

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 19, 2018

Item 46, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 19, 2018.

**46 OFFICIAL PLAN AMENDMENT FILE OP.15.007 ZONING BY-LAW
AMENDMENT FILE Z.15.030 DRAFT PLAN OF SUBDIVISION FILE
19T-17V006 ISLINGTON STEELES VENTURES INC. VICINITY OF
ISLINGTON AVENUE AND STEELES AVENUE WEST**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, dated June 5, 2018:

Recommendations

1. THAT Official Plan Amendment File OP.15.007 (Islington Steeles Ventures Inc.) BE APPROVED, to amend the following policies and development criteria of Vaughan Official Plan 2010 for the Subject Lands shown on Attachments #2 and #3 as follows:
 - a) Schedule 13 - to redesignate the Subject Lands from “Mid-Rise Mixed- Use” and “Natural Areas” with a maximum permitted building height of 12- storeys, and a Floor Space Index (“FSI”) of 2.75 times the area of the lot, to “Low-Rise Residential”, “High-Rise Residential” with a maximum building height of 22-storeys and an FSI of 4.7 times the area of the Subject Lands designated “High-Rise Residential” and “Natural Areas”;
 - b) Section 9.2.2.1.a) respecting the “Low-Rise Residential” designation to increase the maximum permitted building height from 3-storeys to 4- storeys;
 - c) Section 9.2.2.1.c) respecting the “Low-Rise Residential” designation to permit Back-to-Back Townhouses as a permitted building type;
 - d) Section 9.2.3.2.a), d) and e) respecting the “Townhouse” development criteria to permit the following:
 - i) a maximum of 16 Back-to-Back Townhouse Dwelling units within a Townhouse block, whereas a maximum of 6 units in a row are permitted;
 - ii) Townhouses and Back-to-Back Townhouse Dwellings to front on a private common element road;
 - iii) a minimum facing distance of 16.5 m between blocks of Townhouse Dwelling units that are not separated by a public street, whereas 18 m is required;

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- e) Section 9.2.3.6.d) ii) respecting the “High-Rise Building” development criteria requiring that the portions of the buildings beyond 12-storeys to be setback a minimum of 15 m from any lot line, and that Section 9.2.3.6.d) ii) shall not apply; and,
 - f) Section 9.2.3.6.d) iii) respecting the “High-Rise Building” development criteria to permit a minimum distance of 20 m between High-Rise Buildings above 12-storeys, whereas 30 m is required.
2. THAT Zoning By-law Amendment File Z.15.030 (Islington Steeles Ventures Inc.) BE APPROVED; to amend Zoning By-law 1-88 for the Subject Lands, shown on Attachments #2 and #3, from “RA3(H) Residential Apartment Zone” with the Holding Symbol “(H)” to “RT1(H) Residential Townhouse Zone” and “RA3(H) Residential Apartment Zone” both with the Holding Symbol “(H)”, “OS1 Open Space Conservation Zone”, and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 of this report, subject to the following condition:
- a) The implementing Zoning By-law shall identify a minimum 1,180 m² amenity area, which shall be used for no other purpose other than an amenity area, and to permit portions of an underground parking garage below-grade within the “OS2 Open Space Park Zone”, which is to be constructed to an interim condition as part of the Phase 1 of the development, to the satisfaction of the City.
3. THAT the implementing Official Plan and Zoning By-law Amendments include this provision for a contribution, pursuant to Section 37 of the Planning Act, for the \$330,000.00 cash payment. The Section 37 benefits will be implemented through the Section 37 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 payment of the Section 37 amount shall be paid to the City prior to the issuance of the first Building Permit for any above grade structure(s) on the Phase 2 Development shown on Attachment #7, and shall be allocated, at the discretion of the Development Planning Department, towards the costs associated with: upgrades to community facilities; enhanced public access to natural heritage features; development of playground facilities on site; and/or off-site sporting facilities. The amount of the payment shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Vaughan to be calculated from the date of the enactment of the Zoning By-law Amendment.

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4. THAT the Mayor and the City Clerk be authorized to execute a Section 37 Density Bonusing Agreement (the “Section 37 Agreement”), pursuant to Section 37 of the Planning Act, for the implementation of the community benefits identified in Recommendation #3.
5. THAT the Holding Symbol “(H)”, as shown on Attachment #4, shall not be removed from the Subject Lands, or any portion (phase) thereof, until the following conditions are satisfied:
 - a) the Owner shall submit a Ministry of Environment and Climate Change (“MOECC”) Record of Site Condition registered on the Environmental Site Registry of the City of Vaughan, to the satisfaction of the City and MOECC;
 - b) the Owner satisfy all requirements of the Toronto Region and Conservation Authority (the “TRCA”);
 - c) Vaughan Council shall identify and allocate water and sanitary servicing capacity for the Phase 2 portion of the Subject Lands zoned “RA3(H) Residential Apartment Zone”, as shown on Attachment #4;
 - d) Prior to the execution of the Site Plan Agreement for Tower “4” of Phase 2, (Lands to be zoned “RA3(H) Apartment Residential Zone” with the Holding Symbol “(H)”), the Owner shall enter into an Agreement with the City of Vaughan to dedicate any unencumbered lands that are located within Block 7 of the 4.5 m wide trail connection, as shown on Attachment #5; and,
 - e) the proposed sanitary sewer extension and connection is resolved to the satisfaction of the City and York Region.
6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the City and/or 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 comes into effect, to permit minor adjustments to the implementing Zoning By-law.
7. THAT Draft Plan of Subdivision File 19T-17V006 (Islington Steeles Ventures Inc.) BE APPROVED, to create one residential block, an open space buffer block, trail connection blocks and reserves in the manner shown on Attachment #5, subject to the Conditions of Approval set out in Attachment #1 of this report.
8. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

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“IT IS HEREBY RESOLVED THAT related Site Development File DA.18.015 (Islington Steeles Ventures Inc. - Phase 1) be allocated servicing from the York Sewage Servicing/Water Supply System for a total of 135 residential units (413 persons equivalent).”

9. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-17V006 (Islington Steeles Ventures Inc.) shall include the following clauses:
 - a) “The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City’s Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

Item:



Committee of the Whole Report

DATE: Tuesday, June 05, 2018

WARD: 2

**TITLE: OFFICIAL PLAN AMENDMENT FILE OP.15.007
ZONING BY-LAW AMENDMENT FILE Z.15.030
DRAFT PLAN OF SUBDIVISION FILE 19T-17V006
ISLINGTON STEELES VENTURES INC.
VICINITY OF ISLINGTON AVENUE AND STEELES AVENUE WEST**

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Official Plan Amendment File OP.15.007, Zoning By-law Amendment File Z.15.030, and Draft Plan of Subdivision 19T-17V006 (Islington Steeles Ventures Inc.) for the Subject Lands shown on Attachments #2 and #3 to permit a residential development with a maximum of 895 dwelling units within two Phases, as shown on Attachments #4 to #11, consisting of:

Phase 1:

- 135, 4-storey townhouse (Back-to-Back and Street Townhouse) dwellings within 14 residential blocks with frontage on a private common element road; and,

Phase 2:

- Four (4), 19 to 22-storey residential apartment buildings (Towers “1”, “2”, “3” and “4” containing 760 units) facing Islington Avenue accessed via a private common element road;
- A 1,180 m² private common amenity area; and,
- Four levels of underground parking to serve the apartment buildings on the Subject Lands.

Report Highlights

- The Owner proposes to develop the Subject Lands with a residential development to be developed in two phases, as shown on Attachments #4 to #11 consisting of:
 - Phase 1: 135, 4-storey Townhouse (Back-to-Back and Street Townhouses) dwelling units within 14 residential blocks fronting onto a private common element road; and,
 - Phase 2: Four (4), 19 to 22-storey residential apartment buildings (“towers”) with four levels of underground parking, an amenity area, and accessed by a private common element road.
- The Owner has requested to increase the permitted building height by 10-storeys in return for the provision of community benefits pursuant to Section 37 of the *Planning Act*. The Section 37 benefit totals \$330,000.00.
- The Development Planning Department supports the approval of the proposed Development, subject to the comments and the conditions of this report.

Recommendations

1. THAT Official Plan Amendment File OP.15.007 (Islington Steeles Ventures Inc.) BE APPROVED, to amend the following policies and development criteria of Vaughan Official Plan 2010 for the Subject Lands shown on Attachments #2 and #3 as follows:
 - a) Schedule 13 - to redesignate the Subject Lands from “Mid-Rise Mixed-Use” and “Natural Areas” with a maximum permitted building height of 12-storeys, and a Floor Space Index (“FSI”) of 2.75 times the area of the lot, to “Low-Rise Residential”, “High-Rise Residential” with a maximum building height of 22-storeys and an FSI of 4.7 times the area of the Subject Lands designated “High-Rise Residential” and “Natural Areas”;
 - b) Section 9.2.2.1.a) respecting the “Low-Rise Residential” designation to increase the maximum permitted building height from 3-storeys to 4-storeys;
 - c) Section 9.2.2.1.c) respecting the “Low-Rise Residential” designation to permit Back-to-Back Townhouses as a permitted building type;
 - d) Section 9.2.3.2.a), d) and e) respecting the “Townhouse” development criteria to permit the following:

- i) a maximum of 16 Back-to-Back Townhouse Dwelling units within a Townhouse block, whereas a maximum of 6 units in a row are permitted;
 - ii) Townhouses and Back-to-Back Townhouse Dwellings to front on a private common element road;
 - iii) a minimum facing distance of 16.5 m between blocks of Townhouse Dwelling units that are not separated by a public street, whereas 18 m is required;
 - e) Section 9.2.3.6.d) ii) respecting the “High-Rise Building” development criteria requiring that the portions of the buildings beyond 12-storeys to be setback a minimum of 15 m from any lot line, and that Section 9.2.3.6.d) ii) shall not apply; and,
 - f) Section 9.2.3.6.d) iii) respecting the “High-Rise Building” development criteria to permit a minimum distance of 20 m between High-Rise Buildings above 12-storeys, whereas 30 m is required.
2. THAT Zoning By-law Amendment File Z.15.030 (Islington Steeles Ventures Inc.) BE APPROVED; to amend Zoning By-law 1-88 for the Subject Lands, shown on Attachments #2 and #3, from “RA3(H) Residential Apartment Zone” with the Holding Symbol “(H)” to “RT1(H) Residential Townhouse Zone” and “RA3(H) Residential Apartment Zone” both with the Holding Symbol “(H)”, “OS1 Open Space Conservation Zone”, and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 of this report, subject to the following condition:
- a) The implementing Zoning By-law shall identify a minimum 1,180 m² amenity area, which shall be used for no other purpose other than an amenity area, and to permit portions of an underground parking garage below-grade within the “OS2 Open Space Park Zone”, which is to be constructed to an interim condition as part of the Phase 1 of the development, to the satisfaction of the City.
3. THAT the implementing Official Plan and Zoning By-law Amendments include this provision for a contribution, pursuant to Section 37 of the *Planning Act*, for the \$330,000.00 cash payment. The Section 37 benefits will be implemented through the Section 37 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 payment of the Section 37 amount shall be paid to the City prior to the issuance of the first Building Permit for any above grade structure(s) on the Phase 2 Development shown on Attachment #7, and

shall be allocated, at the discretion of the Development Planning Department, towards the costs associated with: upgrades to community facilities; enhanced public access to natural heritage features; development of playground facilities on site; and/or off-site sporting facilities. The amount of the payment shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Vaughan to be calculated from the date of the enactment of the Zoning By-law Amendment.

4. THAT the Mayor and the City Clerk be authorized to execute a Section 37 Density Bonusing Agreement (the "Section 37 Agreement"), pursuant to Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendation #3.
5. THAT the Holding Symbol "(H)", as shown on Attachment #4, shall not be removed from the Subject Lands, or any portion (phase) thereof, until the following conditions are satisfied:
 - a) the Owner shall submit a Ministry of Environment and Climate Change ("MOECC") Record of Site Condition registered on the Environmental Site Registry of the City of Vaughan, to the satisfaction of the City and MOECC;
 - b) the Owner satisfy all requirements of the Toronto Region and Conservation Authority (the "TRCA");
 - c) Vaughan Council shall identify and allocate water and sanitary servicing capacity for the Phase 2 portion of the Subject Lands zoned "RA3(H) Residential Apartment Zone", as shown on Attachment #4;
 - d) Prior to the execution of the Site Plan Agreement for Tower "4" of Phase 2, (lands to be zoned "RA3(H) Apartment Residential Zone" with the Holding Symbol "(H)"), the Owner shall enter into an Agreement with the City of Vaughan to dedicate any unencumbered lands that are located within Block 7 of the 4.5 m wide trail connection, as shown on Attachment #5; and,
 - e) the proposed sanitary sewer extension and connection is resolved to the satisfaction of the City and York Region.
6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the City and/or 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 comes into effect, to permit minor adjustments to the implementing Zoning By-law.

7. THAT Draft Plan of Subdivision File 19T-17V006 (Islington Steeles Ventures Inc.) BE APPROVED, to create one residential block, an open space buffer block, trail connection blocks and reserves in the manner shown on Attachment #5, subject to the Conditions of Approval set out in Attachment #1 of this report.
8. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT related Site Development File DA.18.015 (Islington Steeles Ventures Inc. - Phase 1) be allocated servicing from the York Sewage Servicing/Water Supply System for a total of 135 residential units (413 persons equivalent).”
9. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-17V006 (Islington Steeles Ventures Inc.) shall include the following clauses:
 - a) “The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City’s Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

Background

The Subject Lands (the “Subject Lands”) are located on the west side of Islington Avenue, north of Steeles Avenue West, as shown on Attachments #2 and #3, and are municipally known as 7082 Islington Avenue. The Subject Lands include valleylands to the west, which are identified as “Other Lands Owned by Applicant, Not Part of this Application”, as shown on Attachment #5. Through the review of the Applications, these lands are intended to be dedicated to the appropriate public authority, which is later discussed in this report.

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

On August 25, 2017, a Notice of Public Hearing was circulated to all property owners within 150 m of the Subject Lands. A copy of the Notice of Public Hearing was also posted on the City’s website at www.vaughan.ca and Notice Signs were installed on the Subject Lands in accordance with the City’s Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on September 19, 2017, to receive comments from the public, and the Committee of the Whole. The Recommendation of the Committee of the Whole to receive the Public Hearing report of September 19, 2017, was ratified by Vaughan Council on September 26, 2017.

No written submissions regarding the Applications were received by the Development Planning Department. The following individuals made deputations at the Public Hearing on September 19, 2017, regarding the Development:

- a) A. Volpentesta, America Avenue, Woodbridge
- b) R. Lorello, Treelawn Boulevard, Woodbridge

The following comments were provided through the deputations at the Public Hearing on September 19, 2017. The Development Planning Department offers the following responses below to the comments in the relevant sections in this report.

- a) Notice to the public was not provided beyond 150 m

The Sonoma Heights Ratepayers association advised that they were not properly notified of the proposed Development. The Development Planning Department and Office of the City Clerk staff confirm that Public Notices were circulated on August 25, 2017, to all property owners within 150 m of the Subject Lands, and to the West Woodbridge Homeowners' Association. The *Planning Act* requires that public notice be provided to property owners within 120 m of the Subject Lands. The City of Vaughan standard for notice of circulations is 150 m, which exceeds the minimum requirement of the *Planning Act*.

- b) The proposed building height and density will have a negative impact on the existing community and is unsuitable for this area

Comments were provided that the proposed apartment buildings will have a potential negative impact on the existing community, and that such approvals will set a negative precedent for the area.

The Subject Lands are located within a mixed-use area which is comprised with low-rise and mid-rise built forms. The Development consists of a 135, low-rise residential (Back-to-Back and Block Townhouse Dwellings), and four residential apartment buildings with 760 units. The current as-of-right zoning on the Subject Lands permits 7 apartment buildings ranging in height from 8 to 12-storeys, a total of 1,040 units, and a maximum Floor Space Index ("FSI") of 2.75 times the area of the Subject Lands. These land use permissions are recognized by VOP 2010.

The proposed Development, if approved, would reduce the number of apartment units permitted on the Subject Lands from 1,040 to 895 units, the number of apartment buildings from 7 to 4, and the FSI from 2.75 to 2.2 times the area of the lot calculated over the entirety of the Subject Lands. The Development adds

to the variety of built forms and housing options and reduces the overall number of units permitted on the site.

The Subject Lands are bounded by the valleylands and an existing York Region pumping station to the west, the Canadian National Railway ("CNR") and Canadian Pacific Railway ("CPR") rail lines to the north, Islington Avenue to the east, and mixed-uses and including a dwelling, a gas station, retail store, and the Steeles Avenue West right-of-way to the south. The proposed building heights are considered appropriate and compatible with the area in consideration of the immediate surrounding land use context and including existing residential apartment buildings with similar heights to the west of the Subject Lands (south-east corner of Steeles Avenue and Kipling Avenue). There are also existing commercial buildings, a 7-storey nursing home, and 9-storey residential apartment on Friuli Court, located on the east side of Islington Avenue. The appropriateness of the building height increase is further discussed in the Analysis section of this report.

c) The Development will increase additional traffic onto Islington Avenue

Comments were provided regarding the potential for increased traffic onto Islington Avenue. The Owner has submitted a Transportation Study ("TIS") and an Addendum Letter (dated June 13, 2015, and March 13, 2017), which concludes that the Development can be adequately accommodated by the existing transportation network with minimal traffic impact onto adjacent public roadways. York Region has reviewed the preliminary findings of the TIS, which concludes that there are no increased safety risks to the residents in the community, but advises that the TIS must be finalized to the satisfaction York Region. Should any traffic calming measures be warranted, the Owner is required to sign and construct traffic calming/management measures to the satisfaction of York Region. In addition, the proposed Development for a total of 895 units is less than the number of units (1,040) permitted by the current in-effect zoning for the Subject Lands.

d) The Development will inhibit proper access for emergency vehicles

The public provided comments regarding the primary access onto Islington Avenue and having an appropriate access for emergency vehicles. The Development includes one full-movements access from Islington Avenue, and will be served by private common element roads. A widened driveway access on Islington Avenue is proposed, which provides a median between the full movement access, and presents itself with the two-way traffic access. The driveway accesses have been designed to accommodate two-way traffic accesses in the event of an emergency.

The proposed plan includes a minimum 8 m wide common element road, which will allow for emergency vehicle access. Internal laneways are designed with a 6 m wide road width. The proposed configuration of the common element private

road and the intersection design at Islington Avenue will be finalized through the review of the related Site Development Application.

The Development Planning Department, on May 11, 2018, mailed a courtesy notice of this Committee of the Whole meeting to all individuals who made deputation at the Public Hearing, or who requested notification regarding the Applications.

Previous Reports/Authority

[Vaughan Council, April 20, 2009, Item 25, Committee of the Whole, Report No. 23](#)

Analysis and Options

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”) to permit the proposed Development (the “Development”) consisting of 4 apartment buildings (760 units) and 135 Back-to-Back Townhouse units, as shown on Attachments #3 to #10:

1. Official Plan Amendment File OP.15.007 to amend the Vaughan Official Plan 2010 (“VOP 2010”) to:
 - i) redesignate the Subject Lands from “Mid-Rise Mixed-Use” with a maximum building height of 12-storeys and an FSI of 2.75 times the area of the Subject Lands, to “Low-Rise Residential” (Phase 1) to permit Back-to-Back Townhouse dwellings, and “High-Rise Residential” (Phase 2) to permit apartment buildings with an FSI of 4.7, and a maximum building height of 19 to 22-storeys, on the portion of the Subject Lands designated “High-Rise Residential; and,
 - ii) to amend various Townhouse and High-Rise development criteria as described in this report.
2. Zoning By-law Amendment File Z.15.030 to rezone the Subject Lands from “RA3(H) Apartment Residential Zone” with the Holding Symbol “(H)”, subject to site-specific Exception 9(1232), “OS1 Open Space Conservation Zone”, and “OS2 Private Park Zone”, as shown on Attachment #2, to “RT1(H) Residential Townhouse Zone”, “RA3(H) Apartment Residential Zone” both with the Holding Symbol “(H)”, and the “OS1 Open Space Conservation Zone”, as shown on Attachment #4, together with site-specific zoning exceptions identified in Table 1 of this report; and,
3. Draft Plan of Subdivision File 19T-17V006 to create a residential draft plan of subdivision, as shown on Attachment #5 which includes a residential block, a trail connection block, open space buffer block, and reserves.

The Development is consistent with the Provincial Policy Statement (the “PPS”)

The PPS 2014 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 includes policies on key issues that affect communities including:

- The efficient use and management of land and infrastructure
- Protection of environment and resources
- Ensuring appropriate opportunities for employment and residential development, including support for a mix of uses

Part V - “Policies” of the PPS states (in part) the following:

Settlement Areas:

1.1.3.2 “Land use patterns within settlement areas shall be based on:

a) Densities and a mix of land uses which:

- *Efficiently use land and resources;*
- *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- *Support active transportation; and,*
- *Are transit-supportive, where transit is planned, exists or may be developed.*

b) A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

1.1.3.3. “Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated considering existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

1.1.3.4 “Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

Housing:

1.4.3 “Planning Authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by (in part):

- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) Promoting densities for new housing which efficient use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) Establishing development standards for residential intensification, redevelopment and new residential development which will minimize the cost of housing and facilitate compact form, while mainlining appropriate levels of public health and safety.”*

Natural Heritage:

2.1.1 “Natural features and areas shall be protected for the long term.”

2.1.2 “The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

2.1.8 “Development and site-alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5 and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.”

The Development is consistent with the intent of the settlement areas and housing policies of the PPS, which promote the efficient use of land and support a healthy community. The valleyland portion of the Subject Lands are immediately adjacent to the Steeles Avenue West right-of-way. The Subject Lands are located between approximately 50 m to 325 m from the Steeles Avenue West right-of-way, which is a Regional Rapid Transit Corridor, and is also served by the Toronto Transit Commission (“TTC”), and are located within proximity to existing retail and service commercial uses. The location of the Subject Lands supports alternate modes of transportation such as transit, cycling and walking. The Development minimizes land consumption, proposes housing typologies (Back-to-Back and Street Townhouses, and residential apartments) that will help meet projected housing needs, add to the variety of housing units available, and utilizes existing servicing and infrastructure. The Development will help to provide for the long-term protection of the surrounding natural environment by bringing

the proposed 4.5 m wide trail connection, 7 m wide open space buffer and subsequently, as part of the Site Development Application (File DA.18.015), the valleyland portion identified as “Other Lands Owned by the Applicant”, which are not part of these Applications, into public ownership.

The Development conforms to the Places to Grow Act – The Growth Plan for the Greater Golden Horseshoe 2017 (the “Growth Plan”)

The Growth Plan came into effect in May of 2017, and is intended to guide decision making on the development of land by encouraging a compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types. The Growth Plan encourages the concentration of population and employment growth within the settlement areas, and promotes the development of complete communities that offer a mix of housing types, access to local amenities, and connections to municipal water and wastewater systems.

Part 2.2 Policies on Where and How To Grow states (in part) the following:

Section 2.2.1 Managing Growth

“2. Forecasted growth to the horizon of this Plan will be allocated based on the following: c) within settlement areas, growth will be focused on:

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
- iv. areas with existing or planned public service facilities;”*

“4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to (in part):*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*

- ii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,*
- e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.”*

Section 2.2.6 Housing

- “2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
 - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) *planning to achieve the minimum intensification and density targets in this Plan;*
 - c) *considering the range and mix of housing options and densities of the existing housing stock; and,*
 - d) *planning to diversity their overall housing stock across the municipality.”*
- “4. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”*

Section 4.2.2 – Natural Heritage System

- “3. *Within the Natural Heritage System: a) new development or site alteration will demonstrate that: there are no negative impacts on key natural heritage features or key hydrologic features or their functions”.*
- “6. *The municipality shall continue to protect any other natural heritage features in manner that is consistent with the PPS.”*

The Subject Lands are located within a Built-Up Area where the Growth Plan encourages intensification to contribute to the establishment of complete communities where existing infrastructure and municipal services are available. The Development is consistent with the policy framework as envisioned by the Growth Plan by making a more efficient use of the Subject Lands, incorporating a more compact built-form, low-

impact development and efficient form of ground related residential development (i.e. Back-to-Back Townhouses) within a Built-Up Area at a density that is transit-supportive, ensures the protection of the valleyland features. The Development also includes apartment units, which together with the Street Townhouse and Back-to-Back Townhouse units provides a range of housing options on the Subject Lands.

The Applications to permit the Development conform to the York Region Official Plan (“YROP 2010”)

The Subject Lands are designated “Urban Area” by the YROP 2010, which permits a range of residential, industrial, commercial and institutional uses. Access to the Subject Lands is proposed from Islington Avenue, a Regional Road with a planned 36 m right-of-way, and a planned regional cycling connection (Map 10 - “Regional Cycling Network”), and Steeles Avenue West is a Regional Rapid Transit Corridor also served by the TTC.

Chapter 5 - “Policies” of the YROP 2010 states (in part) the following:

High-Quality, Sustainable Communities

“Section 5.2.3 That communities be designed to ensure walkability through interconnected and accessible mobility systems”.

“Section 5.2.4 That development requiring Regional approval shall be supported by a transportation study that assesses impacts on the Region’s transportation system and surrounding land uses. Significant development shall prioritize walking, cycling and transit.”

“Section 5.2.8 to employ the highest standard of urban design, which:

- a) provides pedestrian scale, safety, comfort, accessibility and connectivity;*
- b) complements the character of existing areas and fosters each community’s unique sense of place;*
- c) promotes sustainable and attractive buildings that minimize energy use;*
- d) promotes landscaping public spaces and streetscapes;*
- e) ensures compatibility with and transition to surrounding land uses;*
- f) emphasizes walkability and accessibility through strategic building placement and orientation;*
- g) follows the York Region Transit-Oriented Development Guidelines, and,*
- h) creates well-defined, centrally-located urban public spaces.”*

Natural Areas - Regional Greenlands System

Section 5.3.8 - "That the Regional Greenlands System shall be protected and enhanced and include pedestrian-accessible green spaces and passive parks, where appropriate."

The YROP 2010 encourages a broad range of housing types within efficient and mixed-use compact communities at an overall transit-supportive density. The range of housing includes different forms, types and tenures to satisfy the needs of the Region's residents. YROP 2010 identifies that the housing stock in the Region is primarily comprised of detached units, and recognizes that the housing market is faced with demands for a broader variety of housing forms to meet the needs of different households. YROP 2010 also encourages pedestrian scale, safety, comfort and mobility, and the enrichment of the existing area with attractive buildings, landscaping and public streetscapes.

The Development offers a variety of housing types including Back-to-Back Townhouse, Block Townhouse, and residential apartment units at a density that is transit-supportive, and is located on and in proximity to existing public transit networks. The Development would diversify the range of housing typologies found within the community, and create an urban interface with pedestrian connectivity to Islington Avenue. The Development is located outside the valleylands system identified as "Other Lands Owned by Applicant", which are not part of these Applications, which is located within the Regional Greenlands System, and its protection will be ensured through the dedication of these lands into public ownership.

York Region on April 24, 2018, exempted Official Plan Amendment File OP.15.007 (Islington Steeles Ventures Inc.) from approval by the Regional Planning Committee of the Whole and Council. This allows the amendment to come into effect following its adoption by the City and the expiration of the required appeal period, should the Applications be approved. York Region provided additional comments which required the submission of a final Traffic Impact Study ("TIS") as a condition of draft approval for the related Draft Plan of Subdivision File 19T-17V006. A condition to this effect is included in the Attachment #1 of this report. York Region has indicated they have no objection to the Applications, subject to their conditions of approval in Attachment #1b) of this report.

Amendments to Vaughan Official Plan 2010 (VOP 2010) are required to permit the Development

The Subject Lands are designated "Mid-Rise Mixed Use" and "Natural Areas" by VOP 2010, and are located within a "Community Area" by Schedule 1 - Urban Structure. Schedule 13 - Land Use Plan of VOP 2010, which permits a maximum building height of 12-stories and an FSI of 2.75 on the Subject Lands.

The "Mid-Rise Mixed-Use" designation permits a mix of residential, retail, community and institutional uses. Stacked Townhouses, Townhouses, Low and Mid-Rise Buildings

are permitted provided they are located within 70 m of an area designated “Low-Rise Residential”. The Subject Lands are not located within 70 m of a “Low-Rise Residential” designation. Stacked Townhouses, Townhouses and Low-Rise Buildings are therefore, not permitted building types in this designation. Townhouses generally should not exceed 3-storeys in building height. A High-Rise Building exceeding 12-storeys in building height is not permitted within the designation.

An Official Plan Amendment is required to redesignate the Subject Lands from “Mid-Rise Mixed-Use” and “Natural Areas” to “Low-Rise Residential”, “High-Rise Residential” and “Natural Areas” to permit Back-to-Back Townhouse, and Block Townhouse Dwellings with a maximum building height of 4-storeys, and High-Rise Buildings with a maximum building height of 22-storeys.

The Owner has submitted an Official Plan Amendment to address the requested amendments to VOP 2010 as follows:

i) Permitted Building Types and Maximum Building Height

Sections 9.2.2.1.a) and 9.2.2.1.c) of VOP 2010 permits the following Building Types: detached house; semi-detached house; Townhouse and Public and Private Institutional Buildings up to a maximum of 3-storeys in height. Pursuant to Section 9.2.3.2.a) of VOP 2010, a Townhouse is defined, in part, as *“a Low-Rise Residential Building with up to a maximum of 3-storeys in height, situated on a single parcel and part of a row of at least three but no more than six attached residential units, and shall generally front on a public street.”* Back-to-Back Townhouses are not defined by VOP 2010.

Phase 1 of the Development consists of 37, Street Townhouse dwellings within 6 residential blocks, and 98 Back-to-Back Townhouse dwellings within 8 residential blocks, for a total of 135 Townhouse units, which are accessed by common element private roads. A Back-to-Back Townhouse is not identified as a permitted building type within the “Low-Rise Residential” designation.

Townhouses are permitted building types within the “Low-Rise Residential” and “High-Rise Residential” designation. Back-to-Back Townhouses are not identified as a permitted uses or building types by VOP 2010. The Development represents a compact built-form, includes private roof-top terraces, and additional livable area within the dwelling to accommodate larger family households. For design and built-form purposes, a 4-storey building height is also proposed for the Street Townhouse dwellings, which will also provide additional livable area for larger households.

The proposed Back-to-Back Townhouse Dwellings will establish a residential Development which offers consistency in scale and building setbacks. The variety of building and unit types will not adversely impact the surrounding community as the Subject Lands are bound to the west by valleylands, Islington Avenue to the east, a rail line to the north, and a mix of residential and

commercial uses and the Steeles Avenue West right-of-way to the south, as shown on Attachment #3. The proposed building height and low-rise built form is consistent with the objective to accommodate low-rise residential housing stock in community areas while still achieving intensification within the built-up areas of the City and offering an appropriate range and mix of housing units.

The proposed Back-to-Back Townhouse Dwellings are also consistent with the “Low-Rise Building” typology, which are permitted building types within the “Low-Rise Residential” designation by VOP 2010. The proposed Back-to-Back Townhouse Dwellings are consistent with the built-form, and satisfies the intent of the development criteria in Section 9.2.3.4 of VOP 2010 for Low-Rise Buildings, in that the Back-to-Back Townhouse Dwellings will not exceed 4-storeys in height, have been adequately set back from all lot lines with an appropriate amount of front yard landscaping, roof top amenity space, and private driveways. Based on this analysis of the development criteria, the proposed Back-to-Back Townhouse Dwellings are consistent with the Low-Rise Building Type and meets the development criteria within the “Low-Rise Residential” designation.

Section 9.2.3.6.a) of VOP 2010 defines a High-Rise Building, (in part) as:

“a building over 12-storeys in height, up to a maximum building height as permitted through policy 9.2.1.4 and Schedule 13.”

However, Schedule 13 of VOP 2010 permits a maximum building height of 9 to 12-storeys on the Subject Lands.

The Development includes 4, apartment buildings with a maximum height of 22-storeys (75 m), containing 760 residential apartment units which will form part of Phase 2 of the overall Development. The in-effect Official Plan policies and zoning on the Subject Lands permit 7 apartment buildings with 1,040 residential units with a maximum building height of 12-storeys. Since the number of apartment buildings on the Subject Lands have been reduced (from 7 to 4), some of the remaining balance of residential units have been redistributed into taller buildings, thereby, increasing the density only on the portions of lands proposed to be designated “High-Rise Residential”. Although the Development will have an FSI of 2.2 calculated over the entirety of the Subject Lands an FSI of 4.7 is proposed on the “High-Rise Residential” portion of the Subject Lands only. The proposed FSI is appropriate for the Development. The apartment buildings will include studio, 1-bedroom and 2-bedroom units.

The in-effect Official Plan and Zoning By-law permits retail uses on the Subject Lands as-of-right. The Owner proposes to redesignate the Subject Lands to “Low-Rise Residential” and “High-Rise Residential” designation on the Subject Lands, which would not permit the existing retail permissions. However, the Subject Lands are located within proximity to existing retail uses in the area. The

proposal to remove the existing retail uses is therefore considered to be appropriate given the surrounding area.

ii) Development criteria respecting “Townhouse” and “High-Rise” Buildings

The proposed amendments address the “Townhouse” and “High-Rise Buildings” development criteria with respect to the number of units within a block/row, minimum facing distances between the apartment buildings, minimum setbacks from any property line, and frontage onto a private common element road. An Urban Design and Sustainability Brief prepared by RN Design, Architectural Site Plan, Townhouse Elevations, and Perspective Renderings prepared by Quadrangle Architects Limited have been submitted which illustrates how the Development addresses the built form, urban design and public realm policies of VOP 2010, specifically to address policies within Section 9.2.3.2 of VOP 2010.

Sections 9.2.3.2.a) and Section 9.2.3.2.d) permits Townhouses to be (in part):

“situated on a single parcel and part of a row of at least three but no more than six attached residential units... and that townhouses shall generally front on a public street.”

Section 9.2.3.2.e) also states (in part):

“the facing distance between blocks of Townhouses that are not separated by a public street, should generally be 18 m”.

VOP 2010 does not specifically identify the Back-to-Back Townhouse dwelling as a permitted building type. The site plan includes a range of 10 to 16 residential units within each block of Back-to-Back Townhouse, as shown on Attachment #4. The configurations of the Back-to-Back Townhouse units appear as 5 to 8 units fronting on a street, maintaining the intent of the VOP 2010 to reduce the overall length of the building.

The proposed Street Townhouse dwellings contain up to a maximum of 7 units in a row, whereas 6 in a row are permitted. The additional unit occurs only within Blocks 13 and 14, as shown on Attachment #4, and therefore, maintains the intent of VOP 2010.

The Development represents a compact Low-Rise built form, which offers a transitional built-form between the proposed “High-Rise Residential” and “Low-Rise Residential” portions of the Subject Lands.

A future Part Lot Control application will be submitted to establish parcels of tied-land (“POTLS”) for individual ownership, and thus each Townhouse dwelling will be situated on its own lot, should the Applications be approved. The future lots in the Development will have frontage on common element private roads, which are comprised of 6 m wide internal laneways, and an 8 m wide main ring road, which

will have access from Islington Avenue. A median is proposed between the widened driveway entrance at Islington Avenue and will provide a secondary access in the event of an emergency. As the Townhouse Blocks will be separated by a 6 m internal laneway, the proposed 16.5 m facing distance between units is considered appropriate, given there are walkways and landscaping treatments along the street to provide privacy for these units.

Section 9.2.3.6.d) ii) and iii) provides the following development criteria (in part):

ii) “the portions of High-Rise Buildings shall be setback a minimum of 15 m away from any property line; and;

iii) where more than one High-Rise Building is located on the same lot, the distance between any portions of the High-Rise Buildings above 12-storeys should generally be at least 30 m.”

The Owner has submitted a Sun and Shadow Impact Study prepared by Quadrangle Architects Limited, which supports the Development. In consideration of reducing shadow impacts, the apartment buildings include reduced floor plates, and greater separation distances between the podium of each buildings. The Development achieves the objective of successfully maintaining intensification within the built-up area of the City.

The Development includes a 2 m building setback to the residential apartment buildings (Towers “2” and “3”), from the property line abutting Islington Avenue, whereas Section 9.3.2.6.d) ii) requires a 7.5 m setback from a property line. The 2 m setback has been designed to provide a pedestrian-oriented scale street presence along Islington Avenue. A 6-storey podium includes a double height private amenity area which serves the apartment buildings, and through the micro-climate design, the shading, landscaping and placement will provide for a comfortable pedestrian experience.

A minimum distance of 20 m between the portions of High-Rise Buildings above 12-storeys (Towers “1” and “2”, and Towers “3” and “4”) is proposed. The minimum facing distance between Towers “2” and “3” is 28 m. VOP 2010 provides for a minimum distance of 30 m between the portions High-Rise Buildings above 12-storeys. Towers “1” and “2”, and, Towers “3” and “4” are oriented in a manner to avoid full building walls facing each other. The proposed separation distances and building orientations will provide resident privacy, and where separation distances are less than 25 m, the Owner has indicated that bedroom units will not be located where there are facing towers. The Development therefore meets the intent of the development criteria for High-Rise Buildings.

The Urban Design Guidelines for Infill Development do not apply to the Subject Lands

Vaughan Council on October 19, 2016, approved the Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods (the “Guidelines”), which help to clarify VOP 2010 policy that apply to low-rise neighbourhoods. The guidelines are typically applied to Detached, Semi-Detached and Townhouses, which are located in a stable Community Area. In accordance with Map 1 of the Guidelines, the Subject Lands are located within a Community Area, but outside of the established Community Areas where the Guidelines apply.

The Applications were submitted to the City and deemed complete on December 15, 2015, which therefore, pre-dates the applicability of the Guidelines. However, the intent of the Guidelines has been considered, and the Development has respect for the following provisions within the Guidelines:

- The front entrances to the Street Townhouse dwellings are oriented to face the common element private road;
- Consistent front yard setbacks are proposed for the “Low-Rise Residential” portion of the Subject Lands;
- Townhouse Blocks provide a 1.5 m minimum interior side yard setback;
- Townhouse Blocks are separated by a minimum of 3 m;
- Townhouse Blocks (Blocks 9 to 14) have private backyards;
- The existing healthy, mature trees within the OS1 Zone buffer block, as shown on Attachment #3, will be retained;
- The centralized 1,180 m² amenity area, as shown on Attachment #3, is in a prominent visible and easily accessible location;
- Visitor parking spaces are located along the main ring road, and can be easily and universally accessed via pedestrian landscaped walkways; and,
- A minimum 1.5 m wide landscaping buffer is provided to buffer laneways and driveways from side lot lines.

The Development represents good planning. The Owner will provide community benefits in exchange for an increase in the permitted building height, pursuant to Section 37 of the Planning Act

To facilitate the Development, the Owner proposes to amend VOP 2010 to increase the maximum building height from 12-storeys to 22-storeys and establish a permitted density (“FSI”) of 4.7 times the area of Phase 2 of the Subject Lands. Pursuant to Section 37 of the *Planning Act*, the policies of 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.

Section 10.1.2.9 of VOP 2010 includes policies to permit bonusing for increased building height and/or 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 be consistent with the applicable built form and neighbourhood compatibility objectives.

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 VOP 2010, 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, and including off-site improvements and adequate infrastructure. Following a series of discussions with the Owner to ensure that the objectives were met, the Development as shown in Attachments #4 to #11, is considered to represent good planning.

The Development is located on a unique parcel of land that is bounded by rail lines, valleylands, and a major arterial road. The surrounding area is comprised of low and mid-rise buildings with mixed-uses. The Development respects the neighbouring context by offering a wider range of housing typologies within the low and high-rise built forms. The siting of the towers along Islington Avenue offers an enhanced streetscape experience with the location of the amenity areas at ground level.

The Development provides opportunities to improve the public realm by offering a localized trail connection into the valleylands system and ensures the protection of all naturalized areas, by providing a 7 m wide open space buffer to the adjacent valleylands, which has been approved by the TRCA. The Development also conforms to the policies of VOP 2010 regarding the natural environment.

The design of the buildings will accommodate townhouse and apartment built-forms that conform to the applicable urban design policies, given the unique topography of the Subject Lands. The Development is consistent with the PPS, conforms to the Growth Plan, and the YROP 2010. The Development represents good planning in consideration of the overall context of the Subject Lands. Therefore, the proposed increase to the maximum building height 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/or density of the Development. In accordance with Section 37 of the *Planning Act*, Vaughan Council may authorize an increase in

building height and/or density of Development, in return for the provision of community benefits. VOP 2010 identifies the following benefits that may qualify:

- Upgrades to community facilities that are above the City's standard level of service;
- Enhanced public access to natural heritage features, ravines and valleylands supported by the "TRCA" involving off-site improvements/upgrades; and,
- Parkland and/or parkland improvements, or cash-in-lieu of parkland or parkland improvements that are over and above the City's standard levels of service.

In discussion with the Parks Development Department the following community benefits, which would benefit from a Section 37 contribution on and off site have been identified:

- City-wide trail improvements and/or development relating to the Vaughan Super Trail;
- Development of playground facilities on-site; and,
- Off-site sports facilities including soccer and basketball.

Further discussions will be required to determine the most appropriate allocation of the Section 37 benefit with respect to the Subject Lands. The Owner has agreed to provide a cash-contribution in the amount of \$330,000.00 towards, but not limited to, upgrades to community facilities that are above the City's standard level of service, enhanced public access to natural heritage features, ravines and valleylands supported by the TRCA, involving off-site improvements/upgrades. The potential for developing playground facilities and off-site sports facilities will also be explored. The finalization of the allocation of the Section 37 contribution will be determined to the satisfaction of the Development Planning Department. This contribution may be prioritized for the improvements to the local City-wide trail to connect to the Vaughan Super Trail located on the valleylands portion of the Subject Lands.

c) Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of this phased Development through the provisions for adequate infrastructure. The capacity for a sanitary sewage can be accommodated through a public owned sanitary connection to the Regional Pine Valley Sanitary Trunk Sewer. The water servicing connection can also be accommodated by way of a connection to the City's watermain located on the east side of Islington Avenue. The allocation of servicing capacity from the York Sewage Servicing/Water Supply System for Phase 2 will be determined upon submission of a future Site Development application.

The Owner's Section 37 contribution will benefit all future residents of the Development. Should the Applications be approved, the Owner and the City shall execute a Section 37 Density Bonusing Agreement to permit an increase to the maximum permitted building height from 12-storeys to 22-storeys, prior to the enactment of the implementing site-specific Zoning By-law. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance with the Tariff of Fees By-law 018-2018 for Planning Applications. A condition to this effect is included in the Recommendations of this report.

The proposed site-specific zoning exceptions would permit a Development that is compatible with the existing and surrounding land-uses and represents good planning

The Subject Lands are currently zoned "RA3(H) Apartment Residential Zone", with the Holding Symbol "(H)", subject to site-specific Exception 9(1323), and "OS1 Open Space Conservation Zone", which permits the following on the Subject Lands:

- 7 apartment buildings
- A maximum building height of 12-storeys
- 1,040 residential units (including live/work units)
- A minimum amenity area of 30,500 m²
- A minimum landscape area of 20,000 m²
- A combined 5,562 m² of commercial uses on the ground, main and second floors of two apartment buildings that front onto Islington Avenue.

The Owner is proposing to rezone the subject lands from "RA3(H) Apartment Residential Zone" with the Holding Symbol "(H)", subject to site-specific Exception 9(1323), and "OS1 Open Space Conservation Zone", to "RT1(H) Residential Townhouse Zone" and "OS1 Open Space Conservation Zone", in the manner shown on Attachment #4, and to permit the following site-specific zoning exceptions:

Table 1

| | Zoning By-law 1-88 Standard | OS1 Open Space Conservation Zone Requirements | Proposed Exceptions to the OS1 Open Space Conservation Zone |
|----|--|---|--|
| a. | Permitted Uses and Structures Within the OS1 Zone | No building or structure other than for conservation or flood control projects is permitted | To permit the following uses in the OS1 Open Space Conservation Zone (OS1 Zone abutting the Rail Line) only: <ul style="list-style-type: none"> • Conservation Uses - Conservation Project and Forestry Project; |

| | Zoning By-law 1-88 Standard | OS1 Open Space Conservation Zone Requirements | Proposed Exceptions to the OS1 Open Space Conservation Zone |
|----|---|---|--|
| | | | <ul style="list-style-type: none"> • A portion of an underground parking garage (Tower “1”); • At-grade visitor parking only; • Bicycle parking; and, • Hard and soft landscaping; <p>To permit the following use in the OS1 Open Space Conservation Zone (OS1 Zone for 4.5 m wide trail connection) only:</p> <ul style="list-style-type: none"> • A portion of the underground parking garage for Tower “4” only. |
| b. | Minimum Interior Side Yard Setback for Below-Grade Structures | No requirements for below-grade structures in the OS1 Zone | <p>Permit a below-grade structure to encroach into the OS1 Zone as follows:</p> <ul style="list-style-type: none"> • 3 m (north interior side lot line) • 1 m (south interior side lot line) • 0 m (front lot line) |
| | Zoning By-law 1-88 Standard | OS2 Open Space Park Zone Requirements | Proposed Exceptions to the OS2 Open Space Park Zone Requirements |
| a. | Permitted Uses and Structures Within the OS1 Zone | No building or structure other than for conservation or flood control projects is permitted | <p>To permit the following uses only within the OS2 Open Space Park Zone:</p> <ul style="list-style-type: none"> • An amenity area of 1,180 m²; • Bicycle racks; and, |

| | Zoning By-law 1-88 Standard | OS2 Open Space Park Zone Requirements | Proposed Exceptions to the OS2 Open Space Park Zone Requirements |
|----|---|---|---|
| | | | <ul style="list-style-type: none"> A portion of the underground parking garage for Towers “1” and “2” only. |
| b. | Minimum Interior Side Yard Setback for Below-Grade Structures | No requirements for below-grade structures in the OS2 Zone | <p>Permit a below-grade structure to encroach into the OS2 Zone as follows:</p> <ul style="list-style-type: none"> 0 m (rear lot line abutting Towers “1” and “2”) |
| | Zoning By-law 1-88 Standard | RT1 Residential Townhouse Zone Requirements | Proposed Exceptions to the RT1 Residential Townhouse Zone |
| a. | Definition | Zoning By-law 1-88 does not include a definition for “Back-to-Back Townhouse Dwelling units” | <p>Back-to-Back Townhouse Dwelling “means a Low-Rise Residential building, up to a maximum of 4-storeys in height, and part of a row or block of residential units. A block of back-to-back townhouse units shall consist of two rows sharing a common back wall. Each back-to-back townhouse dwelling shall have its own at-grade entrance with frontage on a common element private road”</p> |
| b. | Definition “Dwelling Street Townhouse” | Means “a townhouse dwelling in which each dwelling unit is situated on its own lot, which abuts a public street”. | Means “a townhouse dwelling in which each dwelling unit is situated on its own lot or parcel of tied land (“POTL”), which abuts a public street or private common element road”. |
| c. | Definition - “Lot” | Means “a parcel of land fronting on a public street”. | Means “a parcel of land fronting on a public road or private common element road.” |

| | Zoning By-law 1-88 Standard | RT1 Residential Townhouse Zone Requirements | Proposed Exceptions to the RT1 Residential Townhouse Zone |
|----|--|---|---|
| d. | Definition - "Street Line" | Means "the dividing line between a lot and a street or the dividing line between a lot and a reserve abutting the street". | Means "the dividing line between a lot and a street or a private common element road." |
| e. | Permitted Encroachments (Exterior Stairs, porches and balconies) | A maximum encroachment of 3 m is permitted for front or exterior side yard porch steps, a minimum 1.5 m no encroachment zone shall be maintained inside the property line | To permit a maximum encroachment of 3.5 m into a required front yard, exterior side yard, and to permit an minimum encroachment of 0.5 m for steps located in the exterior side yard; and a minimum 0.5 m no encroachment zone shall be maintained inside the property line |
| f. | Interior Steps Within a Garage | Not permitted | To permit one step within the interior of a garage |
| g. | Minimum Landscaping within Front or Exterior Side Yard | i) Minimum 33% front yard landscaping ii) Minimum 60% soft landscaping | i) Minimum 30% front landscaping ii) Minimum 50% soft landscaping |
| h. | Minimum Landscape Strip Width Abutting Outdoor Parking Areas | 3 m | 0 m |
| i. | Minimum Height of Outdoor | 1.2 m | 0 m |

| | Zoning By-law 1-88 Standard | RT1 Residential Townhouse Zone Requirements | Proposed Exceptions to the RT1 Residential Townhouse Zone |
|----|--|---|---|
| | Screening Abutting Parking Areas | | |
| j. | Minimum Lot Frontage | 6 m | 5.49 m for Blocks 9 to 14 only |
| k. | Minimum Lot Area | 162 m ² /unit | 93.9 m ² /unit: for Lots 4 to 6 (Block 14); Lots 9 to 13 (Block 13); Lots 16 to 19 (Block 12); Lots 28 to 31 (Block 10); Lots 34 (Block 9); Lots 38 to 52 (Block 8) and Lots 54 to 135, (Blocks 1 to 7), excluding Lot 77 |
| l. | Minimum Front Yard Setback | 4.5 m | 3 m (Blocks 1, 2, 3, 5, 6, 7, 8 and 9) |
| m. | Maximum Interior Garage Width | i) 3.048 m maximum interior garage width ii) 5 m maximum interior garage width | i) 3.18 m (for all lots, except Lots 32, 33, and 53) ii) 5.61 m (Lot 33 only - Block 9) |
| n. | Minimum Exterior Side Yard Setback | 4.5 m | 2.5 m (Block 1) 2.7 m (Block 2) 1.4 m (Block 3) 1.9 m (Block 5) 2 m (Block 6) 1.5 m (Blocks 7 and 8) |
| o. | Minimum Rear Yard Setback | 7.5 m | 0 m (Blocks 1 to 8) 2.7 m (Block 9 only) |

| | Zoning By-law 1-88 Standard | RT1 Residential Townhouse Zone Requirements | Proposed Exceptions to the RT1 Residential Townhouse Zone |
|----|--|--|--|
| | | | 2.2 m (Block 10 only) 6.5 m (Block 11 only) 6 m (Block 12 only) |
| p. | Minimum Lot Depth | 27 m | 12.5 m (Blocks 1 to 8) |
| q. | Maximum Building Height | 11 m | 13.6 m (4-storeys) (Blocks 1 to 8) 12.5 m (Blocks 9 to 14) |
| r. | Minimum Visitor Parking Requirement | Not Required | 0.2 visitor spaces per dwelling 27 spaces for Phase 1 |
| s. | Minimum Parking Space Dimension | 2.7 m x 6 m (parallel parking spaces) | 2 m x 6.7 m (parallel parking spaces) |
| t. | Minimum Driveway Width | Zoning By-law 1-88 does not provide minimum driveway width requirements for lots with frontages less than 6 m | 2.7 m |
| u. | Maximum Number of Townhouses in a Block | A maximum of 6 townhouse units shall be constructed in a row | Permit a maximum of 16 units within a block of back-to-back townhouse dwellings |
| | Zoning By-law 1-88 Standard | RA3 Apartment Residential Zone Requirements | Proposed Exceptions to the RA3 Apartment Residential Zone |
| a. | Definition - “Lot” | Means “a parcel of land fronting on a public street”. | Means “a parcel of land fronting on a public road or private common element road.” |

| | Zoning By-law 1-88 Standard | RA3 Apartment Residential Zone Requirements | Proposed Exceptions to the RA3 Apartment Residential Zone |
|----|--|--|--|
| b. | Definition - "Street Line" | Means "the dividing line between a lot and a street or the dividing line between a lot and a reserve abutting the street". | Means "the dividing line between a lot and a street or a private common element road." |
| c. | Minimum Lot Area | 67 m ² /unit | 50 m ² /unit |
| d. | Minimum Front Yard Setback | 7.5 m | 2 m (Towers 2 and 3) |
| e. | Minimum Interior Side Yard Setback | 11 m | 2 m (Towers 2 and 3) 0 m (Tower 4) |
| f. | Minimum Rear Yard Setback | 7.5 m | 3 m (Tower 1) 0 m (Tower 4) |
| g. | Maximum Building Height | 44 m | 65 m (19-storeys) for Towers 1 and 4 75 m (22-storeys) for Towers 2 and 3 |
| h. | Maximum Driveway Width | 7.5 m | 15 m (at Islington Avenue) |
| i. | Minimum Landscape Strip width | 6 m | 2 m (abutting Islington Avenue) |

| | Zoning By-law 1-88 Standard | RA3 Apartment Residential Zone Requirements | Proposed Exceptions to the RA3 Apartment Residential Zone |
|----|--|---|---|
| j. | Minimum Landscaping Abutting an Outdoor Parking Area | Landscape plantings with a minimum height of 1.2 m is required | 0 m |
| k. | Minimum Residential Parking and Visitor Parking | <p><u>Towers 1 and 2</u> 383 units @ 1.5 residential spaces/unit = 575 spaces 383 units @ 0.25 visitor spaces/unit =96 spaces</p> <p><u>Towers 3 and 4</u> 377 units @ 1.5 residential spaces/unit = 566 spaces</p> <p>377 units at 0.25 visitor spaces/unit = 95 spaces Total: 1,332 spaces</p> | <p><u>Towers 1 and 2</u> 383 units @ 1 residential spaces/unit =383 spaces 383 units @ 0.2 visitor spaces/unit = 77 spaces</p> <p><u>Towers 3 and 4</u> 377 units @ 1 residential spaces/unit = 377 spaces</p> <p>377 units at 0.2 visitor spaces/unit = 76 spaces Total: 913 spaces</p> |
| l. | Minimum Amenity Area | 11 m ² / unit | 10 m ² /unit |

The proposed phasing will facilitate a Development which accommodates the Owner's construction schedule for Phase 1. The Development Planning Department can support the zoning exceptions in Table 1 on the following basis:

Permitted Uses

An amendment to the OS1 Open Space Conservation Zone is required to permit portions of the underground parking structure for Towers "1" and "4", the safety berm, the 4.5 m wide trail connection at Islington Avenue, at-grade visitor parking, hard and soft landscaping, and any future playground areas. The portion of lands to be zoned OS1 along the northerly limit (abutting the rail line) of the Subject Lands, do not contain any natural heritage features, and will be privately maintained as an amenity area by the future condominium corporation. The amendment to permit the underground garage (below-grade) for Phase 2, to encroach beneath the proposed amenity area and the pedestrian walkway would not impact the development above-grade. The uses

proposed within the OS1 Zone, abutting the rail line and within the walkway blocks, and the amenity area contained within the OS2 Zone are required to facilitate this compact Development and can be supported.

Definitions

The proposed Back-to-Back Townhouse dwellings located a private common element road are not specifically defined in Zoning By-law 1-88. The proposed definition will permit the proposed use on a lot with frontage on a private common element road and for the creation POTLs for individual ownership. The proposed amendments to these definitions are required to implement the Development on a private common element road.

Building Height

The proposed building height and number of units within the Development are considered to be appropriate to accommodate a compact Development, and will offer a variety in housing type options. Given the unique shape of the lot, the proposed building height for the Townhouse dwellings will maximize the efficient use of the Subject Lands by providing additional liveable area. Staff have assessed the transitional relationship between the Development (Townhouse Block 2 and Tower “1”) to determine any potential impacts associated with height, shadow and privacy concerns. The proposed Back-to-Back Townhouses will be separated by a 6 m wide private road, a 3.5 m wide landscape strip, and a 2 m wide lay-by parking space. This provides for a minimum facing separation distance of 16.5 m to the podium of Tower “1”, which allows for pedestrian or vehicular connection between buildings with appropriate separation between habitable windows to eliminate privacy concerns. The portions of the Tower above the 3 to 6-storey podium also maintains a minimum setback of 3 m. The proposed distances and setbacks will provide appropriate privacy and microclimate conditions for the adjacent Townhouse blocks.

The proposed building height for the residential towers is also suitable given the location of the Subject Lands. Staff have assessed the relationship of the building heights between all 4 residential towers to ensure any potential impacts associated with privacy concerns. A minimum distance of 20 m between each facing tower, between Towers “1” and “2” and between Towers “3” and “4” will be provided, and the staggering of the tower locations on either side of the road will mitigate privacy concerns. The additional building height for the towers is suitable and is appropriate in consideration of the area context where high-rise buildings are existing in other areas along Steeles Avenue West. Based on the existing surrounding lands, staff can support the proposed building heights.

Minimum Yard Setbacks, Lot Frontage, Lot Area, Lot Depth, Amenity Areas, Encroachments, Minimum and Maximum Interior Garage Widths, Landscape Strip Widths, and Driveway Widths

The amendments to the lot frontage, lot area, and lot depth requirements recognize the creation of the Development blocks and POTLs for the Back-to-Back and Block Townhouses, and the residential apartment buildings, which are suitable building types that will facilitate a compact built form. The proposed driveway width from Islington Avenue (frontage) has been widened to accommodate a median between 4 lanes, which will provide a secondary access for emergency access purposes.

The proposed building setbacks for Towers “1” and “2” along Islington Avenue are appropriate and will create an active streetscape, as indoor amenity areas for the towers are proposed at ground-level, and will maximize the efficient use of the Subject Lands. The towers are appropriately set back from Islington Avenue and from all other lot lines, including the safety berm required for from the CNR and CPR right-of-way to the north of the Subject Lands.

The Development includes a 1,180 m² amenity area, which is intended to serve the Phase 2 development, and is to be zoned “OS2 Open Space Park Zone” as shown on Attachments #5 and #7. The Development Planning Department recommends that the 1,180 m² amenity area be constructed, to a temporary condition to the satisfaction of the City, as part of Phase 1 to serve the future residents of the low-rise portion of the Development. The Owner shall also provide a programming plan which shall identify the interim condition and ultimate condition (as part of Phase 2), which will be determined through the review of the related Site Development Application(s), to the satisfaction of the Urban Design and Cultural Heritage Division.

In consideration of the conceptual design of Phase 2, portions of the underground parking garage may extend into the amenity area below-grade. The implementing Zoning By-law will include and identify the requirement for the 1,180 m² amenity area within Phase 1, will not be used for any other purpose other than amenity area, but may include portions of an underground parking garage beneath the amenity area (below-grade). A condition to this effect is included in the Recommendations of this report.

The proposed Back-to-Back Townhouse dwellings are compact in built-form and will not have a rear yard setback. The proposed minimum front yard, lot area, lot frontages setbacks to the garages, covered porches and porch steps, will maximize the efficient use of the Subject Lands. The reduced lot frontage for Blocks 9 to 14 are also appropriate for this compact Development, and can be supported as front yard landscaping can still be accommodated.

The proposed landscape/amenity area will create a comfortable built form and pedestrian realm that is appropriate for this Development. The landscape width along Islington Avenue is appropriate in consideration of the additional municipal right-of-way and walkway that exists between the privately-owned lands and Islington Avenue. A common element amenity area is proposed, as shown on Attachment #4, and roof top amenity areas are also proposed for the Back-to-Back Townhouse dwellings. The front yard landscaping for the Townhouse blocks will permit paired driveways, resulting in a more attractive streetscape.

Landscaping within all other areas including the OS1 Zone buffer areas will include enhanced buffer plantings and provide an appropriate buffer to the valleylands. Continuous landscape pedestrian walkways and pedestrian cross-intersections are proposed throughout the Subject Lands and provide a pedestrian linkage to the common private outdoor amenity area.

The amendments required to permit increased driveway widths, and maximum and minimum interior garage widths are considered minor and accommodate a compact built-form.

Minimum Visitor and Residential Parking Space Requirements and Dimensions

The proposed visitor parking spaces located on the private common element road abut enhanced landscaped strips/buffers. Only slight variations are required to the minimum parking space dimensions to the lay-by parking spaces located along the main private common element ring road.

The residential parking spaces for the RT1 Zone complies with the requirements of Zoning By-law 1-88 at 2 spaces/unit for Phase 1 for a total of 270 residential parking spaces. A total of 27 visitor parking spaces (0.2 spaces per unit) are proposed to serve Phase 1, whereas visitor parking is not required in an RT1 Zone by Zoning By-law 1-88. However, typical visitor parking rates for a Townhouse development in Zoning By-law 1-88 is 0.25 spaces per unit. The Development includes a total of 913 parking spaces to serve the Phase 2 Development. A total 760 residential parking spaces and 153 visitor parking spaces for the residential apartment buildings, will be provided at a rate of 1 residential space per unit, respectively. In accordance with the Parking Study, the proposed parking supply for the Development can accommodate the expected parking demand. The Transportation Division of the Development Engineering "DE" Department supports the proposed parking supply.

It is also noted that Zoning By-law 1-88 does not include zoning categories to implement common element Street Townhouse or Back-to-Back Townhouse development. As a result, outdated zone categories with provisions intended to implement more traditional forms of townhouse development are used to implement this form of Development. Similarly, for the apartment building (Phase 2) portion of the Development of the Subject

Lands, the high density and zoning categories available in Zoning By-law 1-88 (i.e. RA3 Zone), contemplate apartment buildings utilizing an “apartment in the park” traditional design rather than contemporary zoning which provides for built-form close to the street and more modern development standards. This results in the large number of zoning exceptions identified in Table 1.

The Development was considered by the Design Review Panel (the “DRP”)

The Design Review Panel (the “DRP”) considered the proposed Development on March 30, 2017, and provided the following comments on the overall site:

Organization:

- Reconsider the street and mews system to create a street hierarchy with front entrances facing the street;
- Public amenity space should be anchored to the street;
- The relationship to the surrounding open space should be improved with attention to views and vistas from the public circulation network;
- Create a pedestrian friendly frontage along Islington Avenue with a better distribution of visitor parking internally and relocate loading within the buildings;
- The design concept should have a better transition and spatial relationship to the existing church.

Architecture and Massing

- A greater mix of units and building types, including mid rise, should be pursued to act as a transition between the townhouse blocks and the towers;
- A stronger built form relationship to Islington Avenue should be established, and the proposed 45 degree angled residential apartment towers should be redesigned to address the street.

Open Space and Pedestrian Connections

- Explore a possible trail connection/boardwalk to the Humber River valley lands to the west and connecting it to the amenity scape.

The Owner has responded to the DRP’s comments by reorienting the townhouse units to face the streets, eliminating the stacked townhouse typology and replacing it with both back-to-back and traditional townhouse units. The towers and the podium have been redesigned to provide a stronger address to Islington Avenue. The visitor parking and loading bays have been relocated internal to the site and buildings to provide a better pedestrian environment. The trail connection to the future Humber trail has been incorporated as per the recommendation of the Parks Development Department.

The architectural comments will be addressed through the Site Plan process for Phase 1 and 2. Phase 2 will be required to be presented for further consideration at a future DRP meeting.

Staff are satisfied that the Owner has addressed the comments by DRP through the current proposed Development, subject to the Recommendations of this report.

The Planning Act, permits Vaughan Council to pass a resolution to apply for future Minor Variance application(s), if required, within 2 years of a Zoning By-law coming into full force and effect

Section 29(2) 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 comes into effect. It also permits Council to pass a resolution to allow an applicant to apply for a minor variance(s) within 2 years of the passing of a by-law.

The Owner has demonstrated to the satisfaction of this Department how Phase 2 of the Development, which includes the 4 residential apartment buildings underground parking structure will function in the context of the Subject Lands. The Development Planning Department has no objection to the proposal. However, additional zoning exceptions may be required through the finalization of the Applications.

Should Council approve Zoning By-law Amendment File Z.15.030, the Development Planning Department has included a Recommendation to permit the Owner to apply for a Minor Variance application(s), if required, prior to the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the subject Development. For any relief that is not considered minor, the Owner is may be permitted to apply for a Zoning By-law Amendment to obtain Committee of the Whole approval.

The Development Planning Department has no objection to the approval of the proposed Draft Plan of Subdivision File 19T-17V006, subject to the Conditions of Approval of this report

The proposed Draft Plan of Subdivision, as shown on Attachment #5 includes:

| | |
|---|-----------------|
| Townhouse and Apartment Block (Block 1) | 4.639 ha |
| Buffer Block (Block 2) | 0.275 ha |
| 0.3 m Reserves (Blocks 3, 4, and 5) | 0.005 ha |
| 4.5 m wide Trail Connection (Block 6) | 0.019 ha |
| <u>3.5 m wide Trail Connection (Blocks 7)</u> | <u>0.015 ha</u> |
| Total | 4.953 ha |

The Development Planning Department has no objection to the approval of the proposed Draft Plan of Subdivision shown on Attachment #5, subject to the Conditions of Draft Approval included in Attachment #1. The primary purpose of the Draft Plan of Subdivision is to create a residential development Block (Block 1) for the overall Development.

In order to facilitate the creation of the individual townhouse lots, the Owner must submit a Part Lot Control Exemption application for Blocks 1 to 14, and for the residential Towers “1”, “2”, “3” and “4” to create the future Parcels of Tied Land (“POTLs”), should the Applications be approved.

The Owner has provided written confirmation to the City regarding their intention to dedicate to the TRCA or the City, the valleylands, shown as “Other Lands Owned by Applicant, Not part of these Applications”, as shown on Attachments #2 and #5. As further discussions are required to delineate the location of the private sanitary connections, which are proposed to traverse through the valleylands, the Owner is required to enter into an Agreement with the City, prior to the execution of the Site Plan Agreement for Phase 1 of the Development, agreeing to dedicate the valleylands. The Agreement shall identify a date for when the lands must be dedicated, and shall acknowledge that privately-owned services will be provided through these lands, which shall be owned and solely maintained by the Condominium Corporation(s), and that any required easements (i.e. Blanket Easements) be identified and included as an amendment to the Draft Plan. A condition is included in the conditions of Draft Plan approval in Attachment #1.

The Owner must submit a Draft Plan of Condominium application to establish the condominium tenure of the Development

Should Council approve the Applications, the proposed condominium tenure for the Development will be created through a future Draft Plan of Condominium application(s), which is subject to approval by Council. The future condominium corporation(s) will be responsible for the maintenance of all common element areas in the development, including but not limited to, underground parking, private road, landscaping, below-grade (strata) arrangements for the trail connection, sanitary and storm water connections, and amenity areas.

The Development Engineering (“DE”) Department has no objection to the Development, subject to conditions of approval

The DE Department has reviewed the Draft Plan of Subdivision and advises that further details respecting the storm water management, site servicing and grading are required. The DE Department has indicated that approval from York Region and the Toronto and Region Conservation Authority (“TRCA”) are required for service connections through the valleylands (“Other Lands Owned by Applicant Not part of this Application”) to the west. The DE Department advises that a Subdivision/Servicing Agreement is required prior to issuance of final approval at the site plan stage and/or the construction of any external servicing. The DE Department also advises that the following studies are required prior to approval of a Site Development Application for the Subject Lands or portion (phase) thereof:

- a Record of Site Condition (the “RSC”);
- a revised Traffic Impact Study (the “TIS”);

- a final Parking Study;
- a final Noise and Vibration Feasibility Study; and,
- a final Functional Servicing and Stormwater Management Report (the “FSR”)

a) Environmental

The Owner submitted a Phase One and Two Environmental Site Assessment, Remedial Action Plan, Reliance Letter, and Soil Investigation, which has reviewed by the City’s Peer Reviewer, given the complexity of the site. Staff advise that the Owner will be required to obtain a Ministry of Environment and Climate Change (“MOECC”) Record of Site Condition (the “RSC”) due to the change to a more sensitive land use. The City shall rely on the MOECC’s RSC process to ensure the reports and ultimately the lands are deemed to be suitable for the proposed development.

As remediation is required for the Subject Lands, and in accordance with the City’s contaminated site policies, a Holding Symbol (“H”) is required and will be included in the implementing Zoning By-law, and removal of the Holding Symbol for the Subject Lands, on portion thereof, is contingent upon the submission of a MOECC RSC registered on the Environmental Site Registry. Environmental Engineering staff have no objection to the Development. A condition to this effect is included in the Recommendations of this report, and is to be included within the implementing Zoning By-law, should the Applications be approved.

b) Transportation

The Owner has submitted a Parking Study prepared by CGE Transportation Consulting, dated March 29, 2018. The Transportation Division is working with the Owner to finalize the Parking Study, which must be approved to the satisfaction of the Development Engineering Department. A condition to this effect is included in the conditions of approval in Attachment #1.

c) Water Distribution

The proposed water connection will be provided through the existing 250 mm diameter City of Vaughan watermain located along the east side of Islington Avenue. Internally, the Development is to be serviced by a single 250 mm diameter looped domestic and fire line via the connection above with a water meter chamber internal to the property line. The DE Department advises that given the number of units proposed within the apartment buildings, a Water Supply Analysis Report will be required to demonstrate adequate water supply. A revised water service connection scheme may also require separate connections for the Towers.

d) Storm Water Management

A storm connection and outlet is proposed via a controlled release to a proposed outlet to the valleylands, via a proposed headwall. An external 675 mm diameter concrete storm sewer is proposed to the north-easterly portion of the Subject Lands to capture and pipe drainage along the future safety earth berm adjacent to the CPR railway, and of which all drainage will be redirected to the Humber River valleylands.

Further discussions are required to determine the ownership of the proposed 675mm diameter storm sewer, the two proposed headwall outlets and the requirement of a possible conveyance easement on behalf of the City over this storm sewer. Additional details regarding rainfall runoff and on-site retention are required for the proposed cistern tanks located in the proposed apartment buildings on the Phase 2 portion. Confirmation of the ownership of the step-pool channels from the proposed outlets will be required. Should the City assume ownership of these stepped channels, further review and approval will be required from the Environmental Services Department.

The proposed storm connection, and details regarding stormwater quantity, quality, erosion, and infiltration design is subject to review and approval by the TRCA. Quality control will be met through the implementation of an oil-grit separator and various low-impact development ("LID") measures, which is also subject to review and approval by the TRCA. The Owner is required to satisfy all requirements of the TRCA, prior to Site Plan approval.

e) Sanitary Servicing

The Owner has submitted an FSR prepared by Urbantech West, dated February 9, 2018, to illustrate the proposed servicing scheme to service the Development.

The sanitary service connection will be provided through an existing 300 m diameter gravity sewer within the Humber River Valleylands portion of the Subject Lands, which outlets to an existing 825 mm diameter Pine Valley Trunk Sewer. A proposed 250 mm diameter sanitary sewer will extend from the extent of the Regional Pine Valley Trunk Sewer and traverse the valleylands with a connection to the existing 300 mm diameter sewer to the tableland portion of the Subject Lands.

The Owner is required to demonstrate to the City staff that the extension of the sanitary sewer service through the valleylands is acceptable, subject to review/comments from York Region, and the TRCA. The ownership of the leg of the sanitary sewer within the valleylands must also be determined. York Region

has advised that the proposed sanitary sewer within the valleylands be placed in the ownership of the City. The DE Department is not prepared to accept the ownership of the leg of the sanitary sewer. However, the DE Department advises that the City may accept the ownership of the existing 15.7 m length, and 300mm diameter stub and future control manhole. However, the Owner and future Condominium Corporation(s) will be responsible for the ownership and maintenance of the sanitary sewer through the valleylands. The Owner will be required to enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise from the City, and specifically the construction of any proposed municipal services external to the developable portion of the site.

The Owner is required to finalize all sanitary sewer, water, and stormwater connections to the satisfaction of the DE Department, as a condition of Draft Plan approval. Given the conceptual nature of the proposed downstream sanitary connection, it is recommended that a Holding Symbol ("H") be applied to the Subject Lands until such time as the proposed sanitary sewer extension and connection is resolved to the satisfaction of the City. A condition to this effect is included in the Recommendations of this report.

f) Allocation of Sewage and Water Capacity

Vaughan Council on February 21, 2018, endorsed the City's latest annual servicing capacity allocation strategy report. The report confirmed servicing capacity is available to support continued urban growth throughout the City. The subject Official Plan and Zoning By-law Amendment Files OP.15.007 and Z.15.030 were reserved servicing capacity for 161 residential townhouse units (493 persons equivalent) in the report. The unit count for the ground-related portion (Phase 1) has changed from 161 residential townhouse units to 135 residential townhouse units. Accordingly, servicing capacity for the related Site Development File DA.18.015 is available and unrestricted. Therefore, the following resolution to allocate capacity to the subject developments may be recommended for Council approval:

"IT IS HEREBY RESOLVED THAT Site Development File DA.18.015 (Islington Steeles Ventures Inc.) be allocated servicing from the York Sewage Servicing/Water Supply System for a total of 135 residential units (413 persons equivalent)."

Water and sewer allocation will be required for Phase 2 of the overall Development, which is subject to a future Site Development application. This is included as a condition of approval for the removal of the Holding Symbol ("H") on the Phase 2 portion of the Subject Lands, in the Recommendations of this report.

g) Environmental Noise & Vibration Report

The Owner has submitted a preliminary Noise and Vibration Feasibility Study prepared by HGC Engineering, dated September 2015, along with an addendum letter dated December 14, 2017. A detailed Noise Study is to be conducted upon submission of a Site Development application. Potential road and railway noise analysis and mitigation must adhere to the current MOECC Guidelines to the satisfaction of the City of Vaughan.

The final Noise and Vibration Feasibility Report must be reviewed and approved to the satisfaction of the City. The report shall include all appropriate and necessary warning clauses for future purchasers/occupants within the corresponding Subdivision/Servicing Agreement. Warning clauses included in a schedule in all Offers of Purchase and Sale or Lease for all lots/units must be included to the satisfaction of the City. The report should also include all structural detail and design of any noise mitigation measures, if required, which shall be certified by a Professional Engineer licensed in the Province of Ontario.

The DE Department has no objection to the Applications subject to the conditions of Draft Plan approval in Attachment #1.

The Parks Development Department has no objection to the Development, subject to conditions in this report, and requires a blanket easement across the private valleylands and a 4.5 m wide trail connection

The Parks Development Department has no objection to the Applications and have identified the following, which require further discussion and additional details to be provided prior to the approval of the Phase 1 Site Development Application (File DA.18.015) for the Subject Lands or portion (phase) thereof:

Pedestrian Path/Walkway (the “trail connection”)

Parks Development staff have identified the requirement for a 5 or 6 m wide pedestrian pathway/walkway connection (the “trail connection”) from Islington Avenue through the Subject Lands and connecting to the adjacent valleyland system. The City has agreed to accept a minimum 4.5 m wide trail connection, which must be free and clear of all charges and encumbrances above and below-grade. This 4.5 m wide trail will be zoned “OS1 Open Space Conservation Zone”, as shown on Attachment #4, and will be publicly owned.

However, the City recognizes that the underground garage for Phase 2, as currently conceptually designed, encroaches (below-grade) into the minimum 4.5 m wide lands to be dedicated to the City. As a result, Block 7, as shown on Attachment #5, has been created to recognize a maximum encroachment of 4.5 m. The portion of Block 7 that may be subject to an encroachment by the future underground garage, will be solely

owned by the future Condominium Corporation(s). Should the ultimate underground garage design result in a lesser encroachment into Block 7, the balance of the lands below-grade will be dedicated to the City.

Block 6, as shown on Attachment #5, located within the 4.5 m wide trail connection, will be dedicated to the City, which is free and clear of any encumbrances above and below-grade. In order for the 4.5 m wide trail connection to be publicly accessible at-grade, the Owner is required to convey an easement to the City (for public access, construction and maintenance) over Block 7.

A Site Development Application for Phase 2 of the Development has not been submitted to the City. The Owner has advised that the encroachment of the underground parking garage may potentially be improved within Block 7, or relocated entirely outside of the 4.5 m trail connection below-grade. Prior to approval of a Site Development Application for the Phase 2, or portion thereof (i.e. Tower "4"), the Owner has agreed to enter into an Agreement with the City to dedicate any unencumbered portion of Block 7 (below-grade) to the City. A condition to this effect is included in the Recommendations of this report, and included as a condition of Draft Plan approval.

The Owner is required to construct this trail connection (lit to the edge of the pathway entering the valleylands), in accordance with City standards and requirements. A complete trail must be constructed as part of the Phase 1, and shall be built in an interim condition consisting of limestone screening and hardscaping. A 1.5 m high black vinyl chain-link fence must also be installed to delineate the boundary of the proposed trail connection. The City recognizes that in order to accommodate the Phase 2 works, the trail connection may be altered and/or removed in its entirety, which shall be at no cost to the City. The Owner is required to re-construct the trail connection to its ultimate design in accordance with the approved Trail Feasibility Report, to the satisfaction and at no cost to the City. A condition to this effect is included as a condition of Draft Plan approval.

A Letter of Credit (the "LC") in favour of the City for the full cost (interim and ultimate condition) of the trail connection along and the remainder of the local valleyland trail will be required. Should the Owner fail to construct the trail connection, the City will draw upon the LC to develop the trail connection as part of Phase 1 of the Development. The LC will be released upon full completion of the trail connection. A condition to this effect is included in the conditions of Draft Plan approval in Attachment #1.

Blanket Easement ("the Blanket Easement") and Trail Feasibility Study

The Parks Development Department has identified a requirement for a Blanket Easement in favour of the City of Vaughan on the valleyland portion (identified as "Other Lands Owned by Applicant"), which are not part of these Applications, and the buffer block on the Subject Lands for the purposes of constructing and maintaining a publicly accessible trail in the valleyland system, which will connect to an existing York Region service road. A Blanket Easement will not be required if the valleylands are dedicated to

the City. However, a Blanket Easement will be required should the valleylands be in the ownership of the TRCA.

The Owner must continue to work with the Parks Development Department to determine the final alignment and construction of this local trail. The Owner is required to finalize the Trail Feasibility Study, prepared by Nak Design Strategies, dated April 4, 2018, which shall include cost estimates for all proposed alignments for this future trail. A condition to this effect is included in the Recommendations of this report, as a condition of Draft Plan of Subdivision approval.

The Parks Development Department has provided a list of potential Section 37 benefits, as previously identified in this report. The Parks Development Department has no objection to the Applications subject to the conditions identified in the Recommendations of this report, and the conditions of Draft Plan approval identified in Attachment #1 of this report.

Cash-in-lieu of parkland is required for this Development

The Office of the City Solicitor, Real Estate Department has advised that for residential high-density development, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment. A condition to this effect is included in the Recommendations of this report.

The Toronto and Region Conservation Authority (the "TRCA") has no objection to the Development, subject to the conditions of approval in this report

The TRCA has reviewed the Applications, and has no objection to the proposal in-principle. The TRCA advises that additional design details are to be provided from the Owner, to the satisfaction of the TRCA. The TRCA recommends that the Holding Symbol ("H") be applied, until such time as these details have been provided to the satisfaction of the TRCA. A condition to this effect is included in the Recommendations of this report. The TRCA has identified outstanding items which may be addressed through the fulfillment of conditions of Draft Plan approval:

a) Open Space Buffer (7 m)

As part of the previous approval, the TRCA agreed to reduce the environmental buffer on the Subject Lands from 10 m to 7 m as the valley does not contain a mature vegetation community and based on the building setbacks. A fence enclosure must be added along the development side of the buffer to protect the valleylands. A condition to this effect is included in Attachment #1 of this report.

b) Stormwater Outfall

The TRCA has identified concerns regarding proposed outfall into the valleylands system. Additional details regarding the stormwater management system, pertaining to water discharge as it leaves an outlet pipe is required. The Owner is required to work with the TRCA to establish an appropriate stormwater management design, to the satisfaction of the TRCA. The TRCA acknowledges that privately owned water and sanitary service connections are proposed through the privately owned valleylands. The Owner is required to grant the TRCA and/or the City an easement over the future block to be created for the proposed water and sanitary service connections through the valleylands, which are to be privately maintained by a future Condominium Corporations.

c) Valleylands

The “Other Lands Owned by the Applicant”, which are not part of these applications, are identified as the valleylands and are zoned “PB1 Parkway Belt West Zone” by Zoning By-law 1-88, as shown on Attachment #3, which contains features including natural features, natural hazards and buffers. The TRCA recommends that these lands be conveyed into public ownership for their long term protection and management. The TRCA recommends that all-natural areas be dedicated to the TRCA, or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of the TRCA, inclusive of the “Other Lands Owned by the Applicant”, save and except the lands containing privately owned infrastructure, and any easements required for maintaining such infrastructure.

As discussed previously, the Owner intends to dedicate the “Other Lands Owned by Applicant” to the appropriate authority, prior to final approval and execution of the related Site Development Agreement. In consideration that the related Site Development File DA.18.015 has not been finalized to establish the final location of the private servicing connections traversing through the valleylands, the Owner has agreed to enter into an Agreement with the City to dedicate the portions of the valleylands, prior to the execution of the related Site Plan Agreement, which will not be privately owned for the sanitary services. A condition is included in the conditions of Draft Plan approval in Attachment #1.

The Environmental Services Department - Solid Waste Management has no objection to the proposed Development, subject to the conditions of this report

The Environmental Services Department Solid Waste Management has no objection to the proposed waste collection on the site. Upon a successfully completed Application, site inspection and executed Agreement as determined by the City, the Condominium Corporation(s) will be eligible for municipal waste collection services. Should the Condominium Corporation(s) be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection

services shall be privately administered and shall be the responsibility of the Condominium Corporation(s). The following clause shall be included within the future Condominium Agreement:

“Prior to final approval, upon a successfully completed application, site inspection and executed registration of an Agreement with the Vaughan Environmental Services Department, Solid Waste Management Division, as determined by the City, the Condominium Corporation(s) will be eligible for municipal waste collection services. Should the Condominium Corporation(s) be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation(s).”

The Ministry of Transportation (the “MTO”) has no objection to the Draft Plan of Subdivision, subject to the conditions of this report

The MTO advises that Ministry permits are required for all buildings located within 46 m from Highway 407 and the future Highway 407 Transitway property line and the radius of 396 m measured from the intersecting centre point of Highway 407 and Islington Avenue, prior to any construction being undertaken. The MTO advises that the 407 Transitway Environmental Assessment (“EA”) assignment is still evaluating alignment options around Islington Avenue. The Ministry 14 m setback will be required from the future Highway 407 Transitway right-of-way. An access from Pine Valley Transitway station will be investigated for both Islington Avenue and Pine Valley Drive. The MTO has no objection to the proposed Draft Plan of Subdivision, subject to conditions of Draft Plan approval in Attachment #1. The Owner shall satisfy all requirements of the MTO. A condition to this effect is included in the Recommendations of this report.

The Canadian Pacific Railway (the “CPR”) Corporation and the Canadian National Railway (the “CNR”) Corporation have no objection to the proposed development, subject to the conditions in this report

The CNR has reviewed the Development and has indicated they have no objection to the proposal. The Owner has submitted a Derailment Plan, which includes a 3 m high safety earth berm, and a minimum building setback of 25 m to the safety earth berm. A 1.83 m high chain-link fence will also be installed along the northerly interior lot line abutting the railway right-of-way. A condition to this effect is included in the conditions of Draft Plan approval in Attachment #1.

The CNR advises that the Owner must register on title of the Subject Lands, an agreement and environmental easement with appropriate covenants for the maintenance of mitigation measures, to the satisfaction of the CNR. The Owner is required to contact CNR directly to satisfy this condition. A condition of Draft Plan approval is included in Attachment #1.

The City of Toronto has no objection to the proposed Development

The City of Toronto Engineering and Construction Services Department has reviewed the proposed development and has no objection to the proposal in principle. The current development proposes a single access from Islington Avenue, which is outside the City of Toronto's jurisdiction, and no water or sanitary connections are to any City of Toronto infrastructure.

All school boards have no objection to the proposed Development

The York Region District School Board and York Region Catholic District School Board have reviewed the Applications and have no objection to the Development.

The Canada Post Corporation has no objection to the Development

The Canada Post Corporation has no objection to the Development. The Owner is requested to contact Canada Post Corporation in advance of any construction to discuss a suitable mailbox/mailroom location. A condition to this effect is included in the Recommendations of this report.

All utility companies have no objection to the Development

Enbridge Gas, Hydro One, Bell Canada and Alectra Utilities Corporation (formerly PowerStream Inc.) have no objection to the approval of the proposed development, subject to the Owner coordinating servicing, connections, easements and locates with the above noted utilities prior to commencement of site works.

Financial Impact

There are no requirements for new funding associated with this application.

Broader Regional Impacts/Considerations

York Region has reviewed the Applications and has determined that the proposed amendments are a matter of local significance, and does not adversely affect Regional planning policies or interest. On April 24, 2018, York Region exempted the Official Plan Amendment Application from approval by the Regional Committee of the Whole and Council.

York Region has provided the following comments regarding the Draft Plan of Subdivision:

a) **Waste Water Servicing**

York Region advises the preferred sanitary connection from the proposed Development to the Regional Pine Valley Sanitary Trunk Sewer, should be owned by the City of Vaughan. As the sewer traverses through the valleyland portion of the Subject Lands, the valleylands should be conveyed to the TRCA.

b) Water Servicing

York Region has identified a 600 mm diameter Islington Avenue watermain located on the west side of Islington Avenue, which may provide a potential connection from the water main stub. Should the Owner wish to connect to the Regional watermain at this location, the Owner is to provide additional documentation to the Regional Environmental Services Department, Infrastructure Asset Management Branch for review and approval.

c) Transportation

York Region advises that the Traffic Impact Study ("TIS") must be submitted to ensure consistency with the Region Transportation Mobility Plan Guidelines for Development Applications (November 2016) to the satisfaction of York Region. A condition to this effect is included in the conditions of Draft Plan approval in Attachment #1.

The Owner is required to satisfy all York Region requirements subject to the above comments and subject to their conditions of approval contained in Attachment #1.

Conclusion

The Development Planning Department has reviewed Official Plan Amendment File OP.15.007, Zoning By-law Amendment File Z.15.030, and Draft Plan of Subdivision File 19T-17V006 in consideration of the applicable Provincial Policies, Regional and City Official Plan policies, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies, the public, and the surrounding area context. The Development Planning Department is satisfied that the proposed Development is appropriate and compatible with the existing and permitted uses in the surrounding area for the reasons set out in this report.

On this basis, the Development Planning Department can support the approval of the Official Plan Amendment File OP.15.007, Zoning By-law Amendment File Z.15.030, and Draft Plan of Subdivision File 19T-17V006 applications subject to the Recommendations in this report, and the Conditions of Draft Approval set out in Attachment #1.

For more information, please contact Natalie Wong, Planner, Extension 8866.

Attachments

1. Conditions of Draft Plan of Subdivision Approval File 19T-17V006
2. Context Location Map
3. Location Map
4. Proposed Site Plan & Zoning
5. Proposed Draft Plan of Subdivision File 19T-17V006
6. Landscape Master Plan
7. Phasing Plan
8. Proposed Typical Back-to-Back Townhouse Dwelling Elevations
9. Proposed Typical Townhouse Dwelling Elevations
10. Townhouse Rendering
11. Conceptual Tower Elevations

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