

## Committee of the Whole (2) Report

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**DATE:** Tuesday, September 20, 2022

**WARD:** 4

**TITLE:** YORK MAJOR HOLDINGS INC.

**OFFICIAL PLAN AMENDMENT FILE OP.21.010**

**ZONING BY-LAW AMENDMENT FILE Z.21.014**

**10000 DUFFERIN STREET**

**VICINITY OF MCNAUGHTON ROAD EAST AND EAGLE ROCK WAY**

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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### **Purpose**

To seek approval from the Committee of the Whole for applications to amend the Official Plan and Zoning By-law on the subject lands shown on Attachment 1, to permit two, 28-storey and two, 12-storey apartment buildings containing a total of 1,125 units, having a Floor Space Index of 4.1 times the area of the lot and a privately owned, publicly accessible park space of 0.43 ha, as shown on Attachments 2 to 8.

### **Report Highlights**

- The Owner seeks approval to amend Vaughan Official Plan 2010 and Zoning By-law 1-88 to permit two, 28-storey and two, 12-storey apartment buildings with 1,125 units having a Floor Space Index of 4.1 times the area of the lot.
- Official Plan and Zoning By-law Amendment and future site development applications are required to permit the development.
- The Development Planning Department supports the approval of the applications as they are consistent with the Provincial Policy Statement, 2020, conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, the York Region Official Plan 2010, and is compatible with the existing and planned land uses in the surrounding area.

## **Recommendations**

1. THAT York Region be advised that Vaughan Council recommends Official Plan Amendment File OP.21.010 (York Major Holdings Inc.) BE APPROVED, to amend the City of Vaughan Official Plan 2010, Volumes 1 and 2, Section 12.3 Keele Valley Landfill Area Specific Plan, for the subject lands shown on Attachment 1, to redesignate the subject lands from “Private Open Spaces” to “High-Rise Residential” and “Parks”, as shown on Attachments to 2 to 8;
2. THAT Official Plan Amendment File OP.21.010 be forwarded to York Region for Approval and inclusion into Section 12.3 Volume 2 of Vaughan Official Plan 2010, being the Keele Valley Landfill Area Specific Plan;
3. THAT Zoning By-law Amendment File Z.21.014 (York Major Holdings Inc.) BE APPROVED, to amend Zoning By-law 1-88 to rezone the subject from “OS2 Open Space Park Zone” to “RA3(H) Apartment Residential Zone” with a Holding Symbol “(H)” and “OS2 Open Space Park Zone” along with site-specific exceptions identified in Table 1 as amended in this report, to facilitate the development of two, 28-storey and two, 12-storey apartment buildings with 1,125 units having a Floor Space Index of 4.1 times the area of the lot;
4. THAT the implementing Zoning By-law Amendment include that the site-specific parking requirement for Visitor Parking shall be 0.2 spaces/unit;
5. THAT the Holdings Symbol “(H)” shall not be removed from the subject lands zoned “RA3(H) Apartment Residential Zone” until such time that the following conditions are addressed for the subject lands, to the satisfaction of the City:
  - a. Site plan approval by Deputy City Manager of Planning and Growth Management;
  - b. An ultimate wastewater servicing solution is recommended and/or approved through the City’s ongoing Integrated Urban Water Master Plan Class Environmental Assessment for the area; or, the Owner identifies an acceptable alternate wastewater servicing solution and demonstrates its technical feasibility through analysis considering the proposed development, to the satisfaction of the City. The Owner shall confirm that the receiving sewer system has adequate capacity to accommodate sewage from the proposed development based on the City’s Design Criteria or agreed upon alternative criteria;
  - c. The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City’s

Integrated Urban Water Master Plan Environmental Assessment, to the satisfaction of the City;

- d. The Owner implement the accepted Remedial Action Plan ('RAP') and provide the City with a copy of a Ministry of the Environment, Conservation and Parks ('MECP') Record of Site Condition ('RSC'), covering the entire subject lands filed on the Environmental Site Registry, and;
  - e. The Owner submits landfill gas monitoring data a methane gas investigation for the subject lands completed to the satisfaction of the City of Vaughan; and
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 for the subject lands came into effect, to permit minor adjustments to the implementing Zoning By-law.

### **Background**

The subject lands (the 'Subject Lands') are part of 10,000 Dufferin Street, located along McNaughton Road East within the privately owned Eagles Nest Golf Course and within the closed Keele Valley Landfill Site. The Subject Lands and the surrounding land uses are shown on Attachment 1. The former Keele Valley Landfill ('KVLS') and the related buffer areas are shown on Attachment 9.

### ***Official Plan and Zoning By-law Amendment applications have been submitted to permit the proposed development***

The Owner has submitted the following applications (the 'Applications') for the Subject Lands, as shown on Attachment 1, to redesignate and rezone the Subject Lands to permit two, 28-storey and two, 12-storey apartment buildings containing a total of 1,125 residential dwelling units, having a Floor Space Index of 4.1 times the area of the lot and a and a privately owned, publicly accessible park space ('POPS') of 0.43 ha (the 'Development'), as shown on Attachments 2 to 8:

1. Official Plan Amendment File OP.21.010 to amend the policies of Vaughan Official Plan 2010 ('VOP 2010') to redesignate the Subject Lands from "Private Open Spaces" to "High-Rise Residential" and "Parks" to permit a maximum building height of 28-storeys and a density of 4.1 times the area of the lot.
2. Zoning By-law Amendment File Z.21.014 to rezone the Subject Lands from "OS2 Open Space Park" subject to site-specific Exception 9(1097) to "RA3(H) Residential Apartment Zone" with a Holding Symbol "(H)", in the manner shown on Attachment 2, together with the site-specific zoning exceptions in Table 1 of this report.

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

On August 20, 2021, the City circulated a Notice of Public Meeting (the 'Notice') to all property owners within an extended polling area shown on Attachment 2, Upper Thornhill & Area Community Ratepayers Association. A copy of the Notice was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and Notice Signs were installed along McNaughton Road and Major Mackenzie Drive in accordance with the City's Notice Signs Procedures and Protocols.

Vaughan Council on September 27, 2021, ratified the recommendation of the Committee of the Whole to receive the Public Meeting report of September 13, 2021, and to forward a comprehensive technical report to a future Committee of the Whole meeting. The following speakers and communications were provided at the Public Meeting:

- Michael Barenboim, email dated September 10, 2021, Big Hill Crescent, Vaughan
- Irina Kapler, email dated September 10, 2021
- Nima Hejazi, email dated September 10, 2021
- Melissa Aminirad, email dated September 11, 2021
- Andre Lewis, email dated September 13, 2021
- Shyamaly Vasuthevan, email dated September 13, 2021, along with a petition containing 70 names, Peter Rupert Avenue

The following is a summary of the comments provided by the speakers and in writing at the Public Meeting of September 13, 2021, which are addressed throughout the report:

- Increase in noise and traffic congestion that will impact the already busy intersections and existing streets in the area making it unsafe for children and pedestrians
- Lack of infrastructure to accommodate increase in density
- Increase in density and height which is not appropriate for this area
- Does not fit with the character of the community
- Increased capacity on amenities such as schools, libraries, parks and open space
- Environmental ramifications from the development with loss of monarch habitat and disruption in migratory bird patterns
- Lack of visitor parking will lead to parking in nearby neighbourhoods and shopping areas

The Development Planning Department on September 14, 2022, emailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the Development.

***Since the September 13, 2021, Public Meeting, the Owner submitted a revised submission***

The Development concept remains effectively the same from a built form and massing perspective however, the Owner revised the Development to include the following minor revisions:

- Increase in number of units from 1,006 to 1,125. There is no change to the total building gross floor area, massing, heights or built form
- The previously private open space at the south end of the site will now be proposed as a POPS for the surrounding community to use
- A partial fourth level of underground parking is proposed to support the minor increase in residential units; and
- The proposed apartment buildings have shifted 1 m to the west to better frame the public realm along McNaughton Road West and to introduce a second pedestrian sidewalk along the eastern edge of the site

**Previous Reports/Authority**

Previous reports relating to the Subject Lands and the Development are available at the following link:

[September 13, 2021, Public Meeting Item 2, Report No. 38](#)

**Analysis and Options**

***The Applications are consistent with the Provincial Policy Statement, 2020***

Section 3 of the Planning Act requires that 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. The PPS is applied province-wide and provides direction to support strong communities, a strong economy, and a clean and healthy environment.

The PPS recognizes that local context and character is important. The Development is consistent with the following policies of the PPS:

- Section 1.1.1 - accommodating a market-based range and mix of residential types, and promoting land use planning, growth management and intensification to minimize land consumption and servicing costs
- Section 1.1.2 - sufficient land shall be made available through intensification and redevelopment
- Section 1.1.3.1 - Settlement Areas shall be the focus of growth and development
- Section 1.1.3.2 - land use patterns in Settlement Areas shall be based on densities and a mix of land uses which: efficiently use land and resources; appropriately and efficiently use infrastructure and public service facilities; and are supportive of transit and active transportation
- Section 1.1.3.3 – planning authorities shall identify appropriate locations and promote opportunities for a range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas

- Section 1.2.6.1 - major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety
- Sections 1.1.3.4 and 1.4.3 f) - establishing development standards for residential intensification to facilitate a compact form
- Section 1.4.3 b) - permitting and facilitating all types of residential intensification and all housing options to meet the social, health, economic and well-being of current and future residents
- Section 1.5 – healthy, active communities should be promoted by planning and providing for a full range of built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages
- Sections 1.6.6.1 and 1.6.6.2 - promoting intensification and redevelopment within settlement areas to optimize the use of municipal services
- Section 1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible

The Subject Lands are located within a Settlement Area as defined by the PPS, and within the Urban Boundary on Schedule 1 - Urban Structure of Vaughan Official Plan 2010 ('VOP 2010'). The Development will contribute to providing growth within a defined Settlement Area (Section 1.1.3) with appropriate development standards, range and mix of housing and servicing available to accommodate for residential intensification (Section 1.4.3). The Development is a compact building form and introduces a housing typology which is consistent with the planned level of intensification in the neighbourhood given its proximity to the Maple GO Station and location within the Maple GO Major Transit Station Area ('MTSA') (Section 1.1.3.3).

The Owner submitted a Compatibility and Mitigation Study – Air Quality prepared by SLR Consulting (Canada) Ltd., dated July 2022 in support of the Applications which demonstrates that the Development is anticipated to be compatible with the surrounding land uses from an air quality perspective. The analysis completed suggests that if odour were to be detected and recognized at the Subject Lands, it would not be much more distinguishable than would be observed at existing residences and the frequency of occurrence is similar to what would be experienced at the existing residences. However, in the unlikely case of infrequent odour due to upset conditions associated with the closed Keely Valley Landfill Site ('KVLS') and to reduce the risk of future complaints, design considerations are provided that can be included in future development plans. Negative impacts are not anticipated on surrounding existing industries and their ability to obtain or maintain required Ministry of the Environment, Conservation & Parks ('MECP') permits and approvals (Section 1.2.6.1).

The Development includes a privately owned public space ('POPS') public park for the existing residents. The development also includes additional roof top amenity spaces as well as indoor amenity spaces in each building. This will complement the overall access to recreational opportunities for new residents. Furthermore, this Development is

approximately 3 km to the south of the existing North Maple Regional Park (the 'NMRP') (11067 Keele Street) (Section 1.5).

The Development is located within the Maple GO MTSA which is intended by the Province and Region to accommodate intensification that is transit supportive. The Subject Lands are approximately 600 m or an 8-minute walk from the Maple GO Station.

In consideration of the above, the Applications are consistent with the PPS.

***The Applications conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended***

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan'), as amended, guides decision making on a wide range of issues, including economic development, land-use planning, urban form, and housing. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Growth Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of existing infrastructure and public service facilities, and less on continuously expanding the Urban Boundary.

The Development is consistent with the policy framework of the Growth Plan, specifically with the following policies:

- Sections 1.2.1 and 2.2.1(4) - support the achievement of Complete Communities that are:
  - designed to support healthy and active living
  - meet people's needs for daily living throughout an entire lifetime
  - support a range and mix of uses and housing options to serve all sizes, incomes, and ages of households
  - provide for a more compact built form
- Section 2.1.3.4(c) and (e) – provide a diverse range and mix of housing options for a more compact built form including public open spaces
- Section 2.2.1(2)(a) and (d) - the majority of growth and development will be directed to Settlement Areas that have a delineated built boundary and have existing or planned municipal water and wastewater systems
- Section 2.2.1(2)(c) - within Settlement Areas, growth will be focused in locations with existing or planned transit and areas with existing public service facilities
- Section 2.2.2(2) - meeting the required minimum intensification target identified in the York Region Official Plan 2010 (YROP 2010)
- Section 2.2.4.1 and 2.2.4.9 – planning will be prioritized for MTSAs and provide alternative development standards within MTSAs
- Section 2.2.6.3 - to support the achievement of Complete Communities, as defined by the Growth Plan, to encourage multi-unit residential developments with a mix of unit sizes

The Subject Lands are located within a Settlement Area, as defined by the Growth Plan, and located within the “Urban Boundary” and the Growth Plan’s “Built Boundary” as identified on Schedule 1A - Urban Area of VOP 2010 (Section 2.2.1(2)). The Subject Lands are within the York Region Council adopted MTSA 62 (Maple GO MTSA). The Subject Lands are in proximity to existing public facilities including North Maple Regional Park, Maple Station Park and Glengarry Square along with the proposed POPS (Section 2.2.1(2)(c)).

The Development conforms to the policy framework of the Growth Plan as the built form would efficiently intensify the Subject Lands. The Applications will facilitate housing at a density supportive of the Growth Plan objectives, specifically Sections 1.2.1, 2.2.1(2)(a) and 2.2.2(2) regarding the achievement of complete communities, supporting a range and mix of housing options and directing the majority of growth to settlement areas.

The Subject Lands are located within a Settlement Area and a Delineated Built-up area as defined by the Growth Plan, where intensification and the establishment of complete communities is encouraged. The Development supports the achievement of Complete Communities, as defined by the Growth Plan, by adding multi-unit residential to the community (Sections 1.2.1 and 2.2.2.1). The mix of residential unit size will support opportunities to serve all sizes, incomes, and ages of households (Sections 2.2.1(4) and 2.2.6.3).

The Barrie GO Rail Corridor is identified as a priority transit corridor on Schedule 5 of the Growth Plan. Intensification has already been occurring around the Maple GO Station through the approval and build out of the Maple GO Station Secondary Plan. The Growth Plan seeks to prioritize planning and growth in MTSA’s on priority transit corridors. The Subject Lands are within the Maple GO MTSA and propose intensification through the introduction of high-density residential uses, in a compact urban form within walking distance of the station (Section 2.2.4.1 & 2.2.4.9).

In consideration of the above, the Applications conform to the Growth Plan.

***The Applications conforms to the Oak Ridges Moraine Conservation Plan (‘ORMCP’)***

Along with the VOP 2010 designation identified below, the Subject Lands are also within the “Natural Areas and Countryside” of the “Oak Ridges Moraine Conservation Plan Area”.

The Subject Lands are located on the Oak Ridges Moraine and are subject to the provisions of the ORMCP. The Subject Lands are located within the “Settlement Area” designation of the ORMCP. Development within a “Settlement Area” is permitted provided that the Owner demonstrates that the use or location will not adversely affect the ecological integrity of the plan area.

The Owner submitted an Oak Ridges Moraine Conformity Report in accordance with the requirements of the ORMCP which identifies that the Development meets the intent of the ORMCP policies. Major Development is permitted within the ORMCP and there are



no Key Natural Heritage Features or Key Hydrological Features located on or directly adjacent to the Subject Lands. Therefore, the Development conforms to the ORMCP.

***The Development conforms to the York Region Official Plan 2010 ('YROP 2010)***

YROP 2010 guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Urban Area" by YROP 2010, which permits a wide range of residential, commercial, industrial, and institutional uses. The Development conforms to the following policies of YROP 2010:

- Section 3.5.4 of the YROP requires that "local municipal official plans and zoning by-laws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community."
- Section 5.0 of the YROP states that "intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region."
- Section 5.3 - encouraging a minimum 40% of residential development to occur within the built-up area, as defined by the Growth Plan.
- Section 7.1 – approaches to reduce single occupant vehicle trips in the Region and supporting transit use and active transportation.

The Subject Lands are located within a designated "Urban Area" and "Built-up Area", intended to accommodate growth in York Region (Sections 5.0 and 5.3). The YROP also encourages pedestrian scale, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscaping and public streetscapes.

The proposed development benefits from its central location to a wide variety of transportation options. As per Map 11 – Transit Network of the YROP, the Subject Lands have direct access to Major Mackenzie Drive which is an identified Regional Rapid Transit Corridor. In addition, the proposed development is in close proximity to Bathurst Street and Rutherford Road which are an identified Regional Rapid Transit Corridor and Regional Transit Priority Networks, respectively. As previously discussed, the Maple GO Station is located within walking distance of the proposed development. The proposed access to public transit will allow future resident's direct access to the City of Toronto. The proposed development will also provide on-site private amenity space with walking trails and benches (Section 7.1).

York Region remains the approval authority of the Official Plan Amendment as identified in the Regional Implications section of this report.

***The Development Planning Department supports the Amendments to VOP 2010 to permit the Development***

The Subject Lands are located within a "Community Area" by Schedule 1- Urban Structure Map and are designated "Private Open Space" and are also located within the Secondary Buffer, "Policy Area 3" within the Waste Disposal Assessment Area of Section 12.3 of VOP 2010, KVLS Area Specific Plan.

The “Private Open Space Area” designation permits cemeteries, golf courses, and public and private open spaces. Given the specialized nature of private open space buildings, specific building types are not prescribed by VOP 2010. Policy 12.3.2.13 states that Policy Area 3 may only be used for the monitoring and mitigation of the effects of waste disposal, and other uses such as drainage works and passive recreation uses including a golf course, golf driving range/training centre and ancillary uses.

Policy 12.3.3.3 states an application for an amendment to the Official Plan or Zoning By-law to permit development within the Waste Disposal Assessment Area shall meet the following requirements:

- a) studies of gas, leachate, stormwater management and hydrogeology being carried out by a qualified engineer as may be required to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority, and the Province, which indicate that development can safely take place;
- b) implementation of such remedial measures indicated by the required studies, to the satisfaction of the City in consultation with the Ministry of Environment, Conservation and Parks;
- c) the construction and phasing of all development to coincide with the control of any problems identified by the engineering studies;
- d) the City being satisfied with the required studies with respect to any matter regarding structural stability, safety, and integrity of any or all structures; and
- e) studies to demonstrate to the satisfaction of the City in consultation with the Ministry of Environment, Conservation and Parks and the City of Toronto that:
  - i) the existing or closed landfill will not cause an adverse impact on the proposed use
  - ii) the proposed use will not cause or potentially cause any change to ground water quality
  - iii) the proposed use will not affect the implementation of long-term environmental controls related to landfilling and
  - iv) required ongoing monitoring and maintenance of the site will not be disrupted.

Any undertaking which is subject to the *Environmental Assessment Act* shall not be permitted until such time as an approval or exemption under that Act has been given by the appropriate authority. The City may implement the above through the enactment of a Holding By-law and prior to lifting the Holding Symbol “(H)” within the subject lands or change of use on lands covered by the Certificate of Approval, the City shall have received the approval of the zoned use from the Province.

Amendments to VOP 2010 are required to redesignate the Subject Lands to “High-Rise Residential” and “Private Open Space” to permit a maximum building height of 28-storeys, a density of 4.1 times the area of the lot, together with the following site-specific standards:

- i. to the portions of high-rise buildings above 12-storeys shall be setback a minimum of 0 m from the rear lot line whereas 15 m is required, and;
- ii. Where more than one high-rise building is located on the same lot, the distance between any portions of the high-rise building above 12-storeys should generally be at least 28.8 m whereas 30 m is required to facilitate the Development.

The Development Planning Department can support the proposed amendment for the following reasons:

- A future limiting distance agreement will be required prior to final site plan approval and/or severance. This will ensure that no future high-rise development will occur on the adjacent lands with a distance smaller than the required 30 m tower setback. After a severance the adjacent lands will still be the golf course and are subject to an ECA from the MECP.
- The reduced tower separation from 30 m to 28.8 m can be supported as the towers are triangular shaped and provide for unobstructed view with a minimal reduction.
- Stormwater management and hydrogeology studies carried out by a qualified engineer have been submitted. The City, TRCA and MECP have reviewed the studies and have no concerns. The studies identified remedial measures that have been reviewed to the satisfaction of the City and MECP (Section 12.3.3).
- A Compatibility & Mitigation Study as well as a Hydrogeology and Water Balance Assessment were both prepared by SLR in support of the Development. The Compatibility Study concluded that the Development is anticipated to be compatible with surrounding land uses including KVLS and that minor mitigation measures are proposed to limit any complaints in the unlikely case of infrequent odour issues associated with the leachate control system of KVLS. During construction, dewatering will be required to install footings and elevator shafts however no long-term dewatering is required. No long-term impacts to groundwater flows and quality from the Development are anticipated on the KVLS.
- The leachate mapping does not extend to the Subject Lands and is therefore not a concern. The leachate collection system at the KVLS consists of two purge well systems, the Teston Road purge well systems and the southern purge well system ('SPWS'). The SPWS is located within the southeast corner of the primary buffer zone ('PBZ') to capture the portion of the main plume to the south. No potential to impact groundwater flow, contaminant plume migration, or the capture zone of the SPWS were identified.
- Methane gas studies for the primary buffer zone have been submitted however, the City and MECP are requesting recent more site-specific studies for the Subject Lands be conducted. A Holding Symbol "(H)" is recommended on the Subject Lands until such time a recent study is submitted to the satisfaction of the City and MECP (Section 12.3.4).
- The MECP has amended the Owner's ECA to remove the Subject Lands from the Secondary Buffer of the closed KVLS (Section 12.3.3).

- The Owner has submitted a preliminary Geotechnical Investment Report dated March 2, 2021 by Geoterre Limited with regard to structural stability, safety and integrity of any or all structures and is found to be satisfactory.
- The Development would provide appropriate, transit-supportive intensification within 600 m of the York Regional adopted Maple GO MTSA 62
- Section 2.2.5.12 notes, Primary Intensification Corridors are designed to evolve over time. The introduction of the Development is part of that evolution and seeks to introduce a high-density, urban built form to the area along Major Mackenzie Drive.
- The Development would complement the existing non-residential uses (commercial) adjacent to the west.
- The Development Engineering Department has reviewed the submitted Transportation Impact Study ('TIS') Addendum Letter, prepared by WSP dated August 16, 2022, and agree that the Development is supported by the existing road and transit networks, subject to the proposed improvements being implemented through the future site development application(s) and increase in visitor parking ratio as discussed later on the report.
- The Development will help contribute to the goal of creating a complete community by increasing the supply of apartment residential housing within a broader community. The proposed development would assist the City and Region achieve intensification targets of the Primary Intensification Corridor and MTSA.

In consideration of the above, the Development Planning Department can support the Applications.

***Council enacted By-law 001-2021 as the new Vaughan Comprehensive Zoning By-law***

On October 20, 2021, Council enacted By-law 001-2021 as the new Vaughan Comprehensive Zoning By-law. A notice of the passing of By-law 001-2021 was circulated on October 25, 2021 in accordance with the *Planning Act*. The last date for filing an appeal to the OLT in respect of By-law 001-2021 was November 15, 2021. By-law 001-2021 is currently under appeal and, when in force, will replace Zoning By-law 1-88, as amended. Until such time as By-law 001-2021 is in force, the Owner will be required to demonstrate conformity with both By-law 001-2021 and Zoning By-law 1-88, as amended, unless a transition provision under By-law 001-2021 applies. The Owner submitted their Applications prior to By-law 001-2021 and is therefore subject to the transition provisions.

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

The Subject Lands are zoned "OS2 Open Space Park Zone" subject to Site-Specific Exception 9(1097), as shown on Attachment 1. This zone does not permit residential uses or high-rise buildings. The Owner proposes to rezone the Subject Lands from "OS2 Open Space Park Zone", as shown on Attachment 1, to "RA3(H) Apartment Residential Zone" with the Holding Symbol "(H)" and "OS2 Open Space Park Zone", in

the manner shown on Attachment 2, together with the following site-specific zoning exceptions:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Apartment Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Apartment Residential Zone</b>
a.	Definition of a "Lot Line, Front"	Means the street line, provided that in the case of a corner lot, the shorter street line is deemed to be the front lot line and provided further that in the case of a corner lot which has an abutting sight triangle the centre point of the lot line abutting the sight triangle shall be deemed to be the point of intersection of the front and side lot lines	Means the street line separating the Subject Lands from McNaughton Road East is deemed to be the front lot line and provided further that in the case of a corner lot which has an abutting sight triangle the centre point of the lot line abutting the sight triangle shall be deemed to be the point of intersection of the front and side lot lines
b.	Permitted Uses	- Apartment Dwelling - Day Nursery	- Apartment Dwelling - Multiple Family Dwelling
c.	Minimum Lot Area Per Unit	67 m <sup>2</sup>	21 m <sup>2</sup>
d.	Minimum Front Yard Setback	7.5 m	6.4 m (Building 1) 6.9 m (Building 2)
e.	Minimum Rear Yard Setback	7.5 m	0 m
f.	Minimum Interior Yard Setback	4.5 m	1.5 m (Building 4)
g.	Maximum Building Height	44 m	89.1 m (Building 1 & 2) 41.9 m (Buildings 3 & 4)
h.	Minimum Amenity Area	<u>1 Bedroom</u> 400 units @ 20 m <sup>2</sup> = 8,000m <sup>2</sup>  <u>2 Bedroom</u> 605 units @ 55 m <sup>2</sup> = 33,275 m <sup>2</sup>  <u>3 Bedroom</u> 120 units @ 90 m <sup>2</sup> = 10,800 m <sup>2</sup> Total = 52,075 m <sup>2</sup>	Provide a Total area of 4,572.4 m <sup>2</sup>

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Apartment Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Apartment Residential Zone</b>
i.	Minimum Parking Requirements	<u>Resident Parking</u> 1,125 units x 1.5 spaces/unit = 1,688 spaces  <u>Visitor Parking</u> 1,125 units x 0.25 spaces/unit = 282 spaces  Total spaces required = 1,970 spaces	<u>Resident Parking</u> 1,125 units x 1.017 spaces/unit = 1,145 spaces  <u>Visitor Parking</u> 1,125 units x 0.158* spaces/unit = 178 spaces *The parking ratio shall be revised to 0.2 spaces/unit x 1,125 units = 225 spaces
j.	Minimum Landscape Strip Around the Periphery of the Outdoor Parking Area	- 3 m strip of land - 1.2 m height	- 0 m - 0 m
k.	Parking Space Dimension	2.7 m by 6 m	2.7 m by 5.7 m
l.	Setback to Below Grade Structures	1.8 m	1 m
m.	Encroachments	1.8 m	4 m (Canopies)

Minor modifications may be made to the zoning exceptions identified in Table 1 prior to the enactment of an implementing Zoning By-law, as required.

#### The Owner shall Amend Parking Ratio Calculations

The parking exception proposed by the Owner for the visitor parking ratio of 0.158 spaces per unit is not acceptable to the Transportation Engineering Department. The Development Engineering Department requests that the proposed parking ratios be amended to a minimum of 0.2 spaces per unit for visitor parking. A Recommendation to this effect is included the Recommendation Section of this report.

The Development Planning Department can support the zoning exceptions in Table 1 as they would facilitate a built form to animate the street and appropriately intensifies the Subject Lands as they are approved by the MECP to be removed from the secondary buffer of the KVLS and are within York Region Adopted MSTA 62.

The proposed exceptions to the required landscape strip width, driveway width and minimum parking space dimension are minor in nature and maintain the intent of Zoning By-law 1-88.

The rear yard setback exception can be supported as it abuts the golf course which is within the KVLS and the Owner has committed to entering into a Limiting Distance Agreement to ensure that a 30 m setback will be maintained as per VOP 2010, should another high-rise building ever get built. A condition to this effect is included in the recommendation section of this report.

The proposed minimum amenity area is appropriate given the proximity of parks and open space areas to the Subject Lands, particularly the future adjacent 0.43 ha POPS.

The proposed lot area per unit, location of loading area, setbacks and encroachments provide for an appropriate urban built form with an active streetscape frontage.

Should the Applications be approved, the implementing Zoning By-law will be brought forward to Vaughan Council for approval upon final approval of Official Plan Amendment File OP.21.010 by York Region.

***The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 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 to the 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 2 years of the passing of the zoning by-law amendment. Should Council approve Zoning By-law Amendment File Z.19.026, the Development Planning Department has included a Recommendation to permit the Owner to apply for Minor Variance application(s), if required, in advance of the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the development.

***The Vaughan Design Review Panel ('DRP') supports the Development***

The DRP on April 29, 2021, considered the Development and provided the following comments:

General:

- DRP mostly focused on traffic and accessibility issues.
- Comments were also focused on the golf course edge as well as the need for activation of the McNaughton Road frontage.

Overall Site Organization and Context

- Panel questioned the need for an extensive internal road network that connects the whole site as it gives priority to cars over pedestrians, with little space dedicated to pedestrians

Architecture, Built Form and Massing

- The DRP spoke to how the project should contribute to the creation of a strong urban environment along McNaughton while transition to the golf course by

creating a softer edge and an environment around the views to the golf course and the natural feature

- To the point above, it was noted that the strong character on McNaughton Road needs to be balanced with the private character of the proposed residential. Architecture and landscape design with setbacks need to be coordinated to manage the fine balance between public and private

#### Hierarchy of open space and circulation

- Create a terminus point, with a strong public character, meaningful connections to the rest of the masterplan area and a window to the golf course
- Create a sense of arrival to the project lobbies should have a stronger presence on McNaughton and speak to all road users
- Active uses be introduced at the ground floor along McNaughton Rd to activate that frontage and create a strong pedestrian edge, but also to frame the vista to the golf course and invite people to experience the view
- Understanding the constraints created due to the medians on McNaughton Road, it was suggested that the Owner work with the City to arrive to a POPS instead of a central driveway that works as a vista to the golf course

The Owner has responded to the DRP's comments by:

- Proposing a POPS at the south end of the Subject Lands with views onto Eagles Nest Golf Course. According to the Owner, the POPS space will include an observation area that sits some 25-30 m above the golf course and 10 m higher than the Major Mackenzie Drive and McNaughton Road intersection providing an additional and more opportune overlook opportunity on the Subject Lands
- The Development has been shifted 1 m to the west to better frame the public realm along McNaughton Road and to introduce a second pedestrian sidewalk along the eastern edge of the Subject Lands
- As a result of shifting the buildings further west, additional space along the eastern frontage to accommodate the view terminus completely within the Subject Lands. Furthermore, a walkway along the east limit of the Development has been added providing additional lookout opportunities
- The future Site Development Application will provide refined details with regards to active uses along the ground floor and stronger presence on McNaughton Road

The Development Planning Department is satisfied that the Owner has addressed the comments of the DRP to the Development and will be further refined through the submission and review of the future Site Development Application.

***The Development Planning Department supports the Development, subject to conditions***

#### Site Design

The Site Plan, shown on Attachment 2, consists of 4 apartment buildings with associated vehicular access, parking and circulation and a POPS at the southern portion of the Subject Lands. The Development consists of two 28-storey and two 12-



storey apartment buildings with a total of 1,125 units and a gross floor area of approximately 78,866.6 m<sup>2</sup>, resulting in an FSI of 4.1.

Each of the buildings sits on top of a 6-storey podium which provides a more pedestrian scaled interface with McNaughton Road East. The main entrances to the buildings are focused internally but are connected with pedestrian walkways to McNaughton Road East as well as internally through sidewalk connections. While no commercial uses are proposed as part of the proposed development, the grade related interface is proposed to have direct connections to each unit from McNaughton Road east with the introduction of patio spaces where appropriate to animate the street. The taller elements of this Development are not anticipated to have any visual and shadow impacts on surrounding uses as demonstrated in the Shadow Study prepared by BDPQ and fully leverages the view over the open spaces to the east which is part of the existing Eagles Nest Golf Course.

#### Access and Parking

Parking is provided via 1294 parking spaces for residents and visitors in a three-level underground parking garage supported by a minor amount of shorter-term surface parking. Access to the Subject Lands is proposed via three accesses to McNaughton Road East, as shown on Attachment 2. The main driveway access is proposed to be located immediately opposite the existing intersection of McNaughton Road East and Eagle Rock Way and is proposed to be signalized and will provide full movements into and out of the site. Secondary accesses are provided to the north and south of the main access; the southerly access being approximately 120 m north of Major Mackenzie Drive East and the northerly approximately 100 m north of the main driveway access. The drive aisles, surface parking, loading and ramps to underground garage are located to the rear of the proposed buildings, out of view from McNaughton Road East.

#### Building Elevations

The building elevations shown on Attachments 4 to 7 consists of the proposed four buildings. Buildings 1 and 2 at the terminus of Eagle Rock Way have a maximum height of 89.1 m, 28-storey high-rise building with a podium height of 6-storeys. Buildings 3 and 4 are located north and south of the two 28-storey buildings with a height of 49.1 m, 12-storeys with a podium height of 6-storeys. The details of the materials will be reviewed through the future Site Development Application.

#### Amenity Areas

A POPS of approximately 0.43 ha (4320 m<sup>2</sup>) is located at the southern portion of the Subject Lands and is intended to provide outdoor space with walking trails and seating to serve the residents of the four residential buildings and neighbouring community. The details of the POPS will be provided during the site plan application.

Additional outdoor amenity areas are proposed on the seventh floor of each of the proposed buildings, in addition to a variety of indoor amenity areas provided within each of the buildings. A landscape plan shown Attachment 3 shows the preliminary design

along with the POPS. A detailed landscape plan and floor plans will be provided during the site plan application stage.

#### Phasing Plan

The phasing plan shown on Attachments 2 and 3 consists of the phasing starting at the south end and working up towards the north end of the Subject Lands. Buildings 2 (28-storey) and 3 (12-storey) and the POPS located at the south end of the Subject Lands are part of Phase 1. Phase 2 is Building 1 being the other 28-storey high-rise building located on the north side of Eagle Rock Way. The final phase, Phase 3 consists of Building 4 being a 12-storey building.

#### ***Should the Applications be approved, the Owner will be required to submit and receive approval for a Draft Plan of Condominium Application***

As previously noted, the Subject Lands are currently part of the Eagles Nest Golf Course lands and accordingly, the Owner intends that a future application for consent to sever be filed to create the new lot and further subdivided through a future application for Draft Plan of Condominium. The future Draft Plan of Condominium Application will need to receive approval from Council to establish the condominium tenure for the Development.

#### ***The Policy Planning and Special Programs ('PPSP') Department has no objection to the Development***

PPSP reviewed the submitted Species at Risk Assessment (prepared by SLR Consulting, dated March 26, 2021) and note that the Owner shall carry out the recommendations identified within Section 7 of the report. This includes completing one breeding bird survey in June of 2021 to confirm the outcome of the Species at Risk screening. Please note that it is the Owner's responsibility to ensure the provisions of the *Endangered Species Act, 2007* are not contravened. As such, the onus is on the Owner to comply with any MECP regulations and guidelines to protect Species at Risk and their habitat.

The Owner is also reminded that they are required to abide by the *Migratory Birds Convention Act* for any proposed vegetation removals.

#### ***The MECP has removed the Subject Lands from the Secondary Buffer Zone ('SBZ')***

The KVLS includes landfill, primary buffer for leachate, purge water and landfill gas management systems, and secondary buffer which were lands to be used for landfill contaminant attenuation, monitoring and potential mitigation measures if required. The majority of this secondary buffer is owned by York Major Holdings, who are also named on the environmental compliance approval for the KVLS.

Since the closure of the landfill in 2002 and acceptance of the closure plan in 2006, there have been a number of parcels removed from the secondary buffer for commercial developments and roadways. The Development would be the first residential development of former landfill buffer land. On March 29, 2022, the MECP

issued an Amendment to Environmental Compliance Approval ('ECA') A230610 Notice No. 49 for the Subject Lands.

***The City of Toronto have no objection to the Development***

The Subject Lands form part of the Secondary Buffer Zone ('SBZ') of the City of Toronto's ('Toronto') closed KVLS. The removal of the Subject Lands from the SBZ is not expected to affect Toronto's ability to maintain its regulatory compliance objectives from a hydrogeological perspective with respect to the operation and maintenance of engineering landfill controls, temporary construction dewatering or long-term dewatering and environmental consideration relating to site boundary compliance.

The City of Toronto staff have been in discussions with the Owner and have committed to the following:

- The Owner has committed to implementing design changes and circulating drawings to Toronto during the Site Plan Approval Stage
- The Owner has circulated draft wording for warning clauses for purchase and lease agreements to Toronto for review and finalization to be included in the final Site Plan Approval Stage
- The Owner commits to notification and consultation with Toronto prior to receiving any groundwater dewatering permits or discharge to pond G
- OW3/93 was relocated to a suitable location in the summer of 2022, with notification to MECP
- The Owner commits to Toronto for review, sub-surface gas mitigation measures to be incorporated into the Development

Based on the above, Toronto has no issue with the Development proceeding.

***The Parks Infrastructure Planning and Development ('PIPD') Department supports the Development***

The proposed POPS is approximately 0.43 ha in size. The POPS will be constructed by the developer and maintained by the condominium corporation. It will contribute, in part, to meeting the parkland requirements for the planned community. The POPS has prominent public road frontage, is connected to the active transportation network, and provides passive recreational opportunities such as seating and shade structure, and vistas to existing open space features such as the golf course and cityscape.

Further details are required to be provided at the Site Development application stage, including exploring the possibility of providing a public access easement over the proposed north-south walkway along the eastern property line.

***The Development Engineering ('DE') Department supports the Development***

The DE Department has provided the following comments:

Water Supply Network

The Subject Lands are located between the boundary of Pressure Districts PD7 and PD8. There is an established existing PD7 network in the area that will be expanded,

and a connection to this system will be made. A more in-depth review of the water distribution system layout will occur at the detailed design stage with the future site development application.

#### Sanitary Sewer Network

The City has initiated an Integrated Urban Water Plan Class EA ('IUWP'). The IUWP will assess the existing and planned municipal servicing systems (water, wastewater, stormwater) to support the City's Official Plan review. A servicing strategy will be established through this on-going study. The expected completion date for the IUWP Class EA is Q1 2023, and specific infrastructure upgrade requirements will be known at that time. All external related water distribution system and wastewater servicing improvements shall conform to the conclusions and recommendations of the City's ongoing IUWP.

The Development envisions a sanitary sewer connection to the existing wastewater system along McNaughton Road, out-letting to Keele Street. However, the City's current sanitary sewer model identified surcharge conditions in several sections of the Keele Street sanitary sewer due to the additional flows from the Development. As a result, residual capacity is not available in the existing sanitary sewer system on Keele Street to accommodate the Development. Resulting in a Holding Symbol ("H") be placed on the Subject Lands as follows:

THAT the Holding Symbol ("H"), be placed on the Lands until a suitable approved sanitary sewer solution is available to the satisfaction of the City, and shall not be removed from the Subject Lands, or any portion (phase) thereof, until the following conditions are satisfied:

1. The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's IUWP, to the satisfaction of the City.
2. An ultimate wastewater servicing solution is recommended and/or approved through the City's ongoing Integrated Urban Water Master Plan Class Environmental Assessment for the area, or the Owner identifies an acceptable alternate wastewater servicing solution to replace the current proposed Keele Street outlet and demonstrate its technical feasibility through analysis considering the area's ultimate servicing population, to the satisfaction of the City.

The Owner shall confirm that the receiving sewer system has adequate capacity to accommodate sewage from the proposed development based on the City's Design Criteria.

### Sewage and Water Allocation

It is premature to provide an allocation resolution at this time. The availability of servicing capacity will be assessed at the site plan approval stage and is dependent on the availability of an approved wastewater outlet and not exceeding York Region's current servicing capacity / population upset limit in northeast Vaughan, if applicable. A phasing plan is recommended to assist in determining available servicing capacity allocation.

### Stormwater Management and Storm Sewer Network

In current predevelopment conditions, runoff drains towards Pond 'G' (i.e., Eagles Nest Private Pond) through sheet flow and the storm sewers on McNaughton Road. The site terrain is hilly and generally slopes from west to east and north to south. The areas along the west of the site flow towards the storm sewers on McNaughton Road and are ultimately conveyed to Pond 'G'. The areas on the east of the site flow overland towards Pond 'G'. Based on the proposed development, the existing 1650 mm diameter concrete storm sewer conveying flows to the pond outlet will be realigned within the McNaughton Road right-of-way prior to construction of the Development. The realigned sewer will be designed to convey the minor storm drainage for the Development and the surrounding areas to the pond outlet. An existing 10 m storm sewer easement at the south of the Subject Lands will be extended across the Site to McNaughton Road as part of the proposed sewer realignment.

### Environmental Noise Impact Study

Based on the available information the previously submitted Noise Feasibility Study concluded that the proposed development is feasible from a noise and vibration perspective. However, at the site plan/detailed design stage, a revised/updated noise study will be required to confirm the conclusion of the submitted study, and to include more specific recommendations and warning clauses, which will be included in the final site plan agreement.

### Environmental Engineering

Given that the proposed Development is located within the 500 m buffer zone of a former landfill site, as per the MECP Guideline D-4 and Procedure D-4-1, a methane gas investigation for the Subject Lands is required to assess any potential impact and risk due to landfill gas. In addition, the historic use of organic soils and materials in backfill which has resulted in non-landfill sourced methane encountered during the City of Toronto's monitoring and site investigations in the area is required to be assessed. The gas assessment should confirm that the lands are suitable for the Development and provide recommendations for the appropriate mitigation measures including any monitoring plans, risk management measures, specific design and construction techniques that are required.

The data provided from the Owner is dated and Staff and the MECP recommend that up to date monitoring data be provided. As a result, the Subject Lands will be zoned with a Holding Symbol "(H)" subject to the completion of the landfill gas assessment be

completed to the satisfaction of the City and MECP. A condition to this effect has been included in the recommendations of this report.

#### Transportation Engineering

The Transportation Engineering Division ('TE Division') will require that the Subject Lands access with McNaughton Road be signalized and that the costs and construction of the signal and intersection modifications will be the responsibility of the Owner. The signal is to be implemented with the first phases of Development. Functional designs, cost estimates and the eventual submission of engineering drawings will be required at the site plan stage.

A functional design, cost estimates, and eventual engineering drawings will be required at the site plan stage for the implementation of dedicated cycling facilities on the east side of McNaughton Road between Major MacKenzie Drive West and Eaglet Court. This required improvement will be fully recoverable through development charge credits. The City will work to include this improvement in the soonest possible development charges update. The implementation of the cycling facilities will be the responsibility of the Owner.

The existing bidirectional cycle tracks on McNaughton Road are considered an interim condition by the City, with the ultimate condition featuring unidirectional cycle tracks and sidewalks on both sides of the road. The roadway is identified as a priority cycling route per the Pedestrian and Bicycle Master Plan (2020). As such, the site plan must be revised and a functional design provided to show a dedicated cycle track and sidewalk on the east side of McNaughton Road along the entire frontage of the site, connecting to Major MacKenzie Drive West.

TE Division reviewed the WSP Chelsea Eagle Point Development – TIS Addendum Letter dated August 16, 2022 ('TIS') and advised that the TE Division comments remain the same and TE Division support visitor parking to be provided at a rate of 0.20 spaces/unit. A condition to this effect is included in the Recommendation section of this report.

#### ***Development Charges are Applicable to the Development***

The Owner shall pay to the City applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board. Standard conditions to this effect would be included in the future Site Plan Agreement.

#### ***The Office of Infrastructure Development Real Estate Services have no objection to the Applications, subject to cash-in-lieu of parkland being satisfied***

The Office of Infrastructure Development, Real Estate Services have no objection to the Applications, providing 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.

***The Community Benefits Charge By-law will be applicable***

The Development meets the criteria (5 or more storeys and 10 or more units), for Community Benefits Charges ('CBC'). The City will pass a CBC By-law prior to the approval of the proposed Applications for the Subject Lands. The CBC By-law is therefore the applicable mechanism used to collect community benefits (and not the City's previous Section 37 policies and guidelines).

***The Toronto and Region Conservation Authority ('TRCA') has no objection to the Development***

The Subject Lands are located within a Wellhead Protection Area for Quantity ('WHPA-Q2') per the Source Protection Plan ('SPP') developed for the Credit Valley, Toronto and Region and Central Lake Ontario Region ('CTC'). The WHPA-Q2 area has been delineated by the CTC SPP in accordance with Technical Rules developed by the Ministry of the Environment under O. Reg. 287/07. The WHPA-Q2 area was identified to help manage activities that may reduce recharge to an aquifer (Prescribed Threat No. 20 under the Clean Water Act, 2006).

TRCA staff have reviewed the Hydrogeological and Water Balance Assessment, prepared by SLR and are satisfied with the water balance calculations and the proposed mitigation measures. Furthermore, TRCA support the recommended actions pertaining to ongoing groundwater monitoring measures as noted in the report and has no objections to the Development.

***The School Boards have no objection to the Applications***

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the Development. No comments were received from the Conseil Scolaire de District Catholique Centre Sud.

***Canada Post has no objection to the Applications***

Canada Post has no objection to the Applications, subject to the Owner providing the building with its own centralized mail receiving facility. Additional comments may be submitted at the time of Site Development Application submission.

***The utility providers have no objection to the Applications***

The utility providers have no objection to the Development. The utility providers including HydroOne, Bell Canada, Rogers Communication Inc., Enbridge Gas Distribution and Alectra Utilities Corporation have no objection to the Applications. Additional comments may be submitted at time of Site Development Application submission.

**Financial Impact**

There are no financial requirements for new funding associated with this report.

## **Broader Regional Impacts/Considerations**

On November 11, 2021, York Region confirmed that they remain the approval authority for the Official Plan Amendment ('OP.21.010') by not exempting OP.21.010 from Regional Approval. The requested exemption from York Region approval for OP.21.010 is denied.

According to York Region, the Development represents a significant density and will have cumulative impacts to York Region's road network and water and wastewater systems and appear to not conform with the planned urban structure and intensification hierarchy. However, York Region's opinion is that site-specific heights and densities are best evaluated and determined by the local municipality by applying local context sensitivity analysis.

Should the Applications be approved, OP.21.010 will be forwarded to York Region for final approval. A Condition to this effect is included in the Recommendation section of this report.

## **Conclusion**

The Development Planning Department is satisfied the Applications are consistent with the PPS, conforms to the Growth Plan and the York Region Official Plan. The proposed amendments to VOP 2010 and Zoning By-law 1-88 are appropriate for the development of the Subject Lands. The Applications are appropriate and compatible with the existing and future MTSA in the surrounding area.

On this basis, the Development Planning Department can support the approval of the Applications, subject to the Recommendations of this report.

**For more information**, please contact: Mary Caputo, Senior Manager of Development Planning at 905-832-8585 ext. 8635

## **Attachments**

1. Location and Context Map
2. Site Plan and Zoning
3. Landscape Plan
4. Building Elevations – Building 1
5. Building Elevations – Building 2
6. Building Elevations – Building 3
7. Building Elevations – Building 4
8. Perspective Rendering
9. Keele Valley Landfill and Buffers



**Prepared by**

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**Approved by**

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

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**Reviewed by**

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

Nick Spensieri, City Manager

