submission and deputation request from McMillan LLP (Solicitors retained on behalf of IKEA Properties Ltd.) were received with respect to the applications. The following is a summary of the comments provided:

- A predominantly residential development at the proposed density may create compatibility issues;
- Adequacy of noise mitigation doesn't consider IKEA's potential area for expansion; and
- Increased traffic may impact accessibility to the IKEA site for customers, employees, deliveries, and service vehicles.

These comments are addressed in this report and will be further discussed in a future comprehensive technical report to Committee of the Whole for Site Development File DA.21.031.

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

The Owner is proposing to develop the Subject Lands with a mixed-use development (the 'Development'), as shown on Attachments 5 and 6, which consists of the following:

- Three (3) towers with building heights of 30-storeys (Tower A), 50-storeys (Tower B) and 40-storeys (Tower C) located on podiums generally 5-7 storeys in height, consisting of residential uses, amenity spaces, and retail uses (at grade and on level 2 of Tower A and B's shared podium)
- A one-storey (6.5 m) stand-alone retail building
- 1,559 residential dwelling units
- Total GFA of 117,470.4 m² (111,063.9 m² residential, and 6,406.5 m² retail uses)
- 833 parking spaces (815 within in two levels of underground parking, and 18 at-grade within Tower A's podium)
- 1,096 bicycle spaces (178 short-term and 918 long-term)
- 4,885 m² of amenity area (2,613.2 m² indoor and 2,271.8 m² outdoor)
- A 15 m wide (with 12 m pinch points) north-south pedestrian mews, subject to a public access easement

- A POPS, subject to a public access easement

The Owner has submitted the following applications to permit the Development:

1. Official Plan Amendment File OP.21.016 to amend VOP 2010 and Volume 2 of VOP 2010, specifically the VMCSPP to add a new Site-Specific Policy Area on Schedule 'K' to permit:
 - a) An increase to the maximum permitted building height from 25-storeys to a maximum building envelope not exceeding 50-storeys in height, in which each individual tower shall be limited to and not exceed the maximum geodetic height permissions prescribed in the Zoning By-law
 - b) No minimum building height requirements for a stand-alone retail building
 - c) An increase to the maximum permitted density (Floor Space Index ('FSI')) from 4.5 times the area of the lot to an FSI of 6.8 times the area of the lot
 - d) Permit an increase to the maximum tower floor plate size from 750 m² to 778 m²
 - e) A publicly accessible pedestrian mews to generally have a width of 15 m, except at localized pinch points where the minimum width may be 12 m
 - f) A minimum height of 3.05 m for the first storey of a residential building for residential and residential-related uses
2. Zoning By-law Amendment File Z.21.027 to amend By-law 1-88, as amended, to permit the site-specific development standards as generally identified in Table 1 of this report.
3. Site Development File DA.21.031 to permit the mixed-use development which is not subject to this report nor recommended for approval at this time.

The Owner is proposing to develop the Subject Lands in two phases

The proposed Development is intended to proceed in two phases. Generally, Phase 1 will be the lands west of the proposed pedestrian mews, and Phase 2 will be the lands east of the mews (Attachment 4).

Construction of Phase 1 will include the western portion of the underground parking structure, Towers A and B, and boulevard improvements to portions of Celebration Avenue. Additionally, municipal servicing, road upgrades and the Commerce Street realignment will also occur during Phase 1.

Phase 2 will include construction of the remaining portion of the underground parking structure, Tower C, the pedestrian mews and POPS, Interchange Way upgrades, and boulevard improvements to Doughton Road and Celebration Avenue.

Detailed phasing will be determined through detailed design.

Previous Reports/Authority

[Public Meeting Report for Block 3S - Item 2, Report No. 50 of Committee of the Whole which was ratified by Vaughan Council on November 16, 2021](#)

[Authority to Enter into a Servicing Agreement - Commerce Street – Vaughan Metropolitan Centre](#)

[Authorization for Agency Status - City Owned Lands - Item 11, Report No. 32 of Committee of the Whole \(2\) which was ratified by Vaughan Council on June 22, 2021](#)

Analysis and Options

The Development is consistent with the Provincial Policy Statement, 2020

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

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

- Section 1.1.1 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 projected 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 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 design and built form, including the provision of a pedestrian mews flanked by retail uses, will enhance the sense of place and vitality of the City's downtown.

The Development promotes the efficient use of the lands, reduces land consumption and servicing costs. 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 within a 10-minute walking distance to both the Black Creek Renewal Corridor in the southeast quadrant and the Edgeley Pond and Park in the northeast quadrant. In addition, the Development is adjacent to the future Urban Park in the southwest quadrant, and within a 5-minute walking distance of the future Urban Park in the north-west quadrant. The Owner proposes to contribute off-site community benefits towards urban park enhancements in the southwest quadrant, including potential public art and community/cultural space. Therefore, the proposal is consistent with the policies of the PPS.

The Development conforms to the Provincial Growth Plan for the Greater Golden Horseshoe, 2020

"A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2020" (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 and employment growth
- 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 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 smaller unit types, and meeting density and intensification requirements
- Section 4.2.4, 4.4.1 and 4.4.4 by providing a mixed-use pedestrian environment that integrates high-quality design for retail uses into the community, and encourages multimodal transportation
- 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 with 1,599 residential units, ample retail space, and amenity areas. The Development consists of Studio, 1-bedroom and 2-bedroom units 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 786 2-bedroom units, which represents approximately 50.4% 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 retail uses that encourages and optimizes the uses of higher order transit, and facilitates the success of planned cultural functions within the VMC which contributes to a balanced community.

The Development provides an urban streetscape that complements the adjacent existing and planned residential, employment, retail, institutional and open space 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 the Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of the VOP 2010 (the 'VMCSP') are required to permit the Development

The Subject Lands are designated "Station Precinct" by the VMCSP. This designation permits a broad mix of uses such as residential dwellings, retail, and service commercial. Schedule I – Height and Density Parameters of the VMCSP permits building heights ranging from 5 to 25-storeys, and an FSI range of 2.5 to 4.5 times the area of the lot on the Subject Lands. The Development includes residential and retail uses which conforms to the "Station Precinct" designation.

The Owner is seeking to amend VOP 2010, specifically the VMCSP to add a new Site-Specific Policy Area which permits the proposed Development. The proposed amendments include:

- a) Permit an increase to the maximum permitted building height from 25-storeys to a maximum building envelope not exceeding 50-storeys in height, in which each individual tower shall be limited to and not exceed the maximum geodetic height permissions prescribed in the Zoning By-law
- b) Permit a 1-storey (6.5 m) stand-alone retail building
- c) Permit an increase to the maximum permitted FSI from 4.5 times the area of the lot to an FSI of 6.8 times the area of the lot
- d) Permit an increase to the maximum tower floor plate size from 750 m² to 778 m²
- e) Permit the publicly accessible pedestrian mews to generally have a width of 15m, except at localized pinch points where the minimum width may be 12 m
- f) Permit a minimum height of 3.05 m for the first storey of a residential building for residential and residential-related 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, with a focus on 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 the proposed retail spaces support usage of public transit and provide increased housing and employment opportunities within the City.

The VMCS provides the following objectives for the VMC:

- 3.1 Establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and critical mass of people
- 3.2 Establish complete neighbourhoods containing a variety of housing
- 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
- 3.9 Ensure development incorporates green infrastructure and green building technologies

- 3.10 Ensure all development exhibits a high-quality of urbanity, materials, and design

The Development satisfies these objectives of the VMCSF.

The Subject Lands are designated “Station Precinct” which are envisioned through the urban structure to provide a broad mix of uses to support the highest densities within the downtown due to proximity to the VMC subway station and higher order transit facilities. The Development consists of a mixed-use urban form which supports the establishment of Vaughan’s downtown. Although the proposal exceeds the VMCSF density and height permissions, it contributes to meeting or exceeding the overall density target of 200 people and jobs per hectare by 2031 in the VMC UGC. Furthermore, the Development is highly accessible to higher-order transit and will optimize and encourage the use of existing transit infrastructure.

The Development encompasses the re-alignment of Commerce Street at the southwest corner of the Subject Lands, the continuation of a north-south mews commencing from Highway 7, dedicated cycle tracks which will contribute to a greater cycling network, and dedicated bicycle parking spaces. This will enable a finer grid of connectivity in the VMC, while also encouraging active and multimodal transportation.

The Development features a mixed-use proposal consisting of three towers on podiums, a pedestrian mews, retail uses, and a POPS. The design of the site provides for an appropriate pedestrian-scaled environment that activates the public realm and fosters interaction within the Development, surrounding approved developments, and future planned land uses within the southwest quadrant of the VMC. The proposed POPS at the southeast corner of the Subject Lands is designed to be porous and integrate seamlessly with the future urban park adjacent to the Development as a secondary publicly accessible space.

Policy 4.6.3 – Parking Policies of the VMCSF state 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 a parking ratio to capitalize on the existing and planned infrastructure that has the capacity to accommodate the Development.

Policy 8.1.2 – General Land Use and Density Policies of the VMCSF states that the VMC is intended to accommodate a minimum of 1,500 new retail and service jobs by 2031 as street-related uses on the ground floors of mixed-use buildings. Policies 8.1.3 and 8.1.4 state that the VMC is intended to accommodate a minimum of 12,000 residential units to contribute to the projected population growth to 2031. The policies also encourage a diverse housing mix, including a significant number of households with children. The Development accommodates for residential population growth by providing 1,559 new residential units of varying sizes. The proposed retail space, public

realm areas, and proximal existing and planned community facilities (e.g. VMC Mobility Hub Centre of Community, Urban Parks, Edgeley Pond and Park, and Black Creek Renewal) would support the needs of varying households, including those with children.

Section 8.7 – Built Form, of the VMCSPP includes policies for building setbacks, ground floors, building height, massing, and building exteriors. Specifically, Policies 8.7.1 to 8.7.25, relate to building design that promotes pedestrian comfort through façade treatments, lobby frontages, podium and tower designs and building materiality. The Owner and the City are continuing to collaborate to ensure building elevations are well articulated and create a pedestrian-oriented and attractive public realm along all frontages of the Subject Lands. This entails a well-articulated podium expression and tower massing, placement of building entrances and lobbies, and high-quality streetscape treatments. These details are currently being addressed through the site plan process prior to advancing approval at a future Committee of the Whole meeting.

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 built form, scale and streetscape relationship also meets the intent of this policy by providing attractive streetscapes and a built form design and massing that is comfortable and inviting to pedestrians and provides a varied and interesting skyline.

Policy 8.7.18 – Massing policies further require tower elements of high-rise residential buildings to be slender and spaced apart at least 25 m from one another and prescribes a maximum residential tower floor plate of approximately 750 m². The towers exceed the minimum 25 m building separation, which ensures minimal shadowing impacts and the loss of sky views, maintenance of privacy, and contribution to an appealing skyline. The proposed increase in floor plate size for Tower A (771.5 m²), Tower B (775.8 m²) and Tower C (771.3 m²) represents a modest increase that is generally in keeping with the Secondary Plan. Building setbacks, tower setbacks from the podium, material treatments, architectural features, and public realm design are being utilized to encourage a comfortable streetscape, varied street wall and a pedestrian-oriented experience.

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 increases to the maximum permitted FSI from 4.5 times the area of the lot to 6.8, and to permit maximum building heights of 30, 50 and 40-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 an increase in building height and/or density in return for the provision of community benefits. The Owner has agreed to provide community benefits in exchange for increased building height and density.

Sections 10.1.2.9 of VOP 2010 and 8.1.23 of the VMCSPP include policies to permit bonusing for increased building height and density in return for the provision of community benefits in the form of facilities, services, or other 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 and 6, 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. The Development would contribute to achieving the required critical mass to support the investments in the transit infrastructure, while also helping to develop a strong identity and sense of place required to create a successful downtown
- ii. High transit usage: "optimize existing and planned investments in rapid transit."
 - The Development capitalizes on the VMC's locational advantage, being the convergence of the regional bus network (the SmartVMC Bus Terminal and the VivaNext BRT) with the Spadina Subway extension into the VMC. The proximity of the Subject Lands to higher-order transit and community facilities is vital in the creation of a high-quality downtown where transit supportive residential and employment densities are developed as vibrant places of activity and major regional destinations. The short walking distances to the higher-order transit through the planned network of streets and open spaces would

contribute to prioritizing transit and walking as the preferred modes of daily travel in the VMC.

- iii. Design excellence: “ensure all Development exhibits a high quality of urbanity, materials and design.”
- The Development incorporates a range of building types and scales that frames and addresses the surrounding existing and future streets, with appropriate interface to the future Urban Park.
 - Staff is currently working with the applicant to refine matters related to the Site Development File DA.21.031, including but not limited to architectural design matters, and will forward a technical report to a future Committee of the Whole meeting for approval once detailed design matters are addressed

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 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, which consists of a \$8,426,657.98 cash contribution towards off-site urban park enhancements in the southwest quadrant, including potential public art and community/cultural space. This contribution is supported by the objectives of the VMCSPP and would enhance the public realm, and social infrastructure to support the needs of the population and workers in the downtown.

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 supports the increase in building height and density. The infrastructure improvements through the nearby higher-order transit facilities that are built and operational, are all infrastructure improvements that support the Development. The Owner’s Section 37 contribution towards future urban park enhancements in the southwest quadrant, including potential public art and community/cultural space will benefit future residents and visitors to the VMC.

Should the Applications be approved, the Owner and the City shall execute a Section 37 Agreement to permit increases in 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 1,559 residential units will be addressed through the site plan process concurrently with advancing a report to a future Committee of the Whole meeting.

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 CZBL. 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.21.027 to be recognized.

The Subject Lands are zoned “C9 Corporate Centre Zone” subject to site-specific exception 9(957) by Zoning By-law 1-88, as amended, which does not permit the proposed Development. As such, the Owner proposes to rezone the Subject Lands to “C9 Corporate Centre Zone” together with site-specific zoning exceptions identified on Table 1.

Table 1

	Zoning By-law 1-88 Standards	C9 Corporate Centre Exception 9(957) Zone Requirements	Proposed Exceptions to the C9 Corporate Centre Zone Requirements
a.	Minimum Parking Space Size	2.7 m by 6 m	2.6 m by 5.7 m
b.	Minimum Barrier-Free Parking Space Size	Type A – 3.4 m by 6.0 m Type B – 2.4 m by 6.0 m	Type A – 3.4 m by 5.7 m Type B – 2.4 m by 5.7 m

	Zoning By-law 1-88 Standards	C9 Corporate Centre Exception 9(957) Zone Requirements	Proposed Exceptions to the C9 Corporate Centre Zone Requirements
c.	Minimum Parking Space Requirements	<p><u>Retail Uses</u> 2.5 spaces per 100 m² = 161 spaces</p> <p><u>Residential Uses</u> Bachelor/1-Bedroom: 0.7 space per unit x 773 units = 542 spaces + 2-Bedroom: 0.9 space per unit x 786 units = 708 spaces + Visitor Parking: 0.15 spaces per unit x 1,559 units = 234 spaces Overall Total Required: 1,645 spaces</p>	<p><u>Retail Uses</u> 6,406.5 m² x 1.2 spaces per 100 m² = 78 spaces</p> <p><u>Residential Uses</u> 1,559 x 0.33 spaces/unit = 521 units Visitor Parking: 0.15 spaces x 1,559 dwelling units = 234 spaces Total Parking Proposed = 833 spaces (755 provided for residential uses, 78 provided for non-residential uses)</p>
d.	Minimum Yard Requirements	<p>Front Yard (residential) – 3.0 m</p> <p>Rear Yard (residential) – 6.0 m</p> <p>Exterior Side Yard (residential) – 3.0 m</p> <p>Rear Yard (non- residential) – 3.0 m</p>	<p>North Lot Line: 2.0 m</p> <p>South Lot Line: 1.9 m</p> <p>East Lot Line: 3.8 m</p> <p>West Lot Line: 2.0 m</p>
e.	Permitted Encroachments	In accordance with Section 3.14	<p>Awnings and canopies no closer than 1.0 m to a lot line</p> <p>Patios: 1.6 m into a required yard to landscape strip</p>

	Zoning By-law 1-88 Standards	C9 Corporate Centre Exception 9(957) Zone Requirements	Proposed Exceptions to the C9 Corporate Centre Zone Requirements
f.	Landscape Strips	Areas of land for no purpose other than landscaping and driveway access shall be located adjacent to street lines	1.5 m (minimum) for all yards Art, landscape features, bicycle racks, exhaust and ventilation shafts, uncovered porches, stairs may encroach into a required yard or landscape strip
g.	Building Heights	Per Schedule 'A2': 10 m (minimum) 25 m (maximum)	Tower A – 30-storeys (108 m) (maximum) Tower B – 50-storeys (168 m) (maximum) Tower C – 40-storeys (136 m) (maximum) Standalone Retail Building – 1-storey (6.5 m) (minimum)
h.	Maximum Density	67 m ² per dwelling unit	The provision of Section 5.1.5 relating to minimum density in Schedule A2 shall not apply. Overall FSI of 6.8 times the area of the lot
i.	Minimum Build-To Zone Requirements	80% of the length of Celebration Avenue and Interchange Way (0-3 m for non-residential, and 3-6 m for residential) 50% of the length of Doughton Road (0-3 m for non-residential uses, and 3-6 m for residential uses)	This provision shall not apply

	Zoning By-law 1-88 Standards	C9 Corporate Centre Exception 9(957) Zone Requirements	Proposed Exceptions to the C9 Corporate Centre Zone Requirements
j.	Minimum Building Setbacks (Below- Grade)	1.8 m	0 m
k.	Permitted Uses	All uses permitted in the C9 Corporate Centre Zone	In addition to the uses permitted C9 Zone, the following additional uses will be permitted: Restaurant with Accessory Brew Manufacturing, and Arts Studio

In addition to zoning exceptions in Table 1, to reflect the collaborative efforts between the Owner and City Staff in ensuring a successful urban project for the Subject Lands, the Owner has agreed to add site-specific zoning provisions to include the following:

- Maximum GFA of the overall project shall not exceed 118,000 m² (maximum residential GFA of 112,000 m² and minimum non-residential GFA of 6,000 m²)
- Maximum number of residential units shall not exceed 1,559
- Minimum ground floor height of non-residential uses shall be 6.5 m
- Minimum height of 3.05 m for the first storey of a residential building for residential and residential-related uses
- Minimum amenity area (indoor and outdoor combined) shall be 4,885 m²

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

a) Site-Specific Development Standards

The proposed zoning standards would permit a development that creates a compact built-form and attractive public realm that positively contributes to an intensification area with access to higher-order transit. Additionally, these standards are consistent with the approved development standards related to other high-density developments in the VMC.

b) Parking

The VMCSPP 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 and promotes usage of existing transit infrastructure. The parking rates as proposed have the capacity to accommodate the Development and are supported by the City's Transportation staff.

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

Section 45(1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application(s) to the Vaughan Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) within two years of the passing of a by-law amendment. Should Council approve the Zoning By-law Amendment File Z.21.027, the VMC Program Division of the Policy Planning and Special Programs Department, in recognition of the complexity of this Development, has included a recommendation to permit the Owner to apply for a Minor Variance application(s), if required, prior to the two-year moratorium to address minor zoning deficiencies that may arise through the finalization and construction of the Development.

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, Traffic Impact Study and Transportation Demand Management Plan 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 execution of the Site Plan Agreement, which will be discussed a separate report when the associated Site Development File DA.21.031 is advanced to a future Committee of a Whole Meeting.

Servicing Agreement and Land Exchange Agreement

The realignment of Commerce Street surrounding the Subject Lands will require a Servicing Agreement between the City and the Developer to outline contractual details related to the planning, design, construction, land acquisition for nominal consideration, delivery, repair and maintenance of the new Commerce Street as envisioned in the VMCS and the decommissioning of the existing Commerce Street, all at the sole cost of the Developer, net eligible Development Charge reimbursements.

As previously mentioned, a Land Exchange Agreement is currently underway between the City and the Developer to facilitate the realignment of Commerce Street.

Water Supply

The subject lands are located within the City of Vaughan Pressure District 6 (PD6). There are municipal watermain (400 mm, 300 mm diameter) adjacent to the site on realigned Commerce Street and Doughton Road/Celebration Avenue respectively, which can provide domestic and fire flow demands for the proposed development.

Sanitary Sewer

The Functional Servicing Report recommends a servicing connection for sanitary drainage from the proposed site to the new municipal sanitary sewer (450 mm diameter) on Doughton Road (old Commerce Street). To accommodate the site development and in accordance with the VMC Functional Servicing Strategy Report (FSSR), the existing sanitary sewer on Doughton Road will require upsizing to a 450 mm sanitary sewer.

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

Stormwater Management and Storm Sewer

The stormwater management for the development site includes quantity and quality controls and volume retention. Quantity control will be achieved with storage tanks located within the underground parking garages and orifice tubes within the control maintenance holes to control runoff from site to the allowable release rate. The storage tanks were also sized to provide the 15 mm on-site retention volume, which will be used for irrigation and/or mechanical use within the site. The downstream stormwater management pond will provide the required enhanced level (80%) of TSS removal. The controlled runoff from the site will discharge to a new 525 mm storm sewer on Doughton Road and then to the existing 1200 mm diameter storm sewer via municipal easement, which drains southwest and outlets to the southwest quadrant stormwater management (SWQ SWM) pond.

The City via Civica is currently preparing the VMC Functional Servicing Strategy Report (FSSR), which is an update to the City's Municipal Servicing Master Plan (TMIG, 2012). The FSSR will include a new SWM strategy for the VMC southwest quadrant and may include a retrofit of the existing SWQ SWM pond. The FSSR is anticipated to be completed by Q4 2022.

Transportation

Road Network

The Subject Lands are bounded by future realigned Commerce Street, Doughton Road, future Celebration Avenue, and Interchange Way. The VMC Secondary Plan requires existing Commerce Street to be realigned to form new Commerce Street running north-south and Doughton Road running east-west surrounding the subject site. The realigned Commerce Street and Doughton Road adjacent to

the site are to be delivered through a Servicing Agreement between the Owner and the City. The realigned Commerce Street and Doughton Road shall be designed to the minor collector of 26 m right-of-way cross-section per VMC Secondary Plan. An interim road condition is proposed for the realigned Commerce Street and Doughton Road. The interim condition, like the ultimate condition, will accommodate the safe and efficient movement of all road users, including pedestrians, cyclists, motorists as well as maintenance and emergency vehicles. These interim conditions will remain in place until lands to the west and south are developed.

Active Transportation

Pedestrian infrastructure improvements are proposed as part of this Development. Wide 2 m sidewalks are proposed on both sides of all surrounding streets including the new Commerce Street realignment, and Doughton Road. Dedicated uni-directional cycling facilities will be extended on Commerce Street and Doughton Road adjacent to the site to provide greater connectivity to the existing City and Regional cycling networks. A total of 991 bicycle parking spaces are proposed on-site, including 816 long-term spaces in the form of secure bicycle lockers and 175 short-term spaces in the form of bicycle rings. The proposed bicycle parking supply meets the minimum requirements of the City of Vaughan By-law 1-88.

Parking

To serve the subject development, a total of 833 vehicular parking spaces are proposed primarily in two-levels of underground parking, whereas 1,635 spaces are required (1,249 for residential dwelling units and 386 for the combined retail and visitor uses). Adequate parking justification has been provided in the Transportation Impact Study to support this reduction. Parking reductions are not sought for the residential visitor parking which will be provided at the City's existing and draft comprehensive Zoning By-law requirements (0.15 spaces per unit).

Environmental Noise and Vibration Impact Study

The Owner submitted a Noise Impact Study, prepared by HGC Engineering dated January 27, 2022, to identify the noise sources surrounding the proposed development, which also identified the noise control measures for the development itself. The analysis considered the traffic on future Doughton Road, Commerce Street, future Celebration Avenue, Jane Street, Highway 7, Interchange Way, Highway 400, and Highway 407, and the numerous surrounding employment, commercial and industrial uses.

The Owner shall incorporate the recommended noise attenuation measures from the approved noise report into the design and construction of the proposed buildings within the site including, but not limited to, upgraded façade windows.

At the site plan stage, the Owner shall provide a final Noise and Vibration Feasibility 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 Environmental Noise and Vibration Impact Study to the satisfaction of the City.

Environmental Site Assessment

The Owner submitted a Phase One and Two Environmental Site Assessment (ESA) report which was reviewed by the Development Engineering department. The Owner is requested to provide a reliance letter in conformance with the attached template for the two ESA reports. The subject property is to be developed from commercial land use to a more sensitive land use of residential, as such a Record of Site Condition (RSC) in accordance with Ontario Regulation 153/04, as amended (O.Reg.153/04) is required to be filed with the Ministry of the Environment, Conservation and Parks (MECP). The Phase Two ESA report indicates that the southwest portion of the property is currently owned by the City and that an RSC cannot be filed for that portion under O. Reg.153/04. Prior to the execution of a site plan agreement, the proponent is requested to file for the RSC once the transfer of ownership for the development lands has taken place.

Geotechnical and Hydrogeological Report

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

Area Specific Development Charge (ASDC)

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

The ASDCs applicable to this development are:

- a) VMC Interchange Storm Water Management Works – (By-Law XXX-2022) – charged on a per unit basis
- b) VMC West – Interchange Sanitary Sewer Improvements (By-Law 107-2021) – charged on a per unit basis
- c) VMC Jane Street Sanitary Trunk Sewer Improvements – (By-Law XXX-2022) – charged on a per unit basis

Servicing Allocation

Required at Site Plan Approval.

Parks Planning Staff, VMC Program have no objection to the Applications

Parks Planning Staff has reviewed the Applications and have no objection to the proposal.

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

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 condition to this effect will be included as part of a future Site Plan Agreement.

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

For high-density residential development, the Owner shall convey land at the rate of 1 ha per 300 units and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at the rate of 1 ha per 500 units, or at a fixed unit rate, prior to the issuance of a Building permit, in accordance with the Planning Act and the City's Cash-in-Lieu of Parkland Dedication policy.

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 July 28, 2021, 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 Site Plan Agreement.

The School Boards are integral stakeholders as part of the VMCSPP 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 VMCSPP and continue to be active participants and stakeholders as part of the ongoing VMCSPP update. The current VMCSPP protects for 4 school sites within the VMCSPP area to serve the planned population. As part of the recalibration exercise through the VMCSPP 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 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. In accordance with the VMCSPP Schedule E – Community Services and Cultural Facilities, a school site (S3) is identified on the adjacent block south of the Subject Lands, which is a part of the Owner's overall land holdings. The

Owner will be required to work with the City and the respective School Boards to resolve their comments as part of future development applications which will be filed with the City imminently (related PAC.22.032).

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.21.016. The Owner is required to address all of York Region's comments in their letters dated November 19, 2021, and May 30, 2022. York Region has advised in their letter dated May 30, 2022, the trend of developments that significantly increases densities on a site-by-site basis in the absence of an updated comprehensive planning document. Increases in potential population, above and beyond planned growth, has a direct impact on wastewater and wastewater servicing. Due to 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 forwarded to a future Council meeting. The Owner will be required to address York Region's outstanding comments.

Transportation

Transportation Planning staff has reviewed the OPA application along with the Urban Transportation Consideration Report prepared by BA Group dated January 2022. It should be noted that City of Vaughan is in the process of VMCSPP review and update. The VMCSPP update will define all the elements needed for successful growth, including new roads, bike paths and pedestrian walkways, new open spaces and parks, policies to establish land uses, height and density permissions, and key infrastructure requirements. Transportation Planning have no objections to the Local Official Planning Amendment related to land use. However, they defer the final decision on the Local OPA approval to York Region's Community Planning.

Waste and Wastewater Servicing

Infrastructure Asset Management (IAM) has reviewed the Official Plan Amendment application in conjunction with the updated Functional Servicing and Stormwater Management Report dated January 2022, prepared by Stantec Consulting Ltd.

Further to the Region's prior comments regarding the unknown potential impact of significantly higher than planned intensification in the VMC area on the Regional infrastructure system, the Region's current infrastructure plans have not considered the level of intensification proposed on the Subject Lands. At this time, the Region's servicing capacity commitment remains within the limits of currently assigned capacity to the City of Vaughan. It is in the City's jurisdiction to allocate the Region assigned capacity to individual developments based on the City's growth priorities.

Water Resources

Infrastructure Asset Management (IAM) has reviewed the resubmitted OPA application in conjunction with the updated Functional Servicing and Stormwater Management Report dated January 2022, prepared by Stantec Consulting Ltd.

Further to the Region's prior comments regarding the unknown potential impact of significantly higher than planned intensification in the VMC area on the Regional infrastructure system, the Region's current infrastructure plans have not considered the level of intensification proposed on the subject lands. At this time, the Region's servicing capacity commitment remains within the limits of currently assigned capacity to the City of Vaughan. It is in the City's jurisdiction to allocate the Region assigned capacity to individual developments based on the City's growth priorities

Conclusion

The VMC Program has reviewed Official Plan and Zoning By-law Amendment Files OP.21.16 and Z.21.027 in consideration of the policies of the Provincial Policy Statement, the Growth Plan, the York Region and City Official Plan policies, the requirements of By-law 1-88, comments from City Departments, external public agencies, the public and the surrounding area context. The Development is consistent

with the policies of the PPS, conforms to the Growth Plan and the York Region Official Plan, and implements the VM CSP.

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 Recommendations of this report.

For more information, please contact: Matthew Peverini, Senior Planner VMC, Extension 3636.

Attachments

1. Location Map with Polling Area
2. Context Map and Existing Zoning
3. Land Transfer
4. Proposed Phasing Plan
5. Proposed Site Plan and Rezoning
- 6ab. Perspectives

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