

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2023

Item 4, Report No. 52, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan via recorded vote on December 12, 2023, as follows:

***By receiving the following Communications:***

- C2. Weston Downs Ratepayers Association, Blackburn Blvd., Woodbridge, dated December 4, 2023;***
- C4. Anna Ambrosino Halkiotis, dated December 11, 2023;***
- C5. Rose Savage, dated December 11, 2023;***
- C6. Irene Ford, dated December 10, 2023;***
- C7. Andrea Di Ilio, dated December 11, 2023;***
- C8. Elisa DeCarolus, dated December 10, 2023;***
- C9. Jessica Lo Porto, dated December 10, 2023;***
- C10. Lucy Disanto, dated December 10, 2023;***
- C11. Philip De Luca, dated December 11, 2023;***
- C12. Domenic and Rosemary Borrelli, Polo Crescent in Woodbridge, dated December 11, 2023;***
- C13. Krysten Spadafora, dated December 11, 2023;***
- C14. Joe Andreoli, dated December 10, 2023;***
- C15. Ioana Battista, dated December 11, 2023;***
- C16. Kyle McKibbon, dated December 11, 2023;***
- C17. Elvira Gousopoulos, dated December 11, 2023;***
- C19. Irene Ford, dated December 10, 2023;***
- C20. Giovanni Losiggio, dated December 11, 2023;***
- C21. Mary and Nunzio Palozzi, dated December 11, 2023;***
- C23. Fr. Ignacio Pinedo, dated December 11, 2023;***
- C24. Fansports, dated December 11, 2023;***
- C25. Josie Donato, dated December 11, 2023;***
- C26. Mary Spadafora, dated December 11, 2023;***
- C27. Richard Leblanc, dated December 11, 2023;***
- C28. Ausilia Spano, dated December 11, 2023;***
- C29. Geoffrey Mascarenhas, dated December 11, 2023; and***
- C30. Adrian, dated December 11, 2023.***

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- 4. BATTCORP HOLDINGS (VAUGHAN) LTD. AND BATTCORP II HOLDINGS (VAUGHAN) LTD. CIHA.23.002 - 661 AND 681 CHRISLEA ROAD VICINITY OF LANGSTAFF ROAD AND HIGHWAY 400**

**The Committee of the Whole recommends:**

- 1. That the recommendations contained in the following report of the Deputy City Manager, Planning and Growth Management, dated December 5, 2023, be approved; and**

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2. That the following communications be received:
  - C6. Irene Ford, dated December 4, 2023;
  - C7. Victor Lacaria, Weston Downs Ratepayers' Association, Blackburn Drive, Woodbridge, dated December 4, 2023; and
  - C8. Don Given, Malone Given Parsons Ltd., Renfrew Drive, Markham, dated December 4, 2023.

#### Recommendations

1. THAT Council request the Minister of the Ministry of Municipal Affairs and Housing ('MMAH') make an Order pursuant to section 34.1 of the Planning Act for Community Infrastructure and Housing Accelerator ('CIHA') File CIHA.23.002 (Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.), and staff be directed to submit a CIHA Order request package to the Minister of MMAH within 15 days of the passing of the Council resolution. The request package shall contain the following:
  - a. A draft CIHA Order in substantially the same form as that shown in Attachment 12 of this report;
  - b. A request to the Minister of MMAH to attach conditions to the CIHA Order, as identified in Appendix C of Attachment 12, should the CIHA Order be made by the Minister of MMAH;
  - c. A request to the Minister of MMAH to attach a condition to the CIHA Order requiring the Owner provide a minimum 5% of the total residential units for affordable housing as a CIHA Order community benefit requirement, should the CIHA Order be made by the Minister of MMAH; and
  - d. A request to the Minister of MMAH to exempt subsequent Site Plan Application, Draft Plan of Subdivision Application and Draft Plan of Condominium Applications from consistency/conformity to provincial plans, the Provincial Policy Statement 2020 ('PPS'), A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan'), York Region Official Plan 2022 ('YROP 2022') and Vaughan Official Plan 2010 ('VOP 2022').
2. THAT the CIHA Order request impose a "High-Rise Mixed-Use Zone HMU" with site-specific zoning provisions for the Subject Lands shown on Attachment 12, as follows:

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### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 12, 2023**

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- a. Four (4) residential tower buildings with a maximum permitted height of 35 storeys (112 m) containing a maximum of 1,488 dwelling units;
- b. A minimum 304 m<sup>2</sup> of at-grade commercial uses across the entirety of the Subject Lands;
- c. An at-grade POPS; and
- d. Two private outdoor amenity spaces for resident use.

## Committee of the Whole (2) Report

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**DATE:** Tuesday, December 5, 2023

**WARD:** 3

**TITLE: BATTCORP HOLDINGS (VAUGHAN) LTD. AND BATTCORP II HOLDINGS (VAUGHAN) LTD.  
CIHA.23.002  
661 AND 681 CHRISLEA ROAD  
VICINITY OF LANGSTAFF ROAD AND HIGHWAY 400**

**FROM:**

Haiqing Xu, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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**Purpose**

To seek endorsement from the Committee of the Whole to use the Community Infrastructure and Housing Accelerator ('CIHA') tool through CIHA Application File CIHA.23.002 (the 'Application') to seek a CIHA Order from the Minister of the Ministry of Municipal Affairs and Housing ('MMAH') for the subject lands on Attachment 1, to permit the development shown on Attachments 2 to 7 (the 'Development') consisting of:

- 1,488 residential units across four residential towers: two at 32-storeys and two at 35-storeys;
- Ground floor commercial uses; and
- A privately owned publicly accessible space ('POPS').

**Report Highlights**

- The Owner proposes Council consider facilitating the Development through use of the CIHA tool.
- The Development Planning Department proposes conditions as outlined in this report should Council resolve to support the use of the CIHA tool for the Development.

## **Recommendations**

1. THAT Council request the Minister of the Ministry of Municipal Affairs and Housing ('MMAH') make an Order pursuant to section 34.1 of the *Planning Act* for Community Infrastructure and Housing Accelerator ('CIHA') File CIHA.23.002 (Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.), and staff be directed to submit a CIHA Order request package to the Minister of MMAH within 15 days of the passing of the Council resolution. The request package shall contain the following:
  - a. A draft CIHA Order in substantially the same form as that shown in Attachment 12 of this report;
  - b. A request to the Minister of MMAH to attach conditions to the CIHA Order, as identified in Appendix C of Attachment 12, should the CIHA Order be made by the Minister of MMAH;
  - c. A request to the Minister of MMAH to attach a condition to the CIHA Order requiring the Owner provide a minimum 5% of the total residential units for affordable housing as a CIHA Order community benefit requirement, should the CIHA Order be made by the Minister of MMAH; and
  - d. A request to the Minister of MMAH to exempt subsequent Site Plan Application, Draft Plan of Subdivision Application and Draft Plan of Condominium Applications from consistency/conformity to provincial plans, the Provincial Policy Statement 2020 ('PPS'), A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan'), York Region Official Plan 2022 ('YROP 2022') and Vaughan Official Plan 2010 ('VOP 2022').
2. THAT the CIHA Order request impose a "High-Rise Mixed-Use Zone HMU" with site-specific zoning provisions for the Subject Lands shown on Attachment 12, as follows:
  - a. Four (4) residential tower buildings with a maximum permitted height of 35 storeys (112 m) containing a maximum of 1,488 dwelling units;
  - b. A minimum 304 m<sup>2</sup> of at-grade commercial uses across the entirety of the Subject Lands;
  - c. An at-grade POPS; and
  - d. Two private outdoor amenity spaces for resident use.

## **Background**

Location: 661 and 681 Chrislea Road (the 'Subject Lands'). The Subject Lands and the surrounding land uses are shown on Attachment 1.

Date of Pre-Application Consultation Meeting: May 29, 2023

Date Application Deemed Complete: October 6, 2023

***Community Infrastructure and Housing Accelerator ('CIHA')***

Bill 109, *More Homes for Everyone Act, 2022*, received Royal Assent on April 14, 2022, and made several amendments to the *Planning Act*, R.S.O.1990, c.P.13 (the '*Planning Act*'). Amongst the series of amendments, a new planning tool has been created, known as the CIHA within section 34.1 of the *Planning Act*, which enables municipalities to submit requests to MMAH for the issuance of a zoning order on a given site. Staff outlined the provisions of the CIHA tool in the February 28, 2023 Committee of the Whole Report, which was received by Council on March 21, 2023. The link to that report is provided within the Previous Reports/Authority section.

***The Applicant is seeking that Council request a CIHA Order from MMAH to facilitate the Development.***

Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd. ('the Owner') has submitted the CIHA Application for the Subject Lands to convert the lands from employment to mixed-use, and facilitate the Development as shown on Attachments 2 to 7.

***Exemptions from conformity/consistency to provincial plans and municipal official plans for future applications.***

Subsection 34.1(15) of the *Planning Act* allows the Minister of MMAH, at the request of Council via resolution, to exempt subsequent development approval processes from being required to be consistent with the PPS, and from conformity to provincial and municipal official plans. The subsequent development approval processes include: Draft Plan of Subdivision, Draft Plan of Condominium, and Site Development Applications. The exemption avoids challenges that the subsequent development applications may face in carrying out the principle of development the CIHA Order would impose.

As a supplement to the Council resolution, the CIHA Order request must also include additional information: the identification of any licenses, permits, approvals and permissions required to fully permit the proposed development, and a draft CIHA Order which permits the intended use on the Subject Lands.

***The Subject Lands about a Provincially Significant Employment Zone ('PSEZ').***

The PPS and Growth Plan provides guidelines and criteria for land use conversions of PSEZ.

Within the YROP 2022, the Subject Lands are identified as "Urban Area" under Regional Structure Map 1 and "Community Area" under Land Use Designations Map 1A. In VOP 2010, the Subject Lands are designated "Prestige Employment".

For typical *Planning Act* applications, Section 1.3.2.4 of the PPS and Sections 2.2.5.9 and 2.2.5.10 of the Growth Plan requires a Municipal Comprehensive Review ('MCR') be undertaken in order to consider converting employment lands to non-employment uses. Under Section 34.1 of *Planning Act*, the CIHA tool exempts development proposals from the traditional planning frameworks, including MCRs for employment conversions.

York Region (or the 'Region') undertook a recent MCR, in which the Subject Lands were considered for land use conversion. City Staff recommended against the employment land conversion in the May 20, 2020, Committee of the Whole Report, which was supported by Council on May 27, 2020. Regional Staff recommended against the conversion in its October 15, 2020, Committee of the Whole Report. Regional Council approved the conversion at its October 22, 2020, meeting. The Subject Lands were subsequently removed from the PSEZ designation by MMAH.

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

- Date of Notice (Circulated 1000 m from Subject Lands as shown on Attachment 1): August 10, 2023  
The Notice of Public Meeting was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and Notice Signs were installed along Langstaff Road, Silmar Drive, and Chrislea Road in accordance with the City's Notice Signs Procedures and Protocols.
- Date of Public Meeting: September 12, 2023, date ratified by Council September 26, 2023
- Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: November 23, 2023

**Previous Reports/Authority**

Previous reports related to the application can be found at the following links:

More Homes For Everyone Act, 2022 – Community Infrastructure and Housing Accelerator, Committee of the Whole Report  
[February 28, 2023, Committee of the Whole \(Item 1, Report 11\)](#)

Battcorp Holdings (Vaughan) Ltd., and Battcorp II Holdings (Vaughan) Ltd, Committee of the Whole Public Meeting  
[September 12, 2023, Committee of the Whole Public Meeting \(Item 5, Report 33\)](#)

**Analysis and Options**

***Public Consultation and Indigenous Engagement is required in accordance with the MMAH's CIHA tool guidelines.***

**Public Meeting**

The September 12, 2023, Public Meeting and its notice generated comments from the public. The following are a summary of the comments provided and received to date. The comments are organized by topics as follows:

**Infrastructure Capacity**

- Concern over how the Development will affect the City's infrastructure.
- The Development will take away from servicing allocation capacity in areas that have already been planned for long term growth such as Weston and Highway 7 and Vaughan Mills Centre.

- The Development is considered unplanned and unscheduled growth that was not contemplated in any master servicing plan and will compound existing infrastructure constraints.

### **Land Use Compatibility**

- The Subject Lands abut lands within a Provincially Significant Employment Zone ('PSEZ'). The Development could result in the displacement of businesses.
- The Development could have a cascading impact for other land use conversions within Employment Areas.
- Given the site's proximity to Highway 400, the land is more suitable to be preserved for employment uses.

### **Environmental Impacts**

- How will the Development align with the City's Environmental Goals and initiatives?

### **Traffic Impacts**

- The Development may impact traffic in the area.

### **Nature of Application Process**

- The criteria for a CIHA approval is not met.
- The Development proposed is a normal application which could proceed through the OPA and ZBA process.
- The Development is outside of other Secondary Plan Areas where land use conversions from employment uses to residential uses are being contemplated (e.g. Weston and Highway 7). If additional land use conversions are to be considered, they should be considered holistically as part of a larger lands assessment.

### **Indigenous Engagement**

Prior to submitting a CIHA request to MMAH, the City is required to demonstrate that proper Indigenous consultation has occurred. The City in turn created guidelines requiring Owners seeking a CIHA process to provide adequate evidence to the City's satisfaction that Indigenous engagement has occurred prior to seeking endorsement from Council.

The Owner engaged with various Indigenous groups, specifically the Mississaugas of The Credit First Nation and Nation Huronne-Wendat. The Owner provided responses from the two noted Indigenous groups. The consultation will form part of the submission materials to the MMAH should Council choose to endorse the CIHA Order request.

***A CIHA Order is not required to be consistent with the PPS, or conform to the Growth Plan, as amended, and YROP 2022. The CIHA process exempts the Development from the PPS 2020, Growth Plan 2019, as amended, YROP 2022 and VOP 2010.***

Provincial Policy Statement, 2020 ('PPS')

The PPS provides direction on matters of Provincial interest related to land use planning and development and include building strong, healthy communities with an emphasis on efficient development and land use patterns, wise use and management of resources, and protecting public health and safety.

The Subject Lands are within a Settlement Area and the Delineated Built-Up Area of the Built Boundary of York Region. The Proposed Development facilitates a compact urban form through the intensification of underutilized lands in the City's established Settlement Area where full municipal services exist. The compact urban form, the ability to utilize existing municipal infrastructure, and the opportunity to provide housing with varying unit sizes facilitates a higher density development that capitalizes on the transportation infrastructure investments, consistent with the PPS.

The Development is also within an Employment Area as defined by the Growth Plan, YROP 2022 and VOP 2010. Section 1.2.6 of the PPS directs that the introduction of sensitive land uses including residential shall only be considered adjacent to Employment Areas if the following has been considered:

- a) there is an identified need for the proposed use;
- b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- c) adverse effects to the proposed sensitive land use are minimized and mitigated;
- d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

The Subject Lands are located in "Stable Areas" between two "Intensification Area" as defined by VOP 2010. The contemplated Development would assist in adding to the City's housing supply including affordable housing. However, residential and commercial uses outside the defined "Intensification Areas" may interrupt the existing Employment Area along Langstaff Road.

A Land Use Compatibility Study, Air Quality and Odor Impact Study, and revised Noise Impact Study, in addition to other studies/documentation, will be required at a subsequent *Planning Act* application stage to assess the land use surrounding the Subject Lands. The findings of the studies will determine if there is concern with land use compatibility and, if applicable/appropriate, identify appropriate mitigation measures. The Owner has provided a letter in Attachment 13 identifying their intent to submit those studies at a subsequent *Planning Act* application stage. As previously stated, CIHA applications are exempted from provincial policies including the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan')

The Growth Plan provides a framework for implementing the Province's vision for building strong, prosperous communities within the Greater Golden Horseshoe to 2041. The premise of the Growth Plan is building compact, vibrant and complete communities, developing a strong competitive economy, protecting and wisely using natural resources, and optimizing the use of existing and new infrastructure to support growth in a compact and efficient form.

The Subject Lands are not within an Intensification Area and are not located adjacent to a future Major Transit Station Area ('MTSA'). The Growth Plan defines a MTSA as the area within an approximate 500 to 800 m of a transit station.

York Region Official Plan 2022 ('YROP 2022')

- Subject Lands are identified as "Urban Area" under Regional Structure Map 1 and "Community Area" under Land Use Designations Map 1A of YROP 2022.
- The majority of residents, personal services, retail, arts, culture, recreational facilities and human service needs are to be located within the Community Area designation.
- Employment opportunities remain encouraged within the Community Area designation under policy 4.2.1.

The findings noted from the review of the PPS, Growth Plan, and YROP 2022 above are informational to assist Council in determining the merit of the proposal.

***A CIHA Order would override the policies of VOP 2010.***

VOP 2010 sets out the municipality's general planning goals and policies that guide future land use. A CIHA Order is not required to demonstrate conformity to the policies of VOP 2010. However, for the purpose of analysis, the existing policy framework in relation to the Development is identified below:

- "Employment Area" on Schedule 1 – Urban Structure by VOP 2010
- "Prestige Employment" on Schedule 13 – Land Use by VOP 2010. This designation permits uses related to economic activity (industrial, manufacturing, warehousing, and some office uses).
- The uses, height, density and land use permissions under this designation do not permit the Development as contemplated.
- A density of 6.34 is proposed. Similar vehicle-dependent areas where high-rise development is contemplated have density ranges of 1.5-4.5 (Centre Street Corridor), 2.5-6.05 (Carrville Secondary Plan), 2-4 (Vaughan Mills Secondary Plan), and 2.5-6.5 (Promenade Centre Secondary Plan). Vaughan Mills and Promenade Centre are well-served by public transit as they have bus terminals and are on rapid transit routes. The Subject Lands are solely serviced by York Region Transit Route 12, which only operates during rush hour on weekdays.

The findings noted from the review of VOP 2010 above are informational to assist Council in determining the merit of the proposal.

***A CIHA Order would override parts of Zoning By-law 001-2021.***

In the case of a conflict with Zoning By-law 001-2021 (the 'Zoning By-law'), the zoning imposed by a CIHA Order would prevail to the extent of the conflict. In areas where there is no conflict, the Zoning By-law continues to apply.

The Development is not permitted by the current zone category for the Subject Lands. Under the Zoning By-law the Subject Lands are zoned "Service Commercial Zone SC", subject to site-specific exception 14.752. The zone principally permits automobile service uses and other uses suitable for the travelling public. Exception 14.752 permits additional service and retail uses: dry cleaning/clothing establishment, car establishment, funeral services, hardware store, motor vehicle sales pet food outlet, pharmacy, and retail service.

The Owner is requesting a "High-Rise Mixed-Use Zone HMU" with site-specific provisions as identified in the draft CIHA Order in Attachment 12 of this report to permit the Development. Some of the commercial uses permitted within the SC Zone are permitted within the HMU Zone. Approximately 304 m<sup>2</sup> of at-grade commercial use is proposed in the Development.

The Development Planning Department has reviewed the proposal. Should Council endorse the CIHA Order request, the required zone provisions to permit the Development are identified in Attachment 12.

The Development proposes no parking for the commercial use(s) whereas 11 spaces are required; staff do not support this request. There should be space for the employees and customers that live outside of the Subject Lands to park as public transit service is infrequent and limited. Development Engineering, in its comments contained within Attachment 8, concurs with maintaining the minimum parking requirement.

The Owner proposes to add 'block townhouse dwelling', 'outdoor patio', and 'privately owned public space' ('POPS') to the list of permitted uses in the CIHA Order request. The requested HMU Zone does not permit block townhouses, nor do the conceptual plans contemplate this use or density. Staff do not support the inclusion of the townhouse use. The requested outdoor patio and POPS uses are included within the definition of urban square, which is a permitted use within the HMU Zone. Therefore, staff support the inclusion of the urban square term as an all-encompassing term for the proposed outdoor patio and POPS uses.

The Owner requests consideration of a 0 m tower step-back be entertained whereas 3 m is required within the HMU Zone. Urban Design Division has raised significant concern with the compatibility of the built form in relation to the surrounding low-rise uses, and the lack of stepping to facilitate a transition and reduce wind tunneling effects.

For this reason, staff is not supportive of any alteration to the minimum tower step-back provision.

Approximately 5.02 m<sup>2</sup> of amenity area per dwelling unit is required by the Zoning By-law, whereas 4 m<sup>2</sup> (2 m<sup>2</sup> indoors and 2 m<sup>2</sup> outdoors) is proposed, a shortfall of 1,398 m<sup>2</sup> at the current density. The site is within an employment area, which does not contain nor is in proximity to public spaces. As the intent of a CIHA is to encourage community benefits above and beyond that typically required of a traditional *Planning Act* application process and to expedite priority developments, staff is not supportive of the proposed amenity area reduction.

Should the Minister of MMAH issue a CIHA Order in response to the Council resolution only the Minister may make further amendments to the CIHA Order.

***The Planning Act allows for the CIHA Order to contain conditions that can only be cleared and/or removed by MMAH.***

Under Section 34.1(13) of the *Planning Act*, the Minister of MMAH may impose conditions on the CIHA Order. The conditions can only be cleared and/or removed by the Minister. To ensure the orderly development of the Subject Lands the City has proposed conditions, which may be referred to in Appendix B of Attachment 12, to be included with the CIHA Order request. The Minister of MMAH is solely responsible for lifting the condition. It is anticipated that MMAH will liaise with the appropriate party requesting the condition to ensure the concerns are satisfactorily addressed before having the Minister clear it. Please refer to Attachment 11 for a detailed summary outlining the rationale for each condition.

***Community benefits above and beyond the Planning Act requirements are to be provided as part of the CIHA Order request, to the satisfaction of the City.***

The City of Vaughan considers contribution to community benefits for CIHA Order requests on a case-by-case basis. On March 21<sup>st</sup>, 2023, Council adopted to receive the February 28, 2023, report which outlines key priorities that are intended to meet the City's objectives for creating complete communities. These priorities are to be considered and/or assist in securing benefits above and beyond what is required through the standard approval process of an Official Plan and Zoning By-law Application.

The Development proposed on the Subject Lands will contain the following additional community benefit:

- A minimum of 5% of the total residential dwelling units shall be reserved for Affordable Housing.

The definition of 'Affordable Housing' is referenced in the draft CIHA Order and is tied to the definition within YROP 2022. The 'Affordable Housing' will be finalized and secured through a future agreement to be registered on the property. A condition to this effect is listed in Appendix B of Attachment 9.

***Community Benefits Charge ('CBC') is applicable and will be collected at Building Permit Stage.***

The Development meets the criteria for CBC being 5 or more storeys and 10 or more units. The City passed the CBC By-law on September 14, 2022, which is therefore the applicable mechanism used to collect community benefits.

**Operational Impact**

***Development Planning Department***

Through the last regional MCR, the Subject Lands progressed through an employment land conversion and was subsequently not included in an employment area. According to YROP 2022, the Subject Lands are designated "Community Area", but are not within an area identified for intensification. Residential towers are well-suited within identified Intensification Areas where services and infrastructure are planned/available.

The Development is a step towards meeting the City's objectives of creating a complete community by taking underutilized employment lands and providing a variety of housing options, including affordable housing and commercial space within proximity of each other.

Staff will continue to work with the Owner in advancing the Development forward upon direction from Council. The building footprint, site plan layout and parking arrangement are conceptual and will be subject to further change as the application progresses. The level of intensity planned for the Subject Lands requires a detailed and strategic design that is both transit and pedestrian oriented. The provisions required to facilitate this vision will be incorporated into the draft CIHA Order as conditions identified in Attachment 11 and Attachment 12, Appendix B.

The CIHA Order for 661 and 681 Chrislea Road will be precedent setting for an area that is comprised of employment uses along with some commercial uses. Developing broader long-term land use policies along the Langstaff Road corridor should therefore be explored if demand for further employment conversions is contemplated or considered within proximity to the Subject Lands. Such review should consider land-use compatibility, safety and planned or required infrastructure improvements. Staff recognizes however that such an initiative is outside the scope of this specific application.

***Departmental and External Agency Comments***

This Application was also circulated to other applicable City departments and external agencies for comment. The following City departments and external agencies have provided their comments in Attachment 8:

- Urban Design Division
- Development Engineering
- Fire and Rescue Service
- Building Standards Department
- Parks Infrastructure Planning and Development

- Real Estate

The comments provided by the above-noted City Departments and external agencies will be addressed through draft CIHA Order conditions shown in Attachments 11 and 12 of this report. Some condition requests are not included in the attachments as they deal with concerns that do not affect the principle of development and are best satisfied at the subsequent Development Application stage. CIHA Order conditions may only be imposed, managed, and cleared by MMAH.

The following City departments and external agencies responded with no comments or concerns:

- Cultural Heritage Division
- Environmental Services
- Canada Post
- Financial Planning & Development Finance
- Rogers
- Enbridge
- York Catholic District School Board
- Alectra Utilities

### **Financial Impact**

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

### **Broader Regional Impacts/Considerations**

#### ***York Region***

York Region has reviewed the Application and provided their comments as shown in Attachment 9.

YROP 2022 policies coordinate and set the stage for more detailed planning by local municipalities. The Application proposes to increase the maximum permitted density on a site-by-site basis. The site is surrounded by employment uses and would create an isolated community without access to schools, community facilities, walkable destinations, etc., which does not constitute comprehensive planning. A CIHA Order should not be used to by-pass a comprehensive planning process and policies that consider the surrounding context, good planning principles, and create desirable, complete neighbourhoods. Site-specific increases in height, densities and therefore total number of residential units, sets a precedence and expectation for other properties in close proximity as well as across the Region. The cumulative impacts of site-specific amendments have the potential to impact the ability to service areas where significant growth through intensification is intended to occur.

If Council elects to proceed with the CIHA Order request, York Region has provided conditions to be included in the draft Order as shown in Attachment 12.

***The Toronto and Region Conservation Authority ('TRCA') has the following comments:***

The TRCA has reviewed the Application and has provided its comments in Attachment 10.

A small eastern portion of the Subject Lands are within the TRCA's Regulated Area. The proposed works are located outside of the Regulated Area. As such, TRCA's planning and regulatory interests are not impacted.

**Conclusion**

The Development Planning Department has reviewed the CIHA Application. Under Section 34.1 of the *Planning Act*, CIHA proposals are exempt from demonstrating consistency with the PPS, and conformity to the Growth Plan, YROP 2022 and VOP 2010. The Development Planning Department believes in maintaining a comprehensive and orderly approach to planning. Through the evaluation of the proposal, Development Planning recommends Council include Attachments 11 and 12 in its resolution and submission package to MMAH should it choose to endorse CIHA application File CIHA.23.002.

Should Council not endorse the CIHA Order request, file CIHA.23.002 shall be received for information and the Zoning By-law remains the solely applicable zoning document for the Subject Lands. This decision would direct staff to cease the processing of the CIHA Order request and close the file.

**For more information**, please contact David Harding, Senior Planner, at extension 8409.

**Attachments**

1. Context, Location, and Zoning Map
2. Conceptual Site Plan
3. Conceptual Landscape Plan
4. Conceptual Building Elevations - North and East
5. Conceptual Building Elevations - South and West
6. Conceptual Perspective Rendering - Southwest
7. Conceptual Perspective Rendering - Southeast
8. City Departments and External Agencies Comments
9. York Region Comments
10. Toronto and Region Conservation Authority Comments
11. Community Infrastructure & Housing Accelerator (CIHA) Order Conditions Rationale
12. Draft Community Infrastructure & Housing Accelerator (CIHA) Order
13. Owner Letter of Commitment

**Prepared by**

David Harding, Senior Planner, ext. 8409

Carmela Marrelli, Senior Manager of Development Planning, ext. 8791

Nancy Tuckett, Director of Development Planning, ext. 8529

**Approved by**

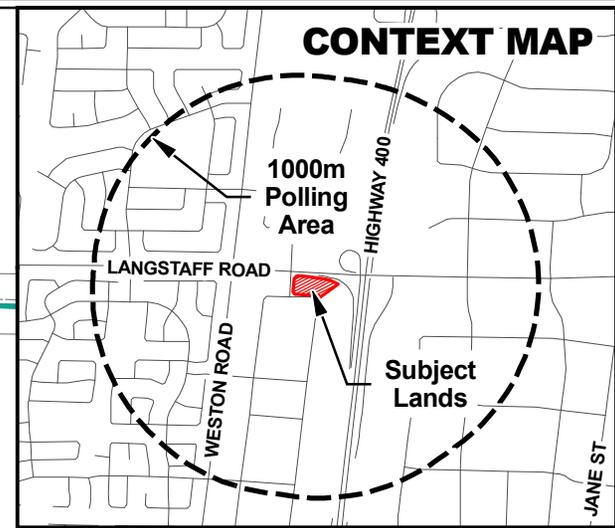
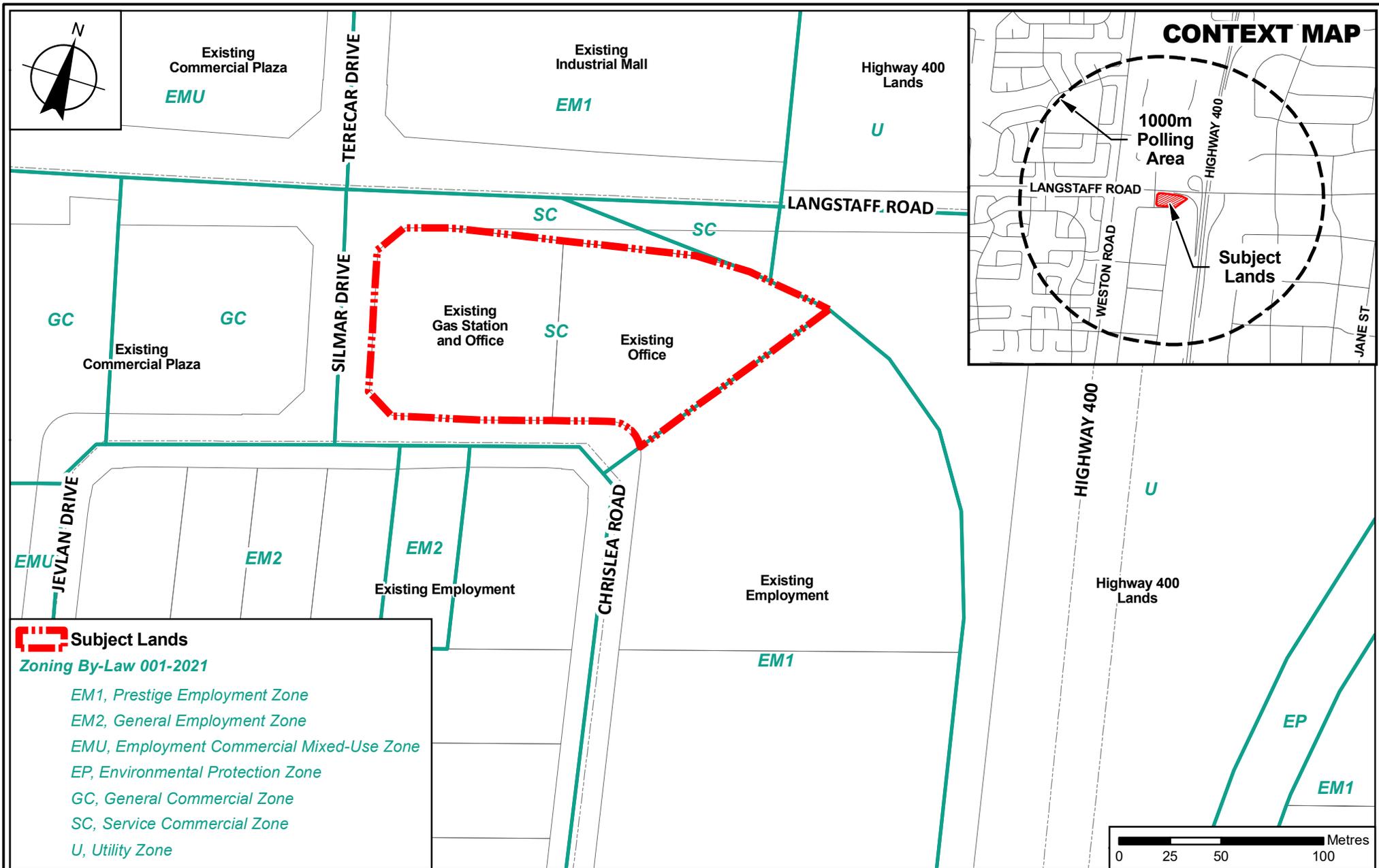


Haiqing Xu, Deputy City Manager,  
Planning and Growth Management

**Reviewed by**



Nick Spensieri, City Manager



**Subject Lands**  
**Zoning By-Law 001-2021**

- EM1, Prestige Employment Zone*
- EM2, General Employment Zone*
- EMU, Employment Commercial Mixed-Use Zone*
- EP, Environmental Protection Zone*
- GC, General Commercial Zone*
- SC, Service Commercial Zone*
- U, Utility Zone*



# Context, Location, and Zoning Map

**Location:**  
 661 and 681 Chrislea Road  
 Lots 33 and 34 Plan 65M-2588  
 Part of Lot 10, Concession 5

**Applicant:**  
 Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.

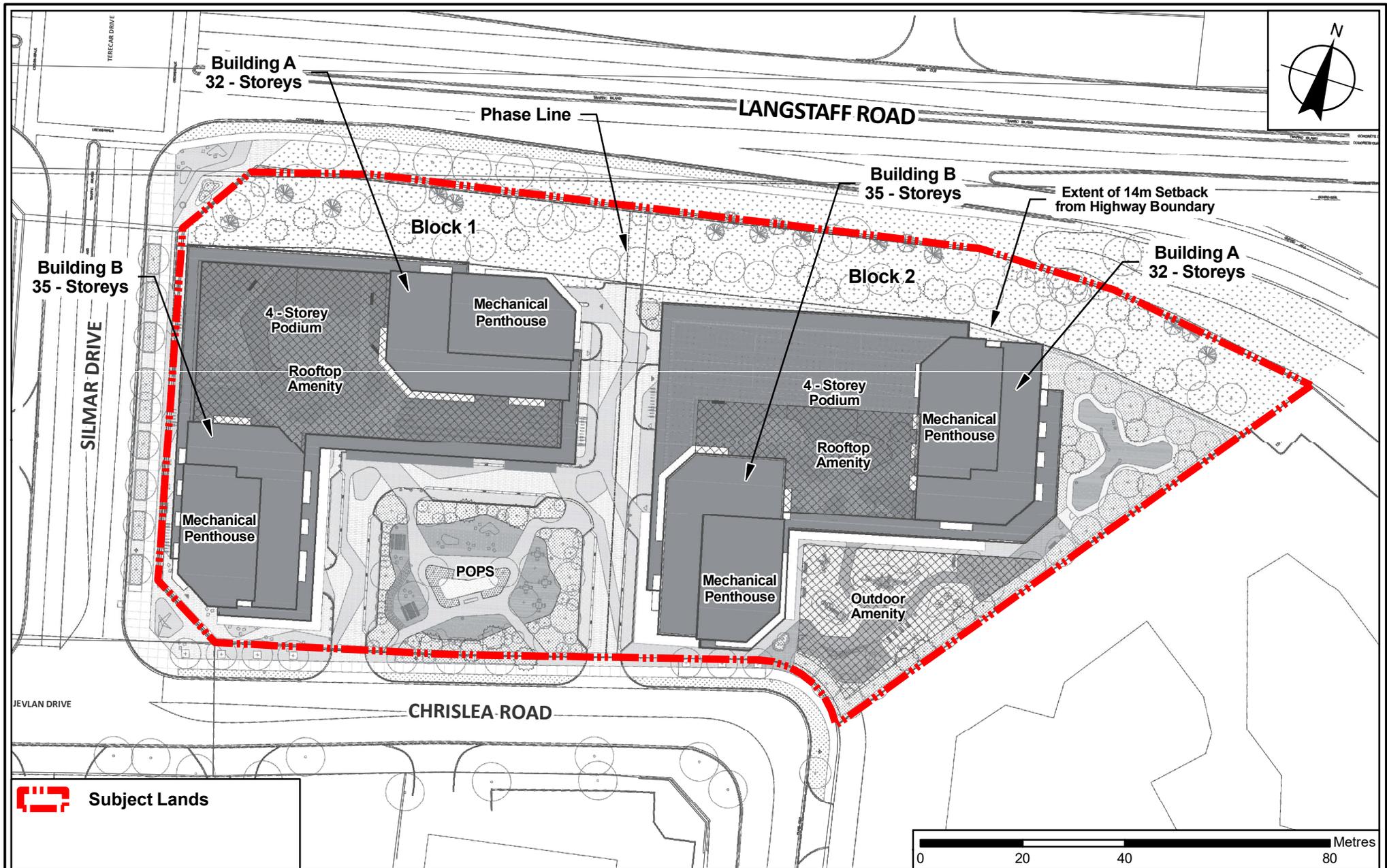
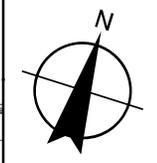


# Attachment

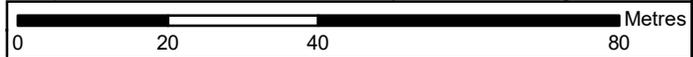
**File:** CIHA.23.002  
**Related Files:**  
 OP.23.011 and Z.23.020

**Date:**  
 December 5, 2023

# 1



 Subject Lands



# Conceptual Site Plan

**Location:**  
661 and 681 Chrislea Road  
Lots 33 and 34 Plan 65M-2588  
Part of Lot 10, Concession 5

**Applicant:**  
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.

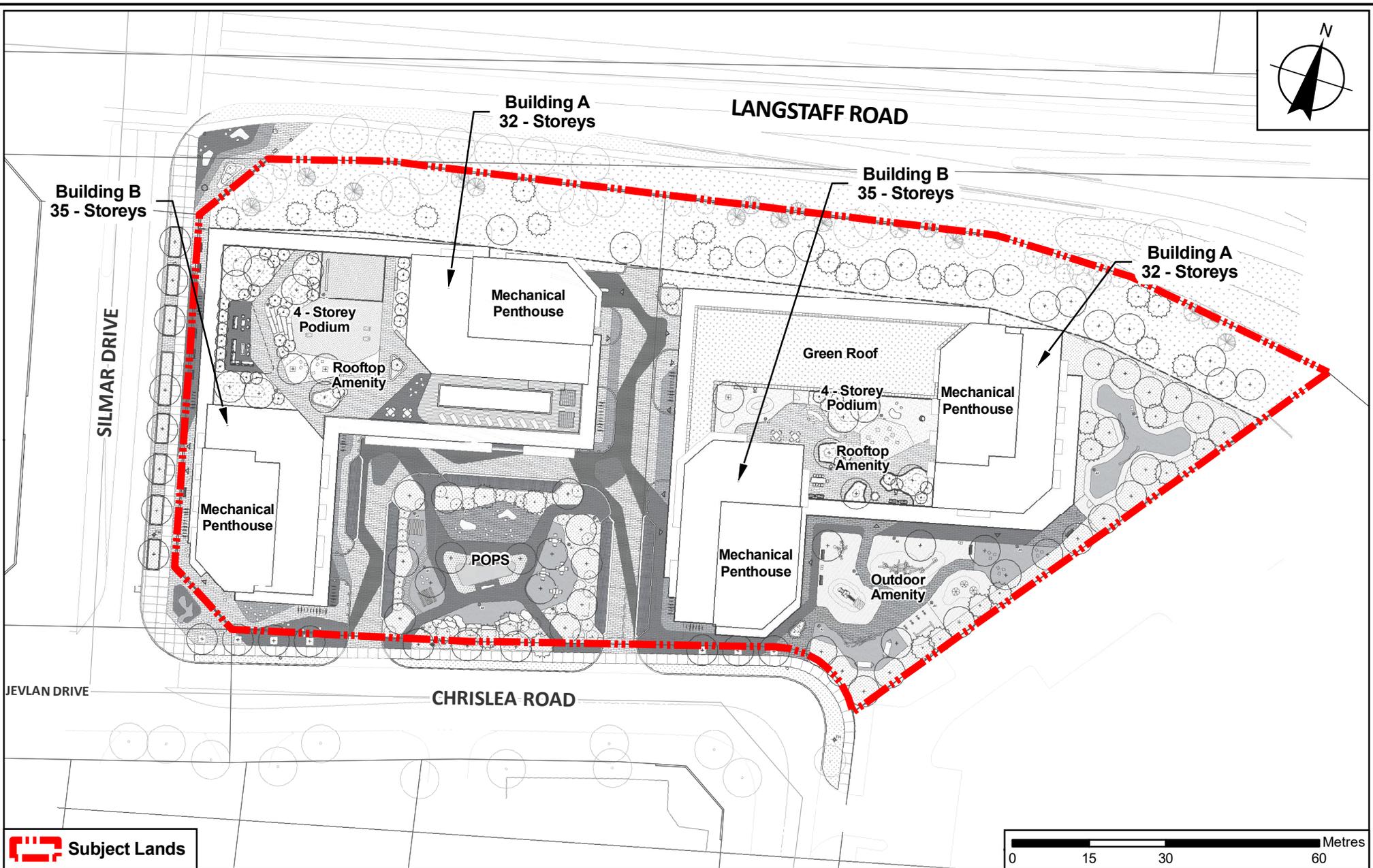
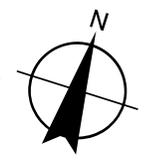


# Attachment

**File:** CIHA.23.002  
**Related Files:**  
OP.23.011 and Z.23.020

**Date:**  
December 5, 2023

# 2



 Subject Lands



# Conceptual Landscape Plan

**Location:**  
661 and 681 Chrislea Road  
Lots 33 and 34 Plan 65M-2588  
Part of Lot 10, Concession 5

**Applicant:**  
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.

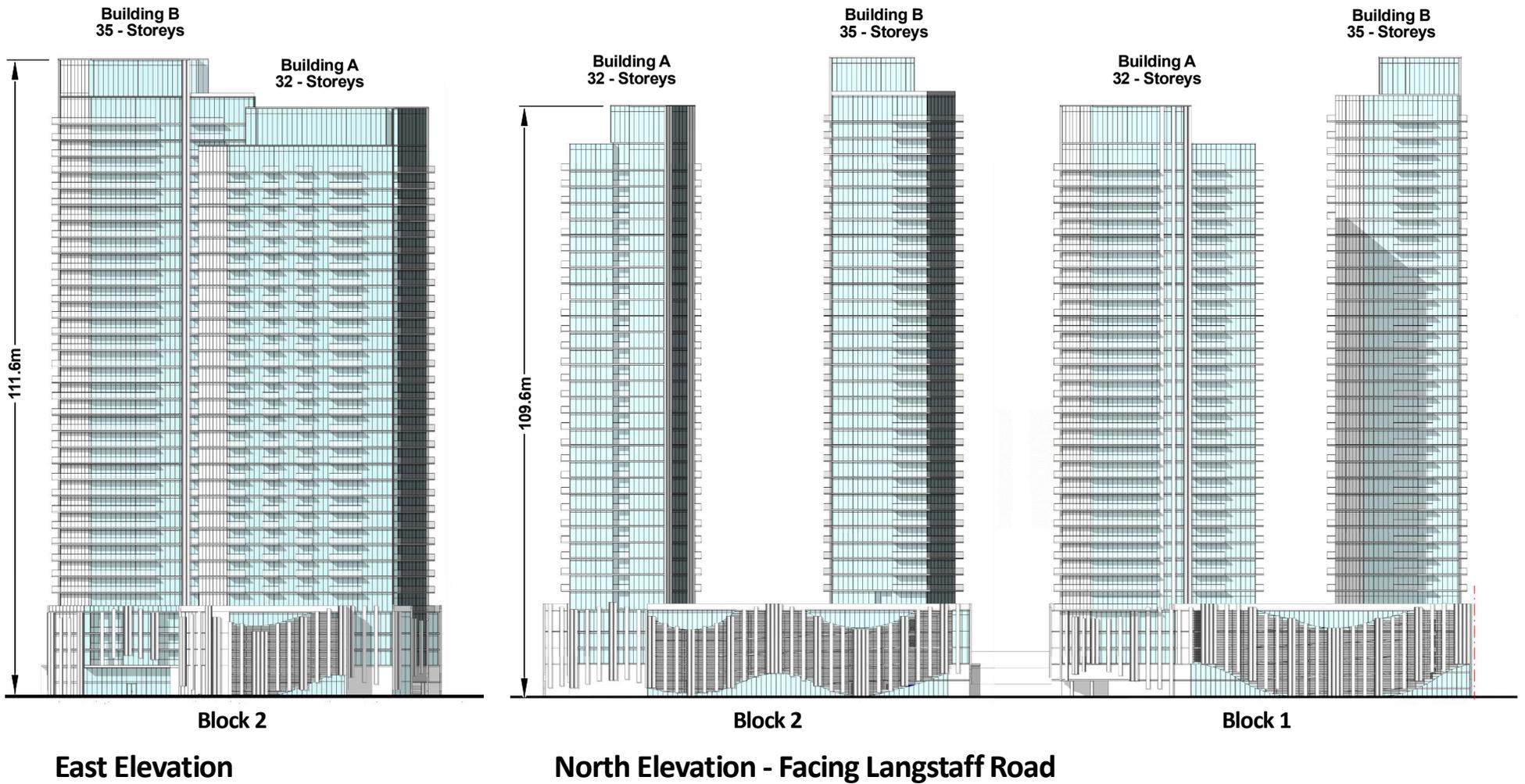


# Attachment

**File:** CIHA.23.002  
**Related Files:**  
OP.23.011 and Z.23.020

**Date:**  
December 5, 2023

# 3



# Conceptual Building Elevations - North and East

**Location:**  
 661 and 681 Chrislea Road  
 Lots 33 and 34 Plan 65M-2588  
 Part of Lot 10, Concession 5

**Applicant:**  
 Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.

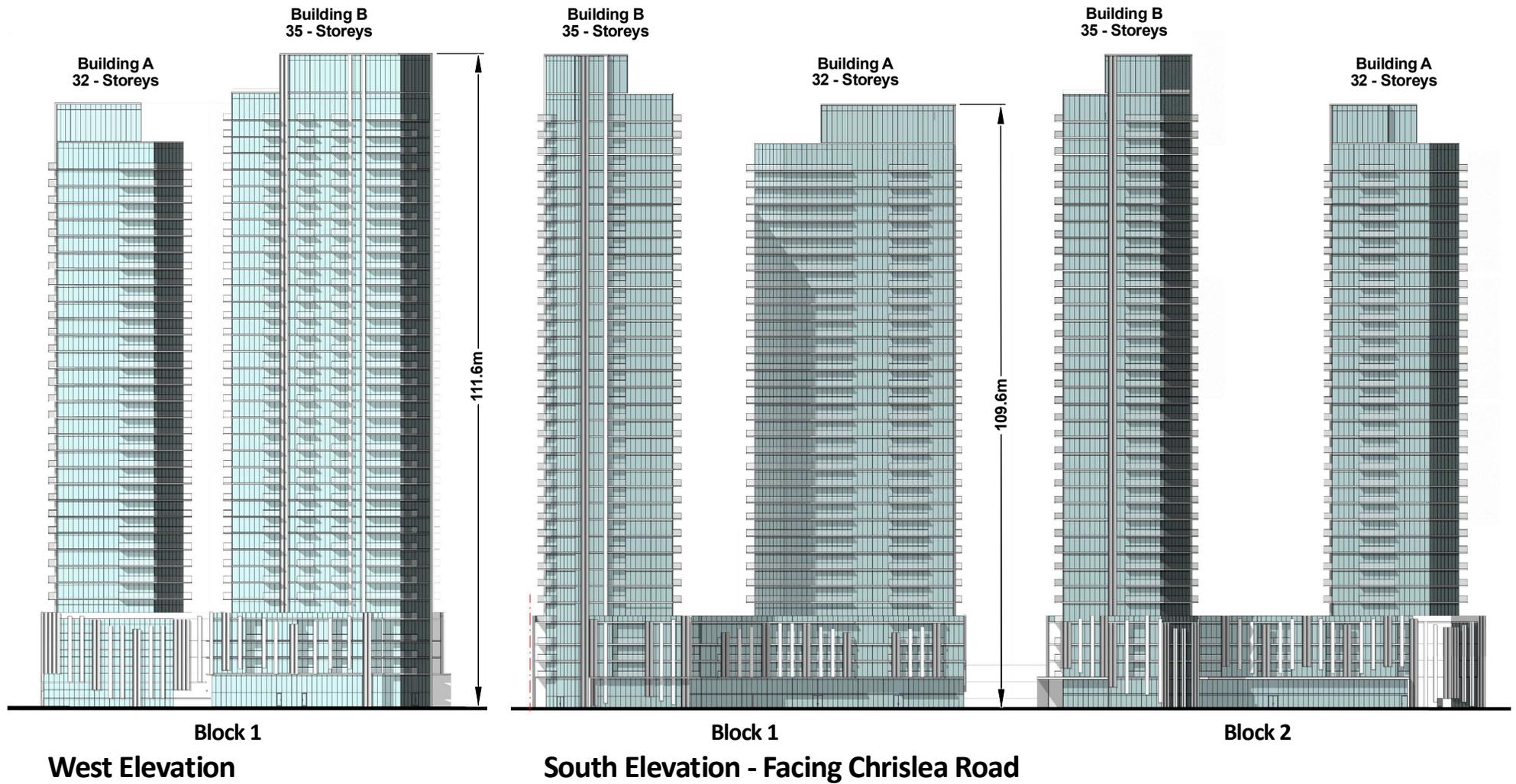


# Attachment

**File:** CIHA.23.002  
**Related Files:**  
 OP.23.011 and Z.23.020

**Date:**  
 December 5, 2023

# 4



## Conceptual Building Elevations - South and West

**Location:**  
661 and 681 Chrislea Road  
Lots 33 and 34 Plan 65M-2588  
Part of Lot 10, Concession 5

**Applicant:**  
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.



## Attachment

**File:** CIHA.23.002  
**Related Files:**  
OP.23.011 and Z.23.020

**Date:**  
December 5, 2023

5



View Looking North - East

## Conceptual Perspective Rendering - Southwest

**Location:**  
661 and 681 Chrislea Road  
Lots 33 and 34 Plan 65M-2588  
Part of Lot 10, Concession 5

**Applicant:**  
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.



## Attachment

**File:** CIHA.23.002  
**Related Files:**  
OP.23.011 and Z.23.020

**Date:**  
December 5, 2023

# 6



## Conceptual Perspective Rendering - Southeast

**Location:**  
661 and 681 Chrislea Road  
Lots 33 and 34 Plan 65M-2588  
Part of Lot 10, Concession 5

**Applicant:**  
Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd.



## Attachment

**File:** CIHA.23.002  
**Related Files:**  
OP.23.011 and Z.23.020

**Date:**  
December 5, 2023

# 7

**DATE:** November 16, 2023

**TO:** David Harding  
Development Planning Department

**FROM:** Matt Pascoe  
Development Engineering Department

**RE:** **Steven McIntyre**  
**c/o Malone Given Parsons**  
**661 & 681 Chrislea Road**  
**Development Engineering Comments (Submission 2)**  
**Application File: CIHA.23.002 (OP.23.011 & Z.23.020)**  
**Related File(s):**

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The Development Engineering (DE) Department has received the subject Official Plan Amendment, Zoning By-law Amendment through the Community Infrastructure and Housing Accelerator (CIHA) process, (herein referred to as the 'Planning Applications') to facilitate and expedite the proposed development.

The following documents were reviewed and formed the basis of the engineering submission:

- Functional Servicing & Preliminary Stormwater Management Report (prepared by C.F Crozier and Associates Inc. dated July 2023)
- Environmental Noise Feasibility Study (prepared by HGC Engineering Inc. dated July 31 2023)
- Phase 1 Environmental Site Assessment (Prepared by S2S Environmental Inc., dated June 23, 2023)
- Transportation Demand Management Study (prepared by C.F Crozier and Associates Inc. dated July 2023)
- Transportation Impact Study (prepared by C.F Crozier and Associates Inc. dated July 2023)
- Architectural Plans by Arcadis Architects (Canada) Inc. (July 31, 2023)
- Draft CIHA (October 2023)
- First Submission Comment Matrix by Malone Given Parsons (October 2023)

Based upon the review of the supporting engineering submission, DE has no objection to the Planning Applications subject to the Owner addressing the conditions and comments for the Official Plan Amendment and Zoning By-law Amendment, detailed below and attached herein.

The Owner shall obtain, as applicable, all necessary approvals/permits from the Regional Municipality of York to their sole satisfaction, prior to issuance of approval as the Subject Lands are regulated by the respective agencies.

### **DEVELOPMENT ENGINEERING DEPARTMENT CONDITIONS**

The Development Engineering Department recommends that the Holding Symbol "(H)" shall not be removed from the Subject Lands until the following conditions are addressed:

1. The Owner must provide the updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.
2. The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.
3. For Vaughan Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the subject lands.
4. The Owner shall provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering comments prior to the final approval of the application, to the satisfaction of the City.
5. The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all improvements that were identified in the revised Transportation Impact Study and Functional Servicing and Stormwater Management Report including all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.
6. The Owner shall ensure the locations of the long-term bicycle parking spaces are located per the Comprehensive Zoning By-Law 001-2021. Long term bicycle parking shall be within the ground floor area, on the storey above the ground floor area or on the first or second storey below grade
7. The Owner shall provide parking for the Retail use meeting the minimum parking space requirement for Retail uses of 3 spaces/100m<sup>2</sup> or repurpose the proposed 300m<sup>2</sup> Retail use to Ancillary Retail use by rearranging the proposed 300m<sup>2</sup> of retail into separate units with a maximum 185m<sup>2</sup> GFA for any Ancillary Retail.

### **WATER SERVICING**

The Subject Lands are situated within Pressure District 6 (PD 6) of the York Water Supply System. The site is currently serviced by the existing 300 mm diameter watermain located on Chrislea Road to the south of the Site. The Subject Lands are proposed to be serviced by a connection to the existing 300 mm diameter watermain on Chrislea Road. A 200 mm diameter PVC watermain that splits into a 150 mm diameter domestic service at the property line is proposed.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed water servicing strategy.

**SANITARY SERVICING**

The subject site is to be serviced using a 200 mm diameter PVC sanitary service connection to the existing 200 mm diameter sanitary sewer on Chrislea Road. The proposed sanitary sewer connection includes a property line manhole located within the P1 level of the building. The proposed building sanitary connection, and internal plumbing shall be installed per mechanical details and specifications. A downstream sanitary capacity analysis is required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department. Any infrastructure improvements will be based on the conclusions and recommendations of the final Functional Servicing Strategy Report.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed sanitary servicing strategy.

**STORM SERVICING**

The Existing Site is a commercial development that generally drains towards Chrislea Road. The proposed development will feature separate storm service connections and stormwater tanks for each block. The storm storage tanks will convey controlled stormwater via an orifice tube at the storm control manhole located near the property line to the municipal storm sewer. The orifice tubes have been designed to convey the allowable site release rate. Water quality control for the stormwater flows from the site is provided via an Oil Grit Separator (OGS). The OGS is located upstream of the proposed underground stormwater chambers for both blocks. Oil Grit Separators remove pollutants from stormwater and snowmelt runoff to help with quality control. In existing conditions there are no water quality provisions, therefore, the addition of the OGS in proposed conditions are a substantial improvement.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support a complete approval of the proposed SWM strategy.

**NOISE IMPACT STUDY**

The Owner submitted a Noise Study to investigate the potential environmental noise impact on the Subject Lands from road traffic and surrounding land uses. The Study recommended further study be conducted once the building design has been finalized to inform on the specific noise mitigation measures that will be required. The results of this assessment indicate that noise impacts from the identified noise sources will not result in any excesses with respect to minimum-hour traffic noise or exclusionary minimum sound limits, and thus the standard MECP criteria for a Class I urban site are expected to be met. Predicted sound levels at some of the outdoor amenity terraces exceed MECP guidelines, and mitigation is recommended to reduce the predicted sound levels. The projected levels are expected exceed the allowable threshold for terraces that are closest and/or most exposed to Highway 400. The final Noise Study must be approved to the satisfaction of the DE.

DE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support an approval of the proposed noise mitigation strategy.

**ENVIRONMENTAL ENGINEERING**

Environmental Engineering reviewed the submitted Phase 1 ESA report. Based on a review of the surrounding land uses, the City will require the applicant to submit an Air Quality and Odor Impact study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways. The submitted Phase I ESA report was written with the intent that the site is remaining commercial. Given the proposed residential development, the City will require revised Phase One and Two ESA reports, conforming to O. Reg. 153/04 standards, and assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks (MECP) standards are present. The ESA reports shall be accompanied with a reliance letter from the environmental consultant in accordance with the City's template. Based on the proposed development, the applicant will be required to obtain a MECP Record of Site Condition (RSC) filed on the environmental site registry confirming that the entire development site is suitable for residential use.

**SERVICING ALLOCATION**

Currently, there is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity Assignment cycle to Regional Municipalities. In the meantime, the City anticipates a Holding Symbol ("H") will be required on the Zoning for the above noted development application and the availability of Regional servicing capacity will be assessed at the site plan approval stage.

**TRANSPORTATION ENGINEERING**

Development Transportation Engineering (DTE) has reviewed the submitted Transportation Impact Study. The proposal introduces an acceptable volume of traffic to the immediate transportation network with no considerable impacts to adjacent regional intersections. There are two full-moves accesses proposed on Chrislea Road along the site's southern boundary. Staff have concerns with the location of the second proposed access due to the lack of sightline, large volume of anticipated traffic due to the location of both ramps to the parking garage and proposed lay-by parking spaces along the driveway.

A total of 7 levels of parking are proposed with two ramp accesses, including 5 levels above ground and 3 levels underground, to accommodate a 0.8 resident parking rate per unit and 0.2 visitor parking rate, total of 1210 residential and 304 visitor parking spaces. There are currently no visitor parking spaces proposed for the retail uses. Staff will require a parking justification study to support the reduction in parking rate. The Development proposes two Type C and two Type D loading spaces, meeting the Comprehensive Zoning By-Law 001-2021 (CZBL 001-2021) requirements. The number of bicycle parking spaces proposed meet CZBL 001-2021 requirements; however, Staff have concerns with the bike rooms locations within P3 of the parking garage.

The Transportation Impact Study identifies no traffic signals are warranted at any study intersections, however a traffic signal at the intersection of Jevlan Drive/Chrislea Road and Silmar Drive is recommended as a part of full build out of the proposed development. Additionally, an option to provide a 25-m eastbound auxiliary left-turn lane at the second entrance is explored, however staff have concerns due to the sightline issues at Access #2.



## memorandum

DTE requires the Owner to address any comments and conditions appended to this memorandum within a subsequent submission to support an approval of the application

**\* PLEASE PROVIDE A RESPONSE LETTER OR MATRIX ADDRESSING ALL COMMENTS PROVIDED BY THIS DEPARTMENT. IN ADDITION, PLEASE HIGHLIGHT ANY CHANGES MADE TO THE REPORTS AND DRAWINGS THAT HAVE NOT BEEN REQUESTED BY OUR DEPARTMENT. \***

Should you wish to discuss the comments listed herein, please contact me at extension 3631.

Thank you,

**Matt Pascoe, P.Eng.**  
905.832.8585 ext. 3631  
[matt.pascoe@vaughan.ca](mailto:matt.pascoe@vaughan.ca)

Attachments: Comment Response Matrix

cc: Ary Rezvanifar  
Natalie Cece  
Samar Saadi Nejad

**ATTACHMENT A**



<b>Application Number(s):</b>		CIHA.23.002		<b>Planning Contact:</b>		David Harding	
<b>Related City File:</b>		OP.23.011, Z.23.020					
<b>Owner:</b>		Battcorp Holdings (Vaughan) Ltd. and Battcorp Holdings II (Vaughan) Ltd.		<b>Engineering Contact:</b>		Matt Pascoe	
<b>Address:</b>		661 & 681 Chrislea Road		<b>Date:</b>		November 16, 2023	
<b>Circulation No. &amp; Date:</b>		Circ. No. 2, October 25, 2023		<b>Circulation No.:</b>		2	
<b>Drawing/ Report</b>	<b>Comment #</b>	<b>City's comments 1st submission</b>	<b>Applicant's Response 1st submission</b>	<b>City's comments 2nd submission</b>	<b>Applicant's Response 2<sup>nd</sup> submission</b>		
<b>Development Engineering (DE) Review</b>							
1. General Comments	1.1.	The Development Engineering Department shall approve the final grading plan, servicing plan (including interim and ultimate strategies), erosion and sediment control plan, Functional Servicing and Stormwater Management Report, Geotechnical Investigation Report and Transportation Impact Study;	<b>Noted</b>	<b>No new material was supplied in the 2<sup>nd</sup> submission, therefore 1<sup>st</sup> submission comments are still applicable.</b>			
	1.2.	Engineering Stamp to be applied to all civil plans.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.			
	1.3.	The Owner shall obtain all necessary approvals from the Region of York and submit them to Development Engineering department prior to final approval of the plan.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.			
	1.4.	The Owner will be required to make an application for excavation and shoring that is required for the development and enter into an agreement and/or permit as required by the City, including an Encroachment Agreement/permit and payment of the associated fees.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.			
	1.5.	Prior to the discharge groundwater accumulating or collected on private lands into the City's storm sewer system, the Owner shall obtain a Discharge Permit from the City, Environmental Services Department. Note that discharging groundwater into sanitary sewer is not permitted, the discharge should be directed	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.			

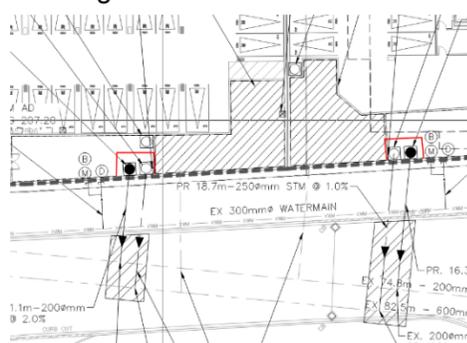
**ATTACHMENT A**

		to the storm sewer, meeting all bylaw parameters with treatment provided if needed.			
1.6.		The Owner shall install all works to carry out the Private Water Discharge (“Discharge and Related Works”) in accordance with the terms and conditions of the Permanent Discharge Approval, all to the City of Vaughan’s satisfaction. Furthermore, the Owner shall ensure that all Discharge and Related Works are in good standing with the Discharge Approval.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
1.7.		Prior to registration of any Plan of Condominium on the Lands, the Owner shall ensure that the Discharge Approval is in full force and effect and that the Discharge and Related Works are in good standing in accordance with the terms and conditions of the Discharge Approval and operating to the City of Vaughan’s satisfaction.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
1.8.		Immediately following registration of the Plan of Condominium for the last condominium of the development (where more than one condominium corporations are to exist), the Owner shall apply to Vaughan to transfer the Discharge Approval(s) to the applicable Condominium Corporation such that the Condominium Corporation shall assume and become responsible for the Discharge Approval and the Discharge Related Works. The Owner’s application to transfer the Discharge Approval to the Condominium Corporation shall include a report prepared and sealed by a professional geoscientist licensed in the Province of Ontario, attesting that all Private Water Discharge comply with the requirements of the Discharge Approval issued by Vaughan. The Owner may be required to add or modify the Discharge and Related Works to Vaughan’s satisfaction, all at its sole cost and expense.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
1.9.		The Owner’s permission to Private Water Discharge from the Lands into Vaughan’s storm sewer system is subject to all terms and conditions of this Agreement, the Discharge Approval, Vaughan’s Sewer Use By-law 130-2022, as amended or superseded, and all applicable laws and regulations.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
1.10.		Fees related to Discharge Approval renewals shall apply in accordance with the City’s Sewer Use By-law 130-2022, as amended or superseded.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	

**ATTACHMENT A**

	1.11.	Show development application numbers on all drawings and reports.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.													
	1.12.	Additional comments may be provided with future submissions	<b>Noted</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.													
2. Functional Servicing Report	2.1.	Post-development flow rates discharged to the City of Vaughan's storm sewer system from the Lands, including Private Water Discharge, shall not exceed the allowable flow rates discharged to the Vaughan's storm sewer system as approved by Development Engineering and per the Discharge Approval. The Owner may be required to add or modify the Discharge and Related Works to the City of Vaughan's satisfaction, all at the Owner's sole cost and expense.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.													
	2.2.	<p>Fire flow demands shall generally be in accordance with Table 1-18 and shall not be less than those calculated according to the latest published requirements of the Water Supply for Public Fire Protection, Fire Underwriters Survey.</p> <table border="1" data-bbox="522 977 1087 1189"> <caption align="center">Table 1-18 Fire Flow Demand</caption> <thead> <tr> <th>Land Use</th> <th>Fire Flow</th> </tr> </thead> <tbody> <tr> <td>Single Family &amp; Semi-Detached</td> <td>7,000 L/min or 117 L/s</td> </tr> <tr> <td>Townhouses</td> <td>9,000 L/min or 150 L/s</td> </tr> <tr> <td>Institutional</td> <td>15,000 L/min or 250 L/s</td> </tr> <tr> <td>Industrial/Commercial</td> <td>25,000 L/min or 417 L/s</td> </tr> <tr> <td>Multi-Unit Apartment Buildings</td> <td>19,000 L/min or 317 L/s</td> </tr> </tbody> </table> <p>The Fire Flow Test results shall be extrapolated to determine if there is sufficient pressure to meet the fire flow requirements based on the chart above. Please confirm that:</p>	Land Use	Fire Flow	Single Family & Semi-Detached	7,000 L/min or 117 L/s	Townhouses	9,000 L/min or 150 L/s	Institutional	15,000 L/min or 250 L/s	Industrial/Commercial	25,000 L/min or 417 L/s	Multi-Unit Apartment Buildings	19,000 L/min or 317 L/s	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	Land Use	Fire Flow															
	Single Family & Semi-Detached	7,000 L/min or 117 L/s															
	Townhouses	9,000 L/min or 150 L/s															
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Industrial/Commercial	25,000 L/min or 417 L/s																
Multi-Unit Apartment Buildings	19,000 L/min or 317 L/s																
2.3.	The minimum pressure during the maximum hourly demand (2,233.8 L/min) under static condition shall be 275 kPa (40 psi).	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.														
2.4.	The minimum pressure when the system is tested for fire flow demand, plus maximum day rate or maximum hour rate whichever greater (21,233.0 L/min) shall be 140 kPa (20 psi).	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.														
2.5.	The Functional Servicing Report provided in support of the above noted applications does not provide sufficient information with respect to wastewater (existing and proposed sewage flows, downstream analysis, etc.)	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.														
2.6.	The FSR should include grading section.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.														

## ATTACHMENT A

	2.7.	All existing unused services shall be properly decommissioned.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	2.8.		<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
3. Servicing Drawing	3.1.	The Servicing Plans should show the groundwater sampling port, groundwater discharge pipe, flow meter, discharge point etc.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.2.	The dewatering flow shall be controlled. Ensure that the groundwater discharge volumes are incorporated into the sizing of the stormwater management tank. The total flow (controlled (to include the dewatering discharge) +uncontrolled) to be less than the allowable release rate.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.3.	Any building above the height of 84m, in accordance with the Ontario Building Code, the proposed structure shall be served by two fire lines	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.4.	Control Manholes for sanitary and storm sewers shall be outside of the limit of parking lot building foundation. 	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.5.	Un-used services are not to be abandoned. Un-used services are to be decommissioned per City standards.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	3.6.		<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	4. Grading Drawing	4.1.	Show driveway access width (at the property line).	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.
4.2.		Entrance driveways shall be constructed with heavy duty asphalt paving from back edge of the municipal curb or edge of pavement to the property line (area to be highlighted on the drawing) in accordance with the following specifications: a. 50mm compacted depth of HL3 asphalt - top course b. 75mm compacted depth of HL8 asphalt - binder course c. 150mm compacted depth of 20mm diameter crusher run limestone - granular	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	

## ATTACHMENT A

		base d. 300mm compacted depth of 50mm diameter crusher run limestone - granular base			
	4.3.	Existing municipal sidewalk through the driveway shall be removed and replaced with 200mm thick sidewalk as per STD DWG R-128	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	4.4.	Cross sections of the swale at the north property limit should be provided at detailed design.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	4.5.	The owner shall provide detailed reports at the detailed design stage and site plan stage.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
5. Hydrogeological Report	5.1.	No Hydrogeological report was submitted with the CIHA application. A report outlining the required construction and permanent dewatering is required at detailed design. The following comments in this section are advisory.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	5.2.	Per Sewer Use By-law No. 130-2022, the City does not allow any discharge to sanitary sewer system; and any discharge to City's storm sewer shall conform to the City's water quality requirements of the Sewer By-law.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	5.3.	Include permanent groundwater flow or private water discharge that may discharge into a municipal sewer, in the design sheets or the future stormwater management facilities.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	5.4.	Any exceedances noted for Total Suspended Solids, Total Kjeldahl Nitrogen and Chloroform when compared to the City of Vaughan Storm Sewer discharge permissible limits, groundwater treatment will be required should discharge from short-term and long-term dewatering operations be directed to City Storm Systems.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	5.5.	A layout of groundwater/private water discharge facilities will be required for any groundwater discharge. The layout must include the location of the groundwater/private water discharge meter, sampling port, any required treatment facilities and discharging point. Refer to City's standard drawings Dwg. W-115, W-116, and W-117	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
6. Geotechnical Report	6.1.	The owner shall provide detailed reports at the detailed design stage and site plan stage.	<b>noted</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
7. Noise Report	7.1.	For the other outdoor amenity areas, with the most exposure to Highway 400, represented	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	

**ATTACHMENT A**

		by prediction locations R1, R3 and R4, barriers between 3 and 4 m in height would be required to reduce sound levels to within 60 dBA, which may not be feasible.  Additional consideration could be given in detail design to reduce noise within the amenity area and not just within seating areas.			
	7.2.	A final report with a detailed assessment that can inform specific mitigation measures will be required at the site plan stage prior to the issuance of final approval from DE.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
8. Environmental Engineering	8.1.	Based on a review of the surrounding land uses, the City will require the applicant to submit an Air quality and Odour Impact study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways.	<b>As per the "Submission Requirements for CIHA" Checklist, an Air Quality Assessment Report is required as part of the subsequent Site Plan process. A Holding Provision has been included in the draft CIHA identifying that those reports deferred to the Site Plan process (including the Air Quality Assessment Report) must be prepared to the satisfaction of the City prior to the lands being developed.</b>	It is recommended that this be submitted and resolved at this stage to ensure there are no major impacts and that the proposed land use is compatible with existing land uses.	
	8.2.	The submitted Phase I ESA report was written with the intent that the site is remaining commercial. Given the proposed residential development, the City will require revised Phase One and Two ESA reports, conforming to O. Reg. 153/04 standards, and assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks (MECP) standards are present. The ESA reports shall be accompanied with a reliance letter from the environmental consultant in accordance with the City's template (attached).	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	8.3.	Based on the proposed development, the applicant will be required to obtain a MECP Record of Site Condition (RSC) filed on the environmental site registry confirming that the entire development site is suitable for residential use. This RSC can be a requirement of the future site plan application review process.	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
	8.4.	Items 1 and 2 should be completed at this time prior to the development applications proceeding to the COW	<b>To be addressed at the subsequent Site Plan stage</b>	No new material was supplied in the 2nd submission, therefore 1st submission comments are still applicable.	
9. IPCAM	9.1.	Currently, there is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity	<b>Noted, this holding provision has been included in the revised CIHA.</b>	<b>noted</b>	

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	<p>Assignment cycle to Regional Municipalities. In the meantime, the City anticipates a Holding Symbol (“H”) will be required on the Zoning for the above noted development application and the availability of regional servicing capacity will be assessed at the site plan approval stage.</p> <p>Therefore, a Holding Symbol (“H”) shall be placed on the Lands as follows:</p> <p>THAT the Holding Symbol (“H”) shall not be removed from the Subject Lands, or any portion (phase) thereof, until the following condition(s) are satisfied:</p> <p>Vaughan Council adopts a resolution allocating sewage and water supply capacity in accordance with the City’s approved Servicing Capacity Distribution Policy assigning capacity to the subject lands.</p>			
<p>9.2.</p>	<p>City of Vaughan – Integrated Urban Water Master Plan (IUW-MP) Class Environmental Assessment Study</p> <p>The City has initiated a Servicing Master Plan Update, Integrated Urban Water Master Plan Class EA (IUW-MP). The Study will assess the existing and planned municipal servicing systems (water, wastewater, stormwater) to support the City’s Official Plan review. A Functional Servicing Strategy Report (FSSR) will be completed for the Weston and 7 Secondary Plan Area through this on-going Master Plan update. Although the above noted site is not located within the Weston and 7 Secondary Plan Area, its expected wastewater peak flows directly affect downstream servicing capacity within the Weston and 7 Secondary Plan Area and beyond. The expected completion date for the IUW-MP Class EA is Q4-2023, and specific infrastructure upgrades for the Weston and 7 Secondary Plan Area will be identified in the FSSR. All external related water distribution system and wastewater servicing improvements shall conform to the conclusions and recommendations of the City’s ongoing Integrated Urban Water Master Plan.</p> <p>Therefore, the following preliminary condition applies:</p>	<p><b>Condition of Approval - Noted.</b></p>	<p><b>noted</b></p>	

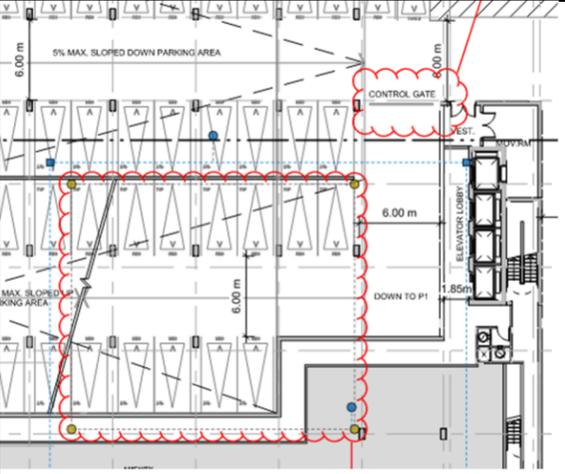
**ATTACHMENT A**

		<i>The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Weston and 7 Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.</i>			
10. Transportation Engineering	10.1.	<u>Conditions</u>  The Owner shall provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering comments prior to the final approval of the application, to the satisfaction of the City.	Condition of Approval - Noted.		
	10.2.	The Owner shall enter into a Development Agreement with the City to design and construct at no cost to the City all improvements that were identified in the revised Transportation Impact Study and all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.	Condition of Approval - Noted.		
	10.3.			<b>New Condition:</b> The Owner shall ensure the locations of the long-term bicycle parking spaces are located per the Comprehensive Zoning By-Law 001-2021. Long term bicycle parking shall be within the ground floor area, on the storey above the ground floor area or on the first or second storey below grade	
	10.4.			<b>New Condition:</b> The Owner shall provide parking for the Retail use meeting the minimum parking space requirement for Retail uses of 3 spaces/100m2 or repurpose the proposed 300m2 Retail use to Ancillary Retail use by rearranging the proposed 300m2 of retail into separate units with a maximum 185m2 GFA for any Ancillary Retail.	
	10.5.	<u>General Comments</u>  Please provide a visual sightline analysis to ensure there is sufficient sightline for the east access (Access #2).  The TIS states there is 70m available	To be addressed at the subsequent Site Plan stage	<b>As the location of the driveway accesses are critical to the building footprint, it is strongly recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</b>	

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	<p>however, upon staff review, there is only 60m of sightline due to the trees at the 90-degree bend, and as the TMC shows approximately 20% of p.m. peak traffic eastbound are trucks, it is anticipated the stopping sightline requirement will be greater than the 65m stated in the analysis. Additionally, it is forecasted that during the p.m. peak hour, 272 vehicles will make the EBL at the east access and a 25m left-turn lane had been recommended. With the high volumes and lack of sufficient sightline provided for the east access, Staff recommend the Applicant to consider revisions to Access #2.</p>			
10.6.	<p>Please provide a functional design of Chrislea Road, including all existing and proposed Pavement Marking and Signage plans. This should include any proposed improvements to implement the recommended signalization at Jevlan Drive/Chrislea Road and Silmar Drive for the full buildout of the development and proposed auxiliary left-turn lane. Please note, design and implementation of the required infrastructure improvements will be the responsibility of the Owner and shall be reflected in appropriate agreement(s) with the City of Vaughan.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>The distance between the intersections of Langstaff Road and Silmar Drive and Jevlan Drive/Chrislea Road and Silmar Drive is approximately 100m. Per York Region Access Guidelines, signalized intersection spacing minimum requirements for 60km/h design speed is 215m. City Staff do not recommend unwarranted signalization of this intersection and any proposed intersection upgrades will require circulation to and approval from the Region.</p>	
10.7.	<p>The lay-by parking spaces along both access driveways should be provided a minimum 9m clear throat length due to the conflicting area at the entrance to the site that may potentially overflow back onto Chrislea Road. Please revise the clear throat length for both access driveways.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Provide a minimum 9m clear throat length at the driveway accesses due to the conflicting area at the entrance to the site that may potentially overflow back onto Chrislea Road. This removes some parking spaces proposed please confirm if these parking spaces are for the visitor parking supply.</p>	
10.8.	<p>Per the City's Comprehensive Zoning By-law, long-term bicycle parking spaces shall not be located below P2 and above Level 2 of the building. Currently, some long-term bicycle parking spaces are located within Levels P3. Please revise.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>The location for long-term bicycle parking is a requirement in the Comprehensive Zoning By-Law, it is recommended that this be resolved at this stage to ensure there are no major impacts or changes to the parking layout and supply to the proposed development in subsequent phases.</p>	
10.9.	<p>Please clarify the layout of the parking garage floors in Block 2, the footprint of each level does not match. The parking spaces on the ground floor and mezzanine do not appear to match.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>As the layout and organization of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	
10.10.	<p>Please provide clarification on Block 2 ground floor parking. It appears there are visitor parking spaces located past the control arm and along the ramp to P1.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	

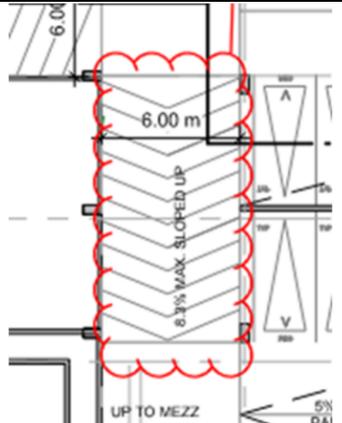
## ATTACHMENT A

				
10.11.	<p><u>Site Plan</u></p> <p>Provide CZBL 001-2021 parking requirements for the proposed retail development within the Site Plan Statistics. Only the proposed HMU resident and resident visitor rates are shown. The development is currently located in an Other Zone and therefore such requirements must be shown.</p>	<p>A parking rate of 0 parking spaces for retail uses is proposed within the revised CIHA.</p>	<p>As the site proposes one Retail use of 302m<sup>2</sup>, Staff recommend repurposing the Retail use to Ancillary Retail by rearranging the proposed 300m<sup>2</sup> of retail into 2 separate units of 150m<sup>2</sup> each. Ancillary Retail use does not require any visitor parking spaces under the CZBL 001-2021. Else, the minimum parking requirement for Retail uses of 3 spaces/100m<sup>2</sup> shall be provided.</p>	
10.12.	<p>Per CZBL 001-2021, parallel parking spaces on the ends must be 2.5m width x 7.3m length.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Dimensions of these parallel parking spaces may result in changes to the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	
10.13.	<p>Scale is missing on the site plan.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Please provide a scale on the plans for Staff review of the curb radii and driveway width.</p>	
10.14.	<p>Curb radii and driveway width are missing on the site plan.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Curb radii measures at 6.0m and driveway width measures at 6.5m. Please revise to meet City Standards: the driveway curb radii to 7.6m and driveway width to 9m or provide maneuvering diagrams to confirm feasibility for garbage trucks and loading.</p>	
10.15.	<p>Please show all ramp transition lengths and slopes on the site plan.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	
10.16.	<p>Please show maneuvering diagram for vehicles emerging from the ramp from P1 and turning right out to the exit of the parking garage and there is sufficient space for vehicles entering the parking garage simultaneously.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p>Staff highly recommend providing the maneuvering diagrams at this stage to ensure there are no impacts or changes required to the number of parking spaces proposed if the layout of the parking garage must be revised due to constrained turning movements.</p>	

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<p>10.17. There are concerns with the visibility for the 2 resident parking spaces and vehicles exiting the parking garage as well as the location of the garbage staging area in Block 1. Please remove the 2 parking spaces to enhance safety.</p>		<p>To be addressed at the subsequent Site Plan stage</p>	<p>As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</p>	
<p>10.18. Please revise vehicle ramp slope for Block 2 from ground floor to mezzanine. Grade differential shall be a maximum 7.5% transition slope over 3.65m. Provide ramp slope and length on site plan.</p>		<p>To be addressed at the subsequent Site Plan stage</p>	<p>Grade differential shall be a maximum 7.5% transition slope over 3.65m. Provide ramp slope and length on site plan as this may impact the building height or layout.</p>	

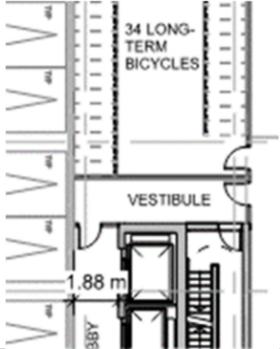
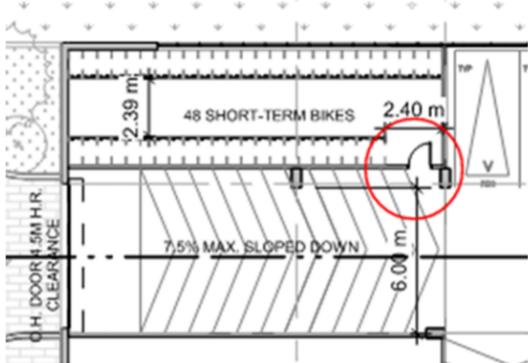
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10.19.	Please provide a vehicle maneuvering diagram for the garbage staging and relocation from the garbage rooms in the parking garage to the ground floor.	To be addressed at the subsequent Site Plan stage	Please ensure maneuvering diagram are provided at Site Plan stage to confirm feasibility of garbage staging. Please note where snow storage will be located or if it will be removed off site.	
10.20.	Please show snow storage that is 2% of the lot or include a note that snow will be removed off site.			
10.21.	<p><u>Transportation Impact Study</u></p> <p>Overall, the parking rate is proposed at the HMU rate 0.8 parking spaces per unit, whereas the current parking requirements if for an Other Zone. Staff will require parking justification study as the site is in an Employment Use area with the TIS stating only 1 of the 2 transit routes operating 7 days a week. Staff cannot support the proposed resident rate without adequate justification. Please provide a parking justification study following the City of Vaughan Parking Study Guideline.</p>	<p>Vehicular Parking Requirements have been included within the revised CIHA included with this resubmission. 0.8 parking spaces per unit and 0.2 visitor parking spaces per unit are proposed. In addition, a parking rate of 0 parking spaces for retail uses is proposed.</p>	<p>As the site proposes one Retail use of 302m<sup>2</sup>, Staff recommend rearranging the proposed 300m<sup>2</sup> of retail into 2 separate units of 150m<sup>2</sup> each, to have the proposed retail use be categorized under Ancillary Retail use, which does not require any visitor parking spaces under the CZBL 001-2021.</p>	
10.22.	TIS Table 17 shows traffic signal was not warranted for the intersection of Jevlan Drive/Chrislea Road and Silmar Drive (within 11% of being warranted). The analysis recommends implementation at the intersection as part of full buildout of the proposed development. Please note, design and implementation of the required infrastructure improvements will be the responsibility of the Owner and shall be reflected in appropriate agreement(s) with the City of Vaughan.	To be addressed at the subsequent Site Plan stage	As the traffic signal at the intersection of Jevlan Drive/Chrislea Road is only approximately 100m from the intersection of Langstaff Road and Silmar Drive, and is not warranted, Staff do not recommend the implementation of unwarranted signalizations and any proposed intersection upgrades will require circulation to and approval from the Region. Please evaluate feasibility of other improvements such as implementation of a WBR turn lane at the intersection instead to reduce the forecasted delay.	
10.23.	There are a few roadways missing in Section 2 Road Network Table 3, 5. Please include information about Greenpark Boulevard/Crestmount Boulevard, Westcreek Drive/Creditview Road, and Portage Parkway.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	

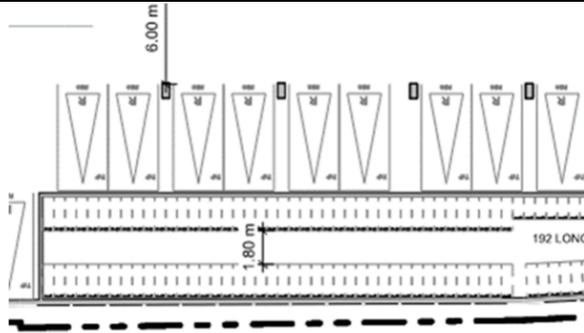
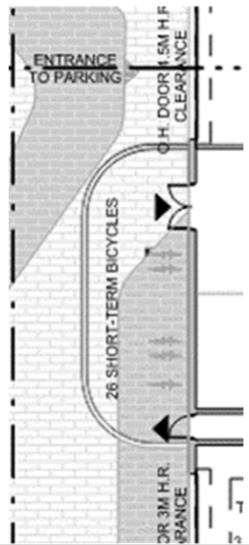
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10.24.	Please ensure all provided summary tables for traffic operations are showing accurate information. For 2031 Future Total Conditions, the intersection of Silmar Drive and Jevlan Drive/Chrislea Road under stop control, the A.m. peak critical V/C ratio should be the WB movement with ratio of 0.66.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	
10.25.	Please confirm the TSP for the intersection of Chrislea Road and Portage Parkway. The TSP shown in the Appendix appears to be for the intersection of Chrislea and Applewood.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	
10.26.	Please ensure Figures 11.1 to 11.3 in the Appendix are appropriately named – they are all titled 'Site Traffic Volumes'.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	
10.27.	Please show locations of control gate arms in the maneuvering diagrams to ensure sufficient turnaround area is provided. Please remove the 2 resident parking spaces that are located adjacent to the control arm on Floor 2 of Block 1 as there will be maneuverability issues.	To be addressed at the subsequent Site Plan stage	As the layout of the underground parking garage may impact the number of parking spaces proposed, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.	
10.28.	<u>Active Transportation Comments</u>  In-boulevard pedestrian and cycling facilities will be required along Silmar Drive and Chrislea Drive per the recommendations of the Pedestrian & Bicycle Master Plan (2020). Please coordinate with the City of Vaughan Infrastructure Planning & Corporate Asset Management Department for design details and provide update to Transportation Engineering staff.	To be addressed at the subsequent Site Plan stage	As the requirement for in-boulevard pedestrian and cycling facilities may impact the proposed driveway accesses, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.	
10.29.	Provide detailed design of internal private roads that include but not limited to active transportation facilities, pavement markings, crossing treatments, signage, etc.	To be addressed at the subsequent Site Plan stage	It is recommended that detailed design of the internal private roads are provided at this stage to resolve any potential safety concerns with respect to pedestrian crossing locations, bicycle parking spaces, as well as vehicle circulation.	
10.30.	Please provide a pavement marking & signage plan that shows treatment of the on-site pedestrian facilities and signage/wayfinding for cyclists to/from bicycle parking areas. This includes all on-site traffic control measures on ground level, site access, and parking levels. The pavement marking & signage plan should also include safety measures for the interaction between pedestrians/cyclists/drivers and the proposed loading space(s).	As per the "Submission Requirements for CIHA" Checklist, a Pavement Marking & Signage Plan is required as part of the subsequent Site Plan process. A Holding Provision has been included in the draft CIHA identifying that those reports deferred to the Site Plan process (including a Pavement Marking & Signage Plan) must be prepared to the satisfaction of the City prior to the lands being developed	It is recommended that Pavement Marking and Signage Plans are provided at this stage to resolve and provide any safety measures to address any potential safety concerns with respect to pedestrian crossing locations, bicycle parking spaces, as well as vehicle circulation.	
10.31.	Provide a Pedestrian and Bicycle Circulation Plan.	Refer to the response for Comment #10.28. The proposed Holding Provision includes the	It is recommended that Pavement Marking and Signage Plans are provided at this stage to resolve and provide any	

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			Pedestrian and Bicycle Circulation Plan .	safety measures to address any potential safety concerns with respect to pedestrian crossing locations, bicycle parking spaces, as well as vehicle circulation.	
10.32.	Provide pick-up and Drop-off area inside the property limit near principal pedestrian entrances.		To be addressed at the subsequent Site Plan stage	Please clarify the location for the pick-up and drop off area as these may impact the proposed visitor parking supply.	
10.33.	Access doors to all bike rooms should be situated in a safe place with convenient accesses to elevators. Please provide dedicated bicycle elevator(s) with standard dimensions for cyclists.		To be addressed at the subsequent Site Plan stage	Included as Condition - As the location for bicycle parking is a requirement in the Comprehensive Zoning By-Law, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.	
10.34.	Relocate access door to the Vestibule below. 		To be addressed at the subsequent Site Plan stage		
10.35.	Access door cannot be located on a vehicle ramp because of safety reasons. Please revise. 		To be addressed at the subsequent Site Plan stage		
10.36.	All bike rooms should have direct access to an elevator allocated to cyclists. There is an instance that bike room is further away from the elevators. Please explore alternative options.			Included as Condition - As the location for long-term bicycle parking is a requirement in the Comprehensive Zoning By-Law, it is highly recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.	

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10.37.	<p>There are safety concerns with the location of short-term bike racks in between loading zone and vehicle parking entrance. Please explore alternative options.</p> 		<p><b>As the relocation for these short-term bicycle parking may impact the proposed bicycle parking supply, which is a Zoning matter, it is recommended that this be resolved at this stage to ensure there are no major impacts to the proposed development in subsequent phases.</b></p>	
10.38.	<p>Provide dimensions and detail for bicycle parking spaces. Clarify if the long-term spaces will be horizontal, vertical or stacked spaces.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p><b>As dimensions of the bicycle parking spaces are a Zoning matter, please provide details regarding the bicycle parking spaces.</b></p>	
10.39.	<p>Provide the locations of bike repair stations on the site plan drawings.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p><b>Please address at Site Plan Stage.</b></p>	
10.40.	<p><b><u>TDM Comments</u></b></p> <p>The comments below are primarily advisory comments that will be required at the SPA stage. However, given the intensity of the proposed development, the following TDM comments should be addressed to ensure ample opportunities will be provided to future users of the site to engage in alternative modes of transportation:</p>			
10.41.	<p>Please provide the costs associated with bicycle parking spaces and bike repair stations.</p>	<p>To be addressed at the subsequent Site Plan stage</p>	<p><b>Please address at Site Plan Stage.</b></p>	

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	10.42.	It is required to unbundle unit sales from parking sales. A letter of commitment should be provided by the applicant/owner that the sales will be unbundled. Please add this measure to the TDM Checklist	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	
	10.43.	Applicant to coordinate with York Region if above and beyond of what is provided through Region is required for the subject development.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	
	10.44.	The location of car-share spaces should also be provided on the site plan. More information regarding the agreement with a provider will be required.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	
	10.45.	Per the recommendations of the TDM Plan, a Letter of Credit should be provided to the City that covers the costs associated with TDM measures as identified in the Transportation Mobility Plan report including the costs for two (2) follow-up travel surveys (\$5,000) as part of TDM monitoring plan.	To be addressed at the subsequent Site Plan stage	Please address at Site Plan Stage.	

Date: October 31, 2023

To: David Harding, Senior Planner, Development Planning

From: Michael Tranquada, Senior Urban Designer, Development Planning

Chrisa Assimopoulos, Urban Designer, Development Planning

Cc: Shahrzad Davoudi- Strike, Manager of Urban Design and Cultural Heritage

Re: **Development Application Urban Design Comments**

**File No: CIHA.23.002**

Agent: Steven McIntyre, c/o Malone Given Parsons

Owner: Battcorp Holdings (Vaughan) Ltd. And Battcorp Holdings II (Vaughan) Ltd.

Location: 661 & 681 Chrislea Road

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Urban Design Staff have reviewed the 2nd circulation of the proposed development concept for the above-mentioned site, circulated on October 25, 2023, and provide the following comments:

**Please refer to the original comments that were provided by Urban Design on September 7<sup>th</sup>. The comments have not been addressed and should be resolved at the OP and zoning stage of the application, and should be addressed in advance of the site plan stage to be consistent with our typical review process. The comments have been provided again below for reference.**

**General Note and Requirements:**

1. Provide Urban Design and Sustainability Guidelines.
2. Sustainability Performance and Summary Letter is to be provided.
3. Provide a pedestrian and bicycle circulation plan.

*To clarify our request for the information regarding the above noted materials (Items 1-3), it is mentioned in the Planning Opinion Report that the intent is to create and “contribute to a lively and complete community” and to be “supportive of the intended transit expansion planned for the surrounding area”. To confirm and review how this intent can be quantified and evaluated, staff require the necessary drawings/maps capturing active transportation measures, the strategies to be implemented and the reports identifying specific sustainability measures that will be put in place for this community to be a complete community.*

4. Please ensure the noted scales on the title sheets of the drawings are provided.
5. Make sure the required MTO setbacks are all depicted on the corresponding plans and are compliant.
6. Make sure the boundaries of the TRCA-regulated area and the required setbacks are depicted on all corresponding plans.
7. The pedestrian wind study (Desktop Analysis) as per the City’s [Terms of Reference for Wind Study](#) is to be provided at the site plan stage as per the agreement with City management.

8. The Arborist Report and Tree Inventory and Preservation Plan for all trees within the subject property or within 6m of the property boundary, is to be provided at the site plan stage as per the agreement with City management.
9. It has been agreed by City management that this application will only need to go to the Design Review Panel at the site plan stage.

### **Massing and Site Layout**

10. The proposed 35 and 30-storey residential towers are incompatible with the existing low-rise prestige employment lands and do not provide sufficient transition to the surrounding context. As per the Official Plan S.9.1.2.1(b) and based on the intended justification for the new development, it should be located and organized to frame and support the public realm and fit harmoniously into the surrounding environment and provide appropriate transitions. The proposed high-rise residential towers should be located only along the Langstaff corridor, and then provide an appropriate mid-rise built form transition to the low-rise commercial/industrial lands to the west on Silmar Drive and south on Chrislea Road. Further consideration should also be given to stepping the buildings down to provide a more appropriate transition along the site edges.
11. The building interface along Langstaff Road is restricted by the MTO 14 m setback providing a weak connection to the main arterial road, and the location of the second block is isolated by Highway 400 and the onramp along the east edge of the site. If intensification for this area is to be supported, it would be more appropriate to locate this type of development closer to the intersection of Langstaff and Weston Road, where it would have a stronger community connection to the existing residential neighborhood, local services, and would fit better in the public realm.
12. Urban Design staff require that the drawing scale be provided on all drawings. It appears the tower floorplate is approximately 800 square metres, however, the scale of the drawings has not been provided to help verify this information. Staff request the floorplate area be provided on the drawings to confirm the towers are compliant with the Official Plan regarding tower floorplate size and do not exceed 850 sq.m. (for any portion of the massing above 12 storeys).
13. The overall design of the block should be designed to maximize and consolidate the proposed POPS/amenity space. Urban Design staff suggest flipping the orientation of Block 2 and consolidating the building amenity in the centre of the combined blocks. This will allow the applicant to maximize this area to better utilize the space for appropriate programming and improving the overall quality of amenity space for residents. The towers will need to be reorganized to maintain the 25m separation distance, and in combination with comment #11, the midrise buildings can be used along the south and west edge of the site, where they have the strongest proximity to the existing low-rise development.
14. There is a lack of services and infrastructure available for residents given the location of the proposed development. The nearest park and school are a 20-minute walk and do not conform with the intent of the City's policies, guidelines, and the Official Plan's direction to build Complete Communities. Therefore, it is highly recommended that the size of the interior court amenity

space should be a minimum size of 0.2 hectares to meet the City's minimum requirements for POPS and to maximize the amount of outdoor amenity space for residents.

15. The proposed parking for this development should be placed underground to be compliant with the Official Plan, S.9.1.2.9.d If any parking is provided above grade as structured parking, it should be wrapped with active uses (See OP S.9.1.2.9.g).
16. The proposed at grade setbacks ranging from 0m to 2m are not appropriate and need to be increased to provide a minimum 3m setback along Chrislea Road, Silmar Drive, and appropriate setback along the MTO boundary. Additional consideration should be given to the proposed at grade uses and their relationship along the street edge. Providing a stronger pedestrian connection to Langstaff given the MTO boundary should be given greater attention.
17. Urban Design defers to the Park's Planning Department to determine if the proposed POPS will be acceptable. As noted in comment #14, POPS is required to be a minimum size of 0.2 hectares. As requested, consolidating the proposed at grade POPS and amenity will help to create a more appropriate size outdoor amenity POPS for a residential development. Staff reserve additional comments on the design once the comments noted in this review have been addressed.
18. Strengthen the connections between the site and Langstaff Road and provide direct access linking the public sidewalks and any paths to the POPS, residential lobbies, and amenity areas. Ensure all sidewalks have a prominent presence along public streets. Approval for sidewalks through the MTO lands will need to be coordinated with the MTO.
19. The proposed loading for the retail/commercial space near the corner of Chrislea Drive and Silmar Drive should be positioned further away from the corner and public realm. In consideration of the proposed block reconfiguration, the driveway location should be positioned to allow service access and to provide less interference with the amenity and building lobbies, while maximizing the POPS area. It may be more appropriate to locate the retail along Silmar Drive with the loading pushed further back into the building, or to find a way to consolidate it with the other building garbage and loading areas.
20. In response to the overall context, street hierarchy, and to provide better microclimate conditions, it is recommended that the redistribution of the blocks be collectively organized to create a large centralized POPS area that will be framed by the buildings podiums and used to help shield the site from the most impactful noise levels and winds. Consideration will need to be given to the proposed rooftop amenity spaces that lack protection from the predominate northwesterly winds and sound transfer from the Langstaff Road and Highway 400. With modifications to the block layouts and tower locations, it would be more beneficial to position the amenity spaces closer to southern edge to maximize light and use the towers to help shield additional wind and noise at this level. Staff reserve further commenting on the revised site layout once changes have been made to the site design.

### **Landscape**

1. Based on the proposed rooftop uses, it would be beneficial to provide access for the residents to both amenity spaces given the differing and specific program. For example, residents will most likely want access to the outdoor pool, dog park, etc.

2. Referring to the comments regarding the setbacks, staff recommend designing the development's public interface to be more urban in character. Consider how the uses will inform the public realm and POPS, and how these spaces might be better activated by the specific program proposed.
3. Ensure that 1.2 m soil depth is provided for tree planting over a slab; please make sure that it is clearly shown on the building and landscape sections.
4. Please coordinate with the Engineering Department to ensure the City's standard sidewalk widths and other facilities, such as bike lanes, are reflected on the plans.
5. Note that planting outside the private boundary should be directly coordinated with the Forestry Department.

**Noise Report**

6. Please confirm if the noise conditions for the proposed at grade POPS and amenity area have been examined as part of the study. Please include that information in the report.

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Michael Tranquada, M.Arch, OAA, MRAIC

Senior Urban Designer, Development Planning Department  
T. 905-832-8585 ext.8254  
E: michael.tranquada@vaughan.ca

**Date:** November 7, 2023

**To:** David Harding, Senior Planner, Development Planning

**From:** Aimee Pugao, Senior Planner, Parks Infrastructure Planning and Development

**CC:** Michael Habib, Manager of Parks and Open Space Planning, Parks Infrastructure Planning and Development  
Diana Guida and Tania Dowhaniuk, Parks Planner I, Parks Infrastructure Planning and Development

**RE:** **Files:** CIHA.23.002 Related Files: OP.23.011 & Z.23.020  
**Related Files:** PAC.23.030  
**Agent:** Steven McIntyre c/o Malone Given Parsons  
**Owner:** Battcorp Holdings (Vaughan) Ltd. and Battcorp Holdings II (Vaughan) Ltd.  
**Location:** 661 & 681 Chrislea Road  
(Planning Block 30)

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Parks Infrastructure Planning and Development (PIPD) staff are in receipt of a request for comments, dated October 25, 2023, for the 2<sup>nd</sup> circulation of a Community Infrastructure and Housing Accelerator CIHA.23.002 for 661 & 681 Chrislea Road, in Planning Block 30. PIPD staff had an opportunity to review the submitted documentation and offer the following comments:

**PIPD comment:**

- 1. Proposed POPS:** PIPD staff acknowledge a 0.13 ha POPS is proposed on the subject lands. In order to receive parkland dedication credit, POPS must meet the provisions in the Parkland Dedication by-law 168-2022 which includes but not limited to adherence to the Vaughan Official Plan Section 7.3.2.6, the minimum size of 0.2 ha and the Citywide Urban Design Guidelines (Performance Standard No. 6.2.8).

The proposed POPS in its current state, does not satisfy the above. Therefore, at this time PIPD staff recommend it should not be creditable as parkland conveyance. PIPD staff are open to further conversations should revisions be made to the proposed POPS, including but not limited to: increasing size, public road frontage, providing connectivity, and improving opportunity for public programming. If revisions are not met to the satisfaction of the City, PIPD recommend the proposed POPS be revised as amenity space. Urban Design staff shall review and provide comments as required.

**PIPD Condition of Site Plan:**

- 2.** To meet dedication requirements under the Planning Act, the VOP 2010 (Section 7.3.3 Parkland Dedication) and current Parkland Dedication By-Law and amendments, payment-in-lieu of parkland will be applicable at the time of building permit, discounting any public parkland dedicated to the City. Real Estate Services staff shall review and provide comments as required.

**PIPD staff note the following materials are required\* as a condition for the future Site Plan process:**

- Detailed Facility Fit Study;
- Pedestrian Level Wind Study (SP); and
- Arborist Report with Tree Inventory and Preservation Plan.

\*Materials required if the applicant is seeking creditable POPS is proposed within the subject development.

If you have any questions, please feel free to contact the undersigned.

Thank you,



**Aimee Pugao**

Senior Planner, Parks and Open Space Planning  
Parks Infrastructure Planning and Development  
905-303-2069, ext. 8936 | [aimee.pugao@vaughan.ca](mailto:aimee.pugao@vaughan.ca)

O:\Parks Development\PD Parks Planning\Block 30\CIHA.23.002 (OP.23.011 & Z.23.020) - 661 & 681 Chrislea Road\2nd Circulation

**DATE:** November 7, 2023  
**TO:** David Harding, Development Planning Department  
**DA FILE No.:** **CIHA. 23.002 - 2<sup>nd</sup> Circulation**  
**Related Files: Z.23.020 and PAC.23.030**  
**APPLICANT:** Battcorp Holdings (Vaughan) and Battcorp Holdings II (Vaughan) Ltd.  
**PROPERTY** 661 and 681 Chrislea Road – Blocks 1 & 2  
**LOCATION:**

Documents Reviewed:

DWG#	Drawing Title/Document	Rev#	Date
A000	Cover Page	1	2023-07-31
A001	Context Plan & Statistics	1	2023-07-31
A100	Site Plan	1	2023-07-31
A101	P2 & P3 Floor Plans	1	2023-07-31
A102	P1 Floor Plan	1	2023-07-31
A103	Ground Floor Plan	1	2023-07-31
A104	Mezzanine	1	2023-07-31
A105	2 <sup>nd</sup> Floor Plan	1	2023-07-31
A106	3 <sup>rd</sup> Floor Plan	1	2023-07-31
A107	4 <sup>th</sup> Floor Plan	1	2023-07-31
A108	5 <sup>th</sup> Floor Plan	1	2023-07-31
A109	Typical Tower Floor Plan	1	2023-07-31
A201	North Elevation	1	2023-07-31
A202	South Elevation	1	2023-07-31
A203	East Elevation	1	2023-07-31
A204	West Elevation	1	2023-07-31
A301	Building Cross-Sections	1	2023-07-31
A301	Building Cross-Sections	1	2023-07-31
A301	Building Cross-Sections	1	2023-07-31
A401	Aerial View	1	2023-07-31
A402	Perspectives	1	2023-07-31
	Draft CIHA Zoning Order		November XX, 2023
	Parcel Abstract - Lot 34, Plan 65M2588		

**Comments associated with Zoning By-law 001-2021, as amended:**

**Zoning Designation:**

The subject lands are currently zoned Service Commercial Zone, subject to site-specific Exception 14.752 under By-law 001-2021 as amended. Zoning review of the lands has been conducted based on the Draft CIHA Zoning Order provided and the requirements of the HMU, High-Rise Mixed-Use Zone.

Four residential towers split between two 4 storey podiums, consisting of two 35 storey towers and two 32 storey towers (Blocks 1 and 2), split between two 4 storey podiums, consisting of a total of 1488 residential units, a 1300 m<sup>2</sup> privately owned public space, 301.82 m<sup>2</sup> of at-grade future commercial uses in the building in Block 1, and two outdoor amenity areas are proposed.

**Comments:**

Please note the following comments are based the information provided within the documents listed above.

1. A holding provision applies with respect to the development of Block 1 and Block 2. [Draft CIHA Zoning Order]
2. Proposed front yard of 1.5 m to the podium for Block 2 does not meet the minimum requirement of 5 m. [Table 8-3] A minimum front yard (Chrislea Road) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
3. Proposed front yard of 7.0 m for Block 1 does not appear to be measured to the wall at the ground floor. A minimum front yard of 5 m is required. [Table 8-3] A minimum front yard (Chrislea Road) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
4. Proposed front yard of 4.0 m to the podium for Block 1 at the sight triangle abutting Silmar Drive and Chrislea Road does not meet the minimum requirement of 5 m. [Table 8-3] A minimum front yard (Chrislea Road) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
5. Proposed rear yard of 0.0 m does not meet the minimum requirement of 7.5 m. [Table 8-3] A minimum rear yard of 0.0 m is proposed in the CIHA draft bylaw.
6. Proposed exterior side yard of 4.0 m to the podium for Block 1 at the sight triangle abutting Silmar Drive and Chrislea Road does not meet the minimum requirement of 5 m. [Table 8-3] A minimum exterior side yard (Silmar Drive) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
7. Proposed exterior side yard to the podium for Block 1 at the sight triangle abutting Silmar Drive and Langstaff Road has not been dimensioned. A minimum exterior yard of 5 m is required. [Table 8-3] A minimum exterior side yard (Silmar Drive) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.

8. Proposed exterior side yard of 2.0 m to the podium for Block 1 does not meet the minimum requirement of 5 m. [Table 8-3] A minimum exterior side yard (Silmar Drive) of 3 metres is proposed in the CIHA draft bylaw. Drawings have not been revised at this time. The Applicant further states that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
9. Proposed height of 111.60 m exceeds the maximum permitted height of 88 m. [Table 8-3]. A maximum height of 120 m is proposed in CIHA draft bylaw.
10. Proposed minimum ground floor height of 3.0 m does not meet the minimum requirement of 4.5 m. [Table 8-3] A minimum ground floor height of 120 m is proposed in the CIHA draft bylaw.
11. Proposed tower step-back of 0 m does not meet the minimum requirement of 3 m. [Table 8-3] A tower step-back 0 m is proposed in the CIHA draft bylaw.
12. Proposed tower separation of 25 m does not meet the minimum requirement of 30 m. [Table 8-3] A minimum tower separation of 25 m is proposed in the CIHA draft bylaw.
13. Not all tower setbacks from the rear and interior side lot lines for each Block are dimensioned on the Site Plan. A minimum tower setback from any rear lot line and interior side lot line of 12.5 m is required. It appears that the CIHA draft bylaw requires a provision to address any deficiencies.
14. Proposed landscape strip widths of 2.0 m abutting Silmar Drive and 1.5 m abutting Chrislea Road do not meet the minimum required width of 5 m abutting a street line. [Table 8-3] Landscape strip widths of 2.0 m abutting Silmar Drive and 1.5 m abutting Chrislea Road are proposed in the CIHA draft bylaw.
15. Bicycle racks are shown on the Site Plan and Landscape Site Plan Layout drawings in the minimum required 2.0 m landscape strip abutting Silmar Drive for Block 1 and are not permitted in the required landscape strip. [Section 3.0, Definition of Landscape] A minimum landscape strip of 2 m abutting Silmar Drive is proposed in the CIHA draft bylaw. An exception has also been included in the draft bylaw to allow Short Term Bicycle Parking Spaces within the required landscaping strip. In addition, an exception is proposed to require Short Term Bicycle Parking Spaces to be setback at least 0.6 m from a lot line. Setback dimensions must be provided on a revised Site Plan for future circulations.
16. Proposed location of long-term bicycle parking spaces as shown in the P3 Floor Plan for Block 1 and Block 2, and noted in Site Statistics that are required for a dwelling unit do not meet the requirement. A long-term bicycle parking space is required to be located within the ground floor area, on the storey above the ground floor area or on the first or second storey located below grade. [Section 6.5.4.2] In the Comments Response Matrix, the Applicant advises that drawings will be revised at the subsequent Site Plan stage to reflect required bicycle parking requirements.
17. Setback dimensions for short term bicycle parking spaces located in the yard between the building and Silmar Drive for Block 1 are not dimensioned on the Site Plan. Where a short-term space is located in a yard, it shall be permitted to be located in a required yard (however, not in a required landscape strip) and shall have a minimum setback of 0.6 m from the nearest lot line. [6.5.5.2a] An exception has been included in the draft bylaw to

allow Short Term Bicycle Parking Spaces within the required landscaping strip. In addition, an exception is proposed to require Short Term Bicycle Parking Spaces to be setback at least 0.6 m from a lot line. Setback dimensions must be provided on a revised Site Plan for future circulations.

18. Additional comments may be forthcoming with respect to Short Term Bicycle Parking Spaces. I am not able to locate and count all of the short-term bicycle parking spaces and therefore cannot complete a thorough review of the requirements. In the Comments Response Matrix, the Applicant confirms that drawings will be clarified at the subsequent Site Plan stage.
19. Proposed aisle and driveway widths that provide access to the loading spaces that are located within both Blocks/buildings are not dimensioned on the Site Plan or the Ground Floor Plan. The minimum width of an aisle or driveway providing access to a loading space within a building and having two directions of traffic shall be 6 m. [6.11.3 1a] A width of 5.9 m was shown on the Ground Floor Landscape Layout Plan leading to Block 1 for 1<sup>st</sup> Circulation review, which does not meet the requirement. Dimensions for aisle and driveway widths providing access to internal loading spaces on a revised Site Plan for Block 1 and Block 2 are required. In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required driveway widths.
20. Proposed setback of the below grade parking structure abutting a streetline for Block 1 and Block 2 (Chrislea Rd and Silmar Drive) does not appear to be dimensioned on the Site Plan or parking level plans. A below grade parking structure shall be setback a minimum of 1.8 m from a street line. [5.15.2 a] The Applicant proposes an exception for below grade parking structures to be setback a minimum of 0.0 m from a street line in the CIHA draft bylaw. In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect the required yard setbacks.
21. Proposed amenity area of 2 m<sup>2</sup> per dwelling unit and outdoor amenity area of 2 m<sup>2</sup> per dwelling unit for an apartment dwelling unit do not meet the minimum requirements as described in Subsection 4.3 Amenity Area Requirements. The Applicant proposes a minimum amenity area of 2 m<sup>2</sup> per dwelling unit and a minimum outdoor amenity area of 2 m<sup>2</sup> per dwelling unit in the CIHA draft bylaw.
22. A minimum of 1506 m<sup>2</sup> indoor amenity area is required for Block 1. A minimum of 1470 m<sup>2</sup> indoor amenity area is required for Block 2. Site Statistics do not appear to be allocated per Block. In the Comments Response Matrix, the Applicant confirms that drawings will be clarified at the subsequent Site Plan stage.
23. A minimum of 1506 m<sup>2</sup> outdoor amenity area is required for Block 1. A minimum of 1470 m<sup>2</sup> outdoor amenity area is required for Block 2. Site Statistics do not appear to be allocated per Block. In the Comments Response Matrix, the Applicant confirms that drawings will be clarified at the subsequent Site Plan stage.
24. Proposed total of 582 residential parking spaces for Block 1 does not meet the minimum requirement. A minimum of 603 residential parking spaces are required. [Table 6-2] A vehicular parking standard of 0.8 spaces per residential unit is proposed in the CIHA draft bylaw.

25. A total of zero (0) retail parking spaces are provided for **Block 1**, which proposes 301.82 m<sup>2</sup> of retail gross floor area. A minimum of 11 retail parking spaces are required. [Table 6-2] The CIHA draft bylaw proposes that no parking spaces be required for retail uses.
26. Proposed total of 14 Barrier Free parking spaces for **Block 1** does not meet the minimum requirement of 18 barrier free parking spaces (7 shall be Type A, 7 shall be Type B), based on total number of required parking. [Table 6-4, 2a]. In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required parking provisions.
27. Proposed mix of 10 Type A and 4 Type B Barrier Free parking spaces for **Block 1** does not meet the requirement noted above. [Table 6-4, 2a] In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required parking provisions.
28. Proposed mix of 4 Type A and 14 Type B Barrier Free parking spaces for **Block 2** does not meet the requirement. 8 barrier free spaces shall be Type A, 8 barrier free spaces shall Type B, and the last one may be a Type B (total 17 required). [Table 6-4, 2a] In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required parking provisions.
29. Driveway widths leading to parking entrances are not dimensioned on the Site Plan. In all zones other than a Residential Zone, a driveway access that is mutually shared between two abutting lots shall have a minimum combined driveway width of 7.5 m. [6.6.3.3] In the Comments Response Matrix, the Applicant confirms that drawings will be revised at the subsequent Site Plan stage to reflect required driveway widths.
30. The proposed location of the buildings in **Block 1** and **Block 2** are not within required build-to-zone. The build-to zone shall apply to a minimum of 50% of the street frontage for **Block 1** and the build-to zone shall apply to a minimum of 60% of the street frontage for **Block 2**.

Specifically:

**Block 1** build-to-zone abutting Silmar Drive minimum 5 m and maximum 10 m for 50% of the building abutting the street line at the ground floor is not met. (2m setback proposed).

**Block 1** abutting Chrislea a setback dimension from the front lot line to the ground floor is required.

**Block 2** build-to-zone abutting Chrislea Rd minimum 5 m and maximum 10 m for 60% of the building abutting the street line at the ground floor is not met. (1.5 m setback proposed).

In the CIHA draft bylaw, the Applicant proposes that the minimum build-to zone requirement shall not apply to the proposed development.

31. Applicant to please provide all statistics for each Block individually for future circulations, as the buildings are proposed to be constructed on two separate parcels of land.
32. A portion of the subject lands appear to be located within the regulatory limits of the Toronto Region and Conservation Authority.

Please ensure that all Zoning issues are adequately addressed prior to re-submission of Site Plan drawings, and that all subsequent submissions are accompanied by a covering letter indicating the proposed changes. Additional comments may be forthcoming. If you have any questions or concerns, I may be contacted at the extension below.

**Please note the drawings submitted for Building Permit shall match identically with the final approved Development Approval drawings including page numbers, revision numbers and revision dates. Any discrepancies may require further approval through the Development Planning Department.**

Regards,

**Catherine Saluri**  
Plans Examiner I (Zoning)  
Building Standards Department  
Ext. 8310

**From:** [Abanoub Abadeer](#)  
**To:** [David Harding](#)  
**Cc:** [Abanoub Abadeer](#)  
**Subject:** Development Planning Application # 23 130463 000 00 DOPA - Fire Review comments  
**Date:** Thursday, October 26, 2023 2:52:32 PM

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Good day,

Please find the comments from Fire Review:

1. Water supply for firefighting, including hydrants, municipal or private shall be identified in the plans and code requirements to be installed and operational prior to construction of building.
2. Hydrants shall be unobstructed and ready for use at all times.
3. Access roadways shall be maintained and suitable for large heavy vehicles.
4. Roads shall be complete to a minimum base coat of asphalt capable of carrying emergency vehicle loading prior to construction of buildings.
5. Temporary Municipal address to be posted and visible for responding emergency vehicles satisfactory to the City.
6. Ensure designated firebreaks are identified on permit drawings
7. Based on site drawing the private roadway is a fire route and parking on the street is prohibited.
8. Fire Route to be posted prior to construction and in accordance with OBC 2012. (ensure the signs are approved with the by-law 1-96 is on the sign).
9. Information not provided in review package addressing Fire Route Requirements.
10. width of the roadway
11. Is parking permitted
  - o Is the fire route posted as per by-laws
  - o General concerns of vehicle parking on the roads which would reduce the width below the minimum code requirements for fire route.

Kind regards,

AMANDA



Residential – Hi-Density  
(greater than 5 storeys & 10 residential units)

DATE: 8/17/2023  
TO: DEVELOPMENT PLANNING  
ATTENTION: DAVID HARDING  
SUBJECT: REQUEST FOR COMMENTS  
FILE #: CIHA.23.002, RELATED FILES: OP.23.011, Z.23.020 AND PAC.23.030, 661 & 681 CHRISLEA ROAD  
APPLICANT: BATTICORP HOLDINGS (VAUGHAN) LTD. AND BATTICORP HOLDINGS II (VAUGHAN) LTD.

Comment:   
(see below)

No Comment:

“For high-density residential development, the Owner shall, prior to the issuance of a Building Permit, convey land at the rate of 1 ha per 600 net residential units and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at the rate of 1 ha per 1000 net residential units, or at a fixed unit rate, at Vaughan’s discretion, in accordance with the *Planning Act* and the City of Vaughan Parkland Dedication By-law.

Prior to the issuance of a Building Permit, the Owner shall pay to the City of Vaughan by way of certified cheque a community benefits charge equivalent to 4% of the value of the subject lands in accordance with Section 37 of the *Planning Act* and the City’s Community Benefits Charge By-law. The Owner shall submit an appraisal of the subject lands, pursuant to City’s Community Benefits Charge By-law, prepared by an accredited appraiser for approval by the Vaughan Real Estate Department, and the approved appraisal shall form the basis of the calculation of the community benefits charge payment.”

*Paul Salerno*

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Paul Salerno  
Director of Real Estate  
(Ext.8473)

# Attachment 9



Corporate Services

November 14, 2023

David Harding RPP, MCIP  
Senior Planner  
City of Vaughan  
Development Planning Department  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Dear David Harding:

**Re: Community Infrastructure and Housing Accelerator (CIHA)  
Battcorp Holdings (Vaughan) Ltd.  
661 & 681 Chrislea Road  
City File Nos.: CIHA.23.002, OP.23.011 and Z.23.020  
York Region File Nos.: LOPA.23.V.0049**

This is in response to your first and second circulation and request for comments for the Community Infrastructure and Housing Accelerator (CIHA) application.

The 1.64 ha subject site is located on the southside of Langstaff Road, between Weston Road and Highway 400 and is currently occupied by a gas station and a variety of commercial and retail uses, including a corner store, a café, office spaces, and the Reinhard College of Music & School of Worship. The proposed development consists of 1,488 apartment units and 304 m<sup>2</sup> of ground floor commercial uses, in four towers (two 32 storeys and two 35 storeys). Proposed are 1,514 parking spaces in an eight-level parking garage (four-levels aboveground and four-levels underground). The overall built density is 6.34 FSI.

## **Vaughan Official Plan**

According to the applicant's Planning Justification report, prepared by Malone Given Parsons Ltd., dated August 2023, the subject lands are currently designated "Prestige Employment" by the 2010 Vaughan Official Plan.

## **Conformity with the 2022 York Region Official Plan**

The 2022 York Region Official Plan (ROP) contains policies that guide economic, environmental and community building decisions to manage growth. These policies strengthen the connections between the natural and built environment, job opportunities, human services, transportation,

public health and fiscal capacity. The Regional Official Plan policies also coordinate and set the stage for more detailed planning by local municipalities.

The Regional Official Plan prescribes an urban structure based on an intensification matrix whereby Regional Centres and Corridors are intended to accommodate the highest concentration of intensification, followed by GO transit train stations, bus terminals and subway stations and further down the matrix, Local Centres and Corridors. As such, it is a Regional interest to ensure appropriate levels of intensification occurs within all intensification areas.

Site-specific increases in height, densities, and therefore total number of residential units, sets a precedence and expectation for other properties in close proximity as well as across the Region. The local and Region's transportation and water and wastewater master plans are based on approved Official Plans and Secondary Plans. It is in the Region's interest to ensure adequate road and water and wastewater service capacity is available to accommodate the ultimate planned population and jobs. The cumulative impacts of site-specific amendments have the potential to impact the ability to service areas where significant growth through intensification is intended to occur.

Through the last Municipal Comprehensive Review, the subject lands progressed through an employment land conversion and was subsequently not included in an employment area. According to the 2022 York Region Official Plan (YROP), the subject lands are designated Community Area, but not within an area identified for intensification. The Community Area permits a wide range of urban uses, including residential, population-related employment and community services.

The subject OPA proposes to increase the maximum permitted density on a site-by-site basis, which does not constitute comprehensive planning. According to ROP policy 2.3.2, "*communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and transit-supportive built form.*" The proposed development continues a development pattern that exceeds planned growth, which may have an impact on the Region's planned transportation and water and wastewater networks. The ROP specifies, "*That intensification be directed in accordance with the Regional hierarchy to utilize land efficiently and sustainably that is commensurate with available hard and soft services and existing infrastructure, while having regard for the local context.*"

Another important planning policy direction for intensification areas is the creation of pedestrian oriented, 15-minute complete communities. The provision of retail and personal service establishments within close walkable proximity helps reduce the dependence of automobile trips. ROP policy 4.4.9 states, "*To direct a significant amount of mixed-uses, including street-related commercial, to strategic growth areas.*" The proposed development's 304 m<sup>2</sup> of ground floor commercial space is only 0.3% of the total 104,044 m<sup>2</sup> of gross floor area.

The ROP also encourages larger family sized units for intensification projects (Policy 4.4.8). The proposed development has 1,222 one-bedroom units. This represents 82% of the total residential units. The applicant is encouraged to provide a greater proportion of family sized units.

### **Community Infrastructure and Housing Accelerator**

The City of Vaughan should consider the following matters before making a decision on the proposal:

1. Introducing new high density residential uses on a site-specific basis surrounded by employment uses would create an isolated community without close access to typical residential neighbourhood uses, such as schools, community facilities, and walkable destinations.
2. Introducing new residential uses on the subject lands could:
  - a) destabilize surrounding existing employment uses, creating potential compatibility issues, and
  - b) place upward pressure on land values, discouraging the establishment of new employment businesses.

CIHA Orders should not be used to by-pass a comprehensive planning process and applicable policies that considers surrounding context, good planning principles and creating desirable, complete neighbourhoods.

### **The subject lands are not located within a planned intensification area**

York Region staff fully supports every effort to accelerate building more housing units based on good planning principles. The City of Vaughan has a number of planned community areas to accommodate residential intensification.

The Vaughan Metropolitan Centre Secondary Plan areas planned to accommodate a potential population of 118,000 in approximately 67,000 residential units. This is Vaughan's primary intensification area. The focus is to direct residential intensification to this Regional Centre/Urban Growth Centre. Consideration should be given to the cumulative impacts on available servicing and transportation capacity to accommodate growth in the VMC.

An example of an appropriate use of the Community Infrastructure and Housing Accelerator Order would be to advance a mixed-use project in one of Vaughan's planned intensification areas. The OPA proposes to add a new residential use on lands surrounded by an employment area, isolated from existing residential neighbourhoods. The subject lands are not currently within a residential community area, making it difficult to contribute to and create a healthy and complete community.

## **Departmental Comments**

Below is a summary of comments received from Regional Departments.

### **Transportation**

Transportation Planning staff require the following conditions be included in the CIHA Order.

1. Provide a Transportation Impact Study consistent with the format and recommendations of the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). The TIS shall include assessment of other modes of transportation such as transit and active transportation for internal and external to the site in the future total conditions.
2. Provide a comprehensive Transportation Demand Management Plan (TDM) consistent with Region Transportation Mobility Plan Guidelines to the satisfaction of York Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations.
3. Provide a basic 43.0 metre right-of-way for this section of Langstaff Road. As such, all municipal setbacks shall be referenced from a point 21.5 metre from the centerline of construction of Langstaff Road. Any additional lands required for turn lanes at the intersections/access will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor.
4. The owner shall enter into an agreement with the Region to provide “above and beyond” transit initiatives, such as adult YRT Monthly PRESTO cards for each residential unit, for a period of three months.
5. Consult with MTO regarding the feasibility of a full move interchange at Highway 400 and Langstaff Road and confirm right-of-way requirements for Highway 400 ramps.

### Development Engineering and Sustainable mobility

Comments and conditions will be provided at subsequent development applications.

### **Water and Wastewater Servicing**

Environmental Services Infrastructure Asset Management (IAM) staff have reviewed the first and second submission in conjunction with the Functional Servicing Report (FSR) prepared by C.F. Crozier & Associates, dated July 2023.

### Servicing Allocation

1. Residential development in the City of Vaughan requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, then the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:
  - West Vaughan Wastewater Servicing project - 2028 anticipated completion

- Other projects as may be identified in future studies

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

2. As identified at the pre-consultation stage, the subject development is seeking to develop the site at a higher density than planned for in the Region's 2022 Water and Wastewater Master Plan. As such, the potential impact of proposed growth in this area (and developments in upstream and downstream areas) on the Regional infrastructure system must be monitored and addressed through various capacity management tools which include: the capacity assignment program (managed in collaboration with local municipalities), future master plan studies, phasing of growth in alignment with available capacity, etc.

The applicant is advised that at this time, the Region's servicing capacity commitment remains within the limits of currently assigned capacity to the City of Vaughan. It is in the City's jurisdiction to allocate the Region assigned capacity to individual developments based on their growth priorities.

#### Municipal Servicing

3. The FSR indicates that water and wastewater servicing for the proposed development is planned to be provided through connections to existing 300mm watermain and 200mm sanitary sewer on Chrislea Road, respectively. The FSR notes that hydrant testing undertaken in May 2023 indicated that the water infrastructure system is expected to support the required level of service at the proposed development, including fire flows. Wastewater flows from the site are tributary to the Region's Humber Sewage Pumping Station.
4. The FSR notes that upgrades are needed to the downstream sanitary sewer system in the Weston 7 Secondary Plan area, to which the subject site is tributary. It is not clear whether the City's draft Integrated Urban Water Plan and the infrastructure upgrades identified in the IUWP have considered the servicing needs of the subject site. Prior to final approval of the development, external downstream upgrades needed to facilitate the development must be confirmed in coordination with the City.
5. It is IAM's understanding that an updated FSR with a finalized sanitary servicing strategy shall be provided to the Region for review and record.

#### Dewatering

6. Details on proposed dewatering activities and effluent management/discharge have not been identified in the submission materials

7. The Owner is advised temporary discharge to the municipal sanitary sewer system will only be considered when no other alternatives are feasible. Should no alternatives be available, the Owner is advised that construction dewatering discharge to the local municipal or Regional sanitary system requires a separate approval in accordance with Sewer Use By-law No. 2011-15. See <http://www.york.ca/seweruse> for additional information.
8. The Region does not support permanent discharge of groundwater to the sanitary system. Please incorporate in the design accordingly.

IAM requires the following conditions be included in the CIHA Order:

1. Prior to final approval, the Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
  - a copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the proposed development.
  - a copy of an email confirmation by City of Vaughan staff stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.
2. The Owner shall agree in a development agreement that the Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
3. Prior to final approval, the Owner shall submit a Functional Servicing Report, to the satisfaction of the City and Region.

Condition for pending site plan application:

1. Prior to final approval, the Owner shall provide an electronic set of the final engineering drawings showing the water and wastewater infrastructure for the proposed development to Development Services and the Infrastructure Asset Management branch for record.

### **Water Resources**

Water Resources Branch of the Public Works Department does not have any objections/concerns subject to the following comments with the CIHA application as it relates to Source Protection policy. Should the proposal change and/or the application be amended, Water Resources will require recirculation for comment and/or approval.

### Area of Concern:

Water Resources would like to note the site is in an identified area of concern due to known high water table conditions and confined artesian aquifer conditions, which could have geotechnical

implications with respect to construction activities including, but not limited to, dewatering (short-term or long-term), foundation construction, and building stability. As such, Water Resources recommends that any geotechnical and hydrogeological investigations undertaken by the owner take into account the fact that groundwater levels may currently be artificially depressed at the site due to third party permanent dewatering systems in the area. Also, please note that the Environmental Monitoring and Enforcement group of the Environmental Services department should be contacted at [sewerusebylaw@york.ca](mailto:sewerusebylaw@york.ca) for a dewatering permit, if required.

### **Summary**

The proposed development consists of 1,488 apartment units and 304 m<sup>2</sup> of ground floor commercial uses, in four towers (two 32 storeys and two 35 storeys). Proposed are 1,514 parking spaces in an eight-level parking garage (four-levels aboveground and four-levels underground). The overall built density is 6.34 FSI.

The applicant has requested the City of Vaughan to endorse the use of a Provincial Community Infrastructure and Housing Accelerator (CIHA) Order. York Region Development Planning staff do not support the use of a CIHA Order on the subject lands to permit the proposed development. A comprehensive planning exercise of the larger non-employment lands should determine the appropriate amount and type of development commensurate with required hard and soft infrastructure and services. Complete communities are not created with an isolated island of high density residential, surrounded by an employment area and adjacent to a 400-series Highway.

Should you have any questions or require further information regarding our comments, please contact Augustine Ko, Senior Planner, at 1-877-464-9675, ext. 71524, or by email at [Augustine.Ko@york.ca](mailto:Augustine.Ko@york.ca).

Sincerely,



On behalf of  
Karen Whitney, MCIP, RPP  
Director, Development Services

AK/

# Attachment 10

**From:** [Stephen Bohan](#)  
**To:** [David Harding](#)  
**Subject:** [External] RE: Request for Comment - 1st Submission – CIHA.23.002 (OP.23.011 & Z.23.020) for 661 & 681 Chrislea Road.  
**Date:** Tuesday, August 8, 2023 1:52:15 PM  
**Attachments:** [image003.png](#)  
[image004.png](#)

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Hi David,

Further to our comments on the PAC submission, a small portion of the subject lands is within TRCA's Regulated Area. Based on a review of the of circulated materials, the proposed works continue to be located outside of TRCA's Regulated Area. As such, TRCA's planning and regulatory interests would not be impacted.

## Source Water Protection

The property is located within an area subject to the Source Protection Plan (SPP). The SPP under the Clean Water Act, 2006, developed for the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region, took effect on December 31, 2015. The proposed works are in a vulnerable area referred to as a Wellhead Protection Area – Q2 (WHPA-Q2).

The site is located within an area of the WHPA-Q2 that has been identified as being down-gradient of municipal wells. As such, the project is exempt from the REC-1 part 2 policy.

Development of the site is still subject to the REC-1 part 1 policy of the CTC SPP. In accordance with the REC-1 part 1 policy, new development is required to implement best management practices, such as Low Impact Development (LID), with the goal of maintaining predevelopment recharge.

The circulated functional servicing and stormwater report includes details related to water balance criteria based on retention of the first 5 mm of a rainfall event (i.e., surface water quantity controls), not average annual rainfall, which is the criteria of the CTC SPP. There is also a note in the report identifying that retention and water re-use method details will be provided at detailed design.

TRCA staff defer to the City of Vaughan as the Planning Approval Authority to confirm if the proponent is implementing best management practices for maintaining recharge per the REC-1 part 1 policy.

Regards,

## Stephen Bohan

Senior Planner

Development Planning and Permits | Development and Engineering Services  
Toronto and Region Conservation Authority (TRCA)

T: [437-880-1944](tel:437-880-1944)

E: [stephen.bohan@trca.ca](mailto:stephen.bohan@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | [trca.ca](http://trca.ca)



**ATTACHMENT 11**
**Draft Community Infrastructure Housing Accelerator (CIHA) Order Conditions  
Rationale**
**661 and 681 Chrislea Road, City of Vaughan file CIHA.23.002**

Item No. In Draft CIHA Order	Proposed Condition	Rationale
Development Engineering Department Conditions		
1(a)(i)	The Owner shall provide an updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the lands on the map set out in Schedule A can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.	A downstream sanitary capacity analysis is required to demonstrate that the Subject Lands can be adequately serviced for sanitary sewage.
1(a)(ii)	The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Vaughan Metropolitan Centre Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.	The City has initiated a Servicing Master Plan Update, Integrated Urban Water Master Plan Class EA (IUW-MP). The Study will assess the existing and planned municipal servicing systems (water, wastewater, stormwater) to support the City's Official Plan review. A Functional Servicing Strategy Report (FSSR) will be completed for the Weston and 7 Secondary Plan Area through this on-going Master Plan update. The Subject Lands' wastewater peak flows are expected to directly affect downstream servicing capacity within the Weston and 7 Secondary Plan Area and beyond.
1(a)(iii)	For City Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the lands on the map set out in Schedule A.	There is limited available city-wide servicing capacity. However, York Region is expected to grant the City additional servicing capacity in Q4-2023 as part of their Capacity Assignment cycle to municipalities.
1(a)(iv)	The Owner shall provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering	Staff have concerns with the location of the second proposed access due to the lack of sightline, large volume of anticipated traffic due to the location of both ramps to

	comments prior to the final approval of the application, to the satisfaction of the City.	the parking garage and proposed lay-by parking spaces along the driveway.
1(a)(v)	The Owner shall enter into a Development Agreement with the City, if required, to design and construct at no cost to the City all improvements identified in the revised Transportation Impact Study and Functional Servicing and Stormwater Management Report including all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Development Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.	There are two full-moves accesses proposed on Chrislea Road. Staff have concerns with the location of the east access due to the lack of sightline, large volume of anticipated traffic due to the location of both ramps to the parking garage and proposed lay-by parking spaces along the driveway. The Transportation Impact Study identifies no traffic signals are warranted at any study intersections, however a traffic signal at the intersection of Jevlan Drive/Chrislea Road and Silmar Drive is recommended as a part of full build out of the proposed development. Additionally, an option to provide a 25-m eastbound auxiliary left-turn lane at the second entrance is explored, however staff have concerns due to the sightline issues at Access #2.
1(a)(vi)	The Owner shall provide an updated Functional Servicing Report to the satisfaction of the Development Engineering Department.	Implements 1(a)(v)
1(a)(vii)	The Owner shall provide a Noise Impact Study and Air Quality and Odor Impact Study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways to the satisfaction of the Development Engineering Department.	Needed to assess any potential adverse effects on the proposed sensitive land use from the adjacent industrial land uses and transportation right of ways. These items should not be deferred to a subsequent stage of development.
1(a)(viii)	The Owner shall provide revised Phase One and Two Environmental Site Assessment ('ESA') reports, conforming to O. Reg. 153/04 standards assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks ('MECP') standards are present, to the satisfaction of the Development Engineering Department. The ESA reports shall be accompanied with a reliance letter	The submitted Phase I ESA report was written with the intent that the site is remaining as a commercial use, which has less stringent requirements.

	from the environmental consultant in accordance with the City's template.	
<b>Development Planning Department Conditions</b>		
1(b)(i)	The Owner shall enter into an agreement with the City to provide a minimum of 5% of the total number of residential units as affordable housing units as defined by the York Region Official Plan 2022.	To be eligible for a CIHA Order, the Development requires a substantial community benefit above what the <i>Planning Act</i> requires of a traditional application.
1(b)(ii)	<p>i. The Owner shall enter into an agreement with the City to submit the following materials as part of the future Site Plan application process:</p> <ol style="list-style-type: none"> <li>1. Detailed Facility Fit Study</li> <li>2. Pedestrian Level Wind Study</li> <li>3. Arborist Report and Tree Inventory Plan</li> <li>4. Pedestrian and Bicycle Circulation Plan</li> <li>5. Revised/Final Noise Impact Study</li> <li>6. Geotechnical Report</li> <li>7. Hydrogeological Report</li> <li>8. Land Use Compatibility Study</li> <li>9. Water Balance Assessment Report</li> <li>10. Stormwater Management Report</li> <li>11. Prior to final site plan approval, an electronic set of final engineering drawings showing the water and wastewater infrastructure for the proposed development to York Region's Development Services and the Infrastructure Asset Management Branch for record.</li> </ol>	Documentation that would typically be required in order to establish the principal of development, is to be deferred to the Site Plan application stage in order to expedite the proposal.
<b>Regional Municipality of York ('York Region') Conditions</b>		
2(a)(i)	The Owner shall provide a Transportation Impact Study consistent with the format and recommendations of the Region's <i>Transportation Mobility Plan Guidelines for Development Applications</i> (November 2016) to the satisfaction of the Region. The TIS shall include assessment of other modes of transportation such as transit and active transportation internal and external to the site in the future total conditions.	Introducing new high density residential uses on a site-specific basis surrounded by employment uses would create an isolated community without close access to typical residential neighbourhood uses, such as schools, community facilities, and walkable destinations.
2(a)(ii)	The Owner shall provide a comprehensive Transportation Demand Management Plan (TDM) consistent with the Region's <i>Transportation Mobility Plan Guidelines for Development Applications</i> (November 2016) to the satisfaction of the Region. The	Important planning policy direction for intensification areas is the creation of pedestrian oriented, 15-minute complete communities. The site is not within a planned intensification area.

	TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the Owner to implement TDM recommendations.	Introducing new high density residential uses on a site-specific basis surrounded by employment uses would create an isolated community without close access to typical residential neighbourhood uses, such as schools, community facilities, and walkable destinations.
2(a)(iii)	The Owner shall provide a basic 43.0 metre right-of-way for this section of Langstaff Road. As such, all municipal setbacks shall be referenced from a point 21.5 metres from the centreline of construction of Langstaff Road. Any additional lands required for turn lanes at the intersection/access will also be conveyed to the Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the Region's solicitor.	Maintenance of regional road network to respond to future anticipated transportation needs.
2(a)(iv)	The Owner shall enter into an agreement with the Region to provide "above and beyond" transit services, such as YRT Monthly PRESTO cards, for each residential unit, to the satisfaction of the Region, for a period of three months.	The proposed development creates an isolated residential neighbourhood within an employment area. Measures are required to assist in easing resident barriers to transportation access.
2(a)(v)	The Owner shall consult with the Ministry of Transportation (MTO) regarding the feasibility of a full move interchange at Highway 400 and Langstaff Road and confirm to the Region's satisfaction MTO's requirements for Highway 400 ramps.	The Subject Lands abut a Highway 400 onramp.
2(b)(i)(1)	A copy of the Council resolution confirming that the City has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed.	To confirm that water and wastewater services are available to the Subject Lands and have been allocated service by the City.
2(b)(i)(2)	The Owner shall agree in a development agreement that they shall save harmless the City and the Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.	To confirm that water and wastewater services are available to the Subject Lands and have been allocated service by the City.
2(b)(i)(3)	The Owner shall submit a Functional Servicing Report, to the satisfaction of the City and Region.	To confirm that water and wastewater services are available to the Subject Lands and have been allocated service by the City.

## ATTACHMENT 12

### ORDER

With respect to the City of Vaughan, Regional Municipality of York's CIHA Order XXX-XXX

**Subsection 34.1(9) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended**

---

1. I hereby order pursuant to clause 34.1(9)(a) of the *Planning Act*, further to a request from the Council of the City of Vaughan set out in a resolution dated December XXXX, 2023, that:
  - a. The zoning requirements attached as Appendix C apply to the lands in the City of Vaughan, Regional Municipality of York, set out in Appendix C.
  - b. Pursuant to subsection 34.1(12) of the *Planning Act*, the following do not apply to any Site Plan Application, Draft Plan of Subdivision Application, and Draft Plan of Condominium Application:
    - i. A policy statement issued under subsection 3(1) of the *Planning Act*,
    - ii. A Provincial Plan; and
    - iii. An Official Plan; and
  - c. Appendices A, B, and C, attached to this Order, form part of this Order.
2. This Order comes into force on the day this order is made.

## APPENDIX A

### With respect to the City of Vaughan, Regional Municipality of York Subsection 34.1(9) of the *Planning Act*

#### Definitions

1. In this Order,

"Affordable" shall have the same meaning as in the *York Region Official Plan 2022*, and may also be referred to as 'Affordable Housing' or 'Affordable Housing Units' for the purpose of this CIHA Order.

"CIHA Order Conditions" means the requirements listed in Appendix B to this Order, pursuant to subsection 34.1(13) of the *Planning Act* that shall be satisfied prior to the Minister of Municipal Affairs and Housing making the Order.

"Lands" or "Subject Lands" shall mean the lands outlined in red on the map attached to the Order as set out in Appendix C.

"Order" means the order made by the Minister of Municipal Affairs and Housing pursuant to clause 34.1(9) (a) of the *Planning Act* with respect to the City of Vaughan, Regional Municipality of York.

"Zoning By-law" means Zoning By-Law No. 001-2021 of the City of Vaughan.

#### Application

2. This Order applies to lands in the City of Vaughan in the Regional Municipality of York, in the Province of Ontario, being the lands outlined in red on the map attached to the Order as Appendix C.

#### Zoning By-law

3. That Zoning By-law 001-2021 of the City of Vaughan, as amended from time to time and in its entirety applies to the lands shown on the map set out in Appendix C of this Order, and subject to the exceptions noted below.

#### High-Rise Mixed-Use Zone (HMU)

4. Every use of land and every erection, location or use of any building or structure is prohibited on the lands identified as "High-Rise Mixed-Use Zone (HMU)" on the map referred to in Appendix C of this Order except for:

##### Permitted Uses:

- (a) uses permitted under Table 8-2, High-Rise Mixed-Use Zone (HMU) inclusive of all listed additional requirements, of the Zoning By-law, save and except note 4;
- (b) Park

##### Lot and Building Requirements:

- (a) The requirements listed under Table 8-3, High-Rise Mixed-Use Zone (HMU) along with all listed additional requirements, of the Zoning By-law;
- (b) Maximum number of dwelling units – 1,488

- (c) Minimum setback to Silmar Drive – 3 metres
- (d) Minimum setback to Chrislea Road – 3 metres
- (e) Minimum Rear Yard – 0 metres
- (f) Minimum setback to Langstaff Road/Ministry of Transportation Lands – 14 metres
- (g) Maximum Height – 112 metres
- (h) Minimum Ground Floor Height – 3 metres
- (i) Minimum Tower Separation – 25 metres
- (j) Where an Interior or Rear Lot Line is internal to the lands shown on the map set out in Appendix C, the Minimum Tower Setback shall be 9 metres
- (k) The Minimum Build-To Zone shall not apply.
- (l) Minimum Landscape Strip abutting Silmar Drive – 3 metres
- (m) Minimum Landscape Strip abutting Chrislea – 3 metres

### **Special Provisions**

- 5.** In addition to the uses and requirements listed above, the following provisions shall apply:
- (a) A Minimum of 5% of the total number of residential units shall be Affordable Housing units.
  - (b) Minimum gfa of Commercial uses across all lands shown on the map set out in Appendix C – 304 m<sup>2</sup>
  - (c) Maximum gfa across all lands shown on the map set out in Appendix C – 104044 m<sup>2</sup>
  - (d) The minimum setback of a below-grade parking structure from a street line may be 0 m
  - (e) A Short-term Bicycle Parking Space may be located within a required Landscape Strip.
  - (f) Minimum Required Resident Parking Spaces per dwelling unit – 0.8
  - (g) Surface parking in the form of a parallel parking space is permitted in an interior side yard and exterior side yard.

### **Terms of Use**

- 6.** (1) Every use of land and every erection, location, and use of any building or structure shall be in accordance with this Order.
- (2) Nothing in this Order prevents the use of any land, building or structure for any use prohibited by this Order if the land, building or structure is lawfully so used on the day this Order comes into force.
- (3) Nothing in this Order prevents the reconstruction of any building or structure that is damaged or destroyed by causes beyond the control of the owner if the dimensions of the original building or structure are not increased and its original use is not altered.
- (4) Nothing in this Order prevents the strengthening or restoration to a safe condition of any building or structure.

## APPENDIX B

### CIHA Order Conditions

1. The following materials, items, and tasks shall be submitted/completed to the satisfaction of the Minister of Municipal Affairs and Housing and/or the City of Vaughan (the 'City'):
  - a. Development Engineering Department
    - i. The Owner shall provide an updated downstream sanitary capacity analysis and related drawings of external municipal infrastructure upgrades required to demonstrate that the lands on the map set out in Appendix C can be adequately serviced for sanitary sewage, to the satisfaction of the Development Engineering Department.
    - ii. The Owner shall front-end finance and construct or contribute to related required water distribution system and wastewater servicing infrastructure improvements based on the conclusions and recommendations of the City's Integrated Urban Water Master Plan EA, specifically the Weston and Highway 7 Secondary Plan Area Functional Servicing Strategy Report, to the satisfaction of the City.
    - iii. For City Council to adopt a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the lands on the map set out in Appendix C.
    - iv. The Owner shall provide an updated Transportation Impact Study where such report requires additional information and addresses all Transportation Engineering comments prior to the final approval of the application, to the satisfaction of the City.
    - v. The Owner shall enter into an Agreement with the City, if required, to design and construct at no cost to the City all improvements identified in the revised Transportation Impact Study and Functional Servicing and Stormwater Management Report including all applicable external municipal infrastructure required that are necessary to benefit the Plan to the satisfaction of the City. The Agreement shall be registered against the lands to which it applies, and upon execution, the Owner shall satisfy conditions of the City, financial or otherwise, all to the satisfaction of the City.
    - vi. The Owner shall provide an updated Functional Servicing Report to the satisfaction of the Development Engineering Department.
    - vii. The Owner shall provide a Noise Impact Study and Air Quality and Odor Impact Study to assess for any potential adverse effects on the proposed sensitive land use from the adjacent industrial facilities and transportation right of ways to the satisfaction of the Development Engineering Department.
    - viii. The Owner shall provide revised Phase One and Two Environmental Site Assessment ('ESA') reports, conforming to O. Reg. 153/04 standards assessing the site for the proposed residential use to confirm if exceedances of applicable Ministry of the Environment, Conservation, and Parks ('MECP') standards are present, to the satisfaction of the Development Engineering Department. The ESA reports shall be accompanied with a reliance letter from the environmental consultant in accordance with the City's template.

**b. Development Planning Department**

- i. The Owner shall enter into an agreement with the City to provide a minimum of 5% of the total number of residential dwelling units as affordable housing units as defined by the York Region Official Plan 2022.
- ii. The Owner shall enter into an agreement with the City to submit the following materials as part of the future Site Plan application process:
  1. Detailed Facility Fit Study
  2. Pedestrian Level Wind Study
  3. Arborist Report and Tree Inventory Plan
  4. Pedestrian and Bicycle Circulation Plan
  5. Revised/Final Noise Impact Study
  6. Geotechnical Report
  7. Hydrogeological Report
  8. Land Use Compatibility Study
  9. Water Balance Assessment Report
  10. Stormwater Management Report
  11. Prior to final site plan approval, an electronic set of the final engineering drawings showing the water and wastewater infrastructure for the proposed development to York Region's Development Services and the Infrastructure Asset Management Branch for record.

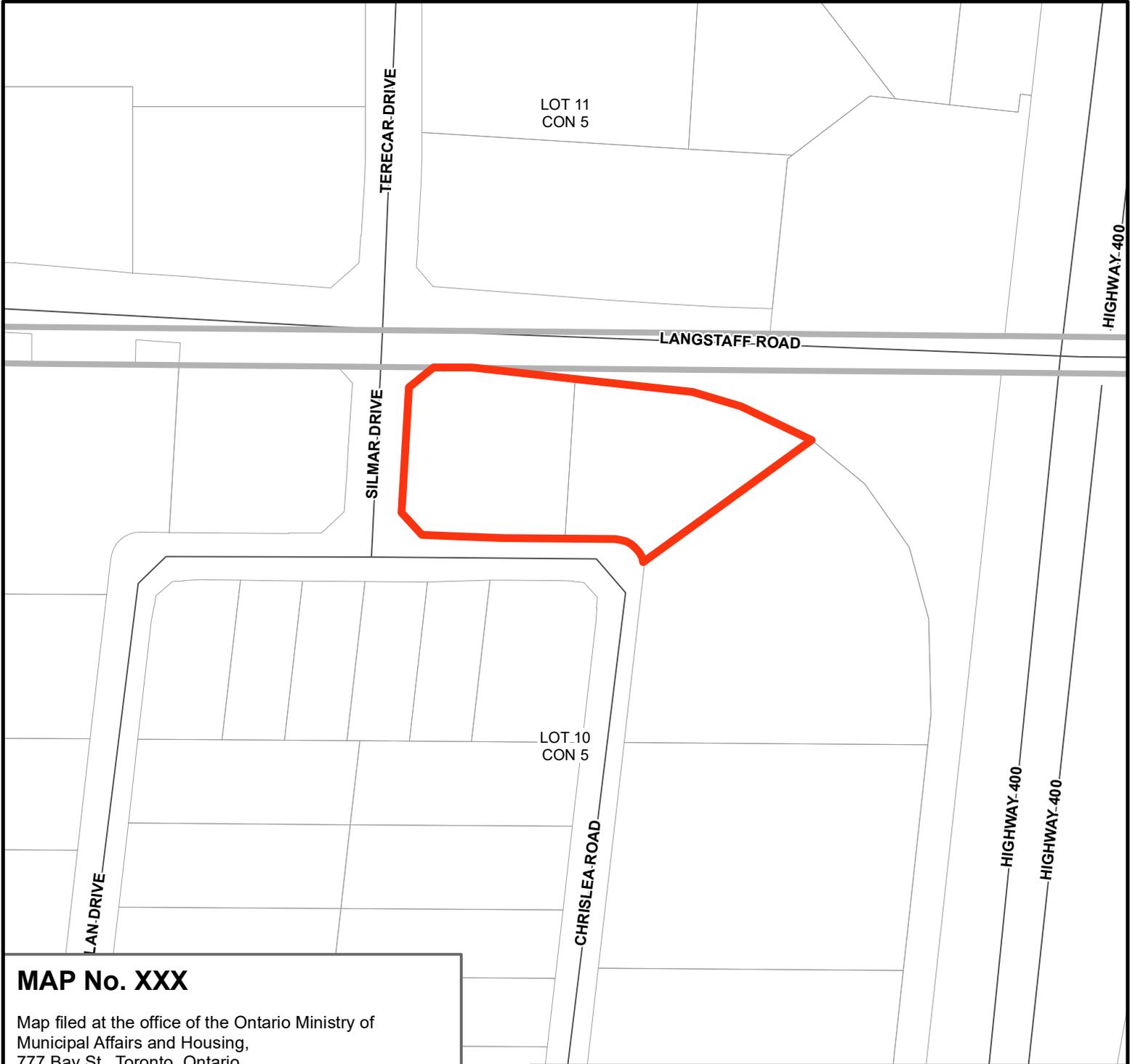
2. The following materials, items, and tasks shall be submitted/completed to the satisfaction of the Minister of Municipal Affairs and Housing and/or the Regional Municipality of York (the 'Region'):

**a. Transportation Planning Department**

- i. The Owner shall provide a Transportation Impact Study consistent with the format and recommendations of the Region's *Transportation Mobility Plan Guidelines for Development Applications* (November 2016) to the satisfaction of the Region. The TIS shall include assessment of other modes of transportation such as transit and active transportation internal and external to the site in the future total conditions.
- ii. The Owner shall provide a comprehensive Transportation Demand Management Plan (TDM) consistent with the Region's *Transportation Mobility Plan Guidelines for Development Applications* (November 2016) to the satisfaction of the Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the Owner to implement TDM recommendations.
- iii. The Owner shall provide a basic 43.0 metre right-of-way for this section of Langstaff Road. As such, all municipal setbacks shall be referenced from a point 21.5 metres from the centreline of construction of Langstaff Road. Any additional lands required for turn lanes at the intersection/access will also be conveyed to the Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the Region's solicitor.

- iv. The Owner shall enter into an agreement with the Region to provide “above and beyond” transit services, such as YRT Monthly PRESTO cards, for each residential unit, to the satisfaction of the Region, for a period of three months.
  - v. The Owner shall consult with the Ministry of Transportation (‘MTO’) regarding the feasibility of a full move interchange at Highway 400 and Langstaff Road and confirm to the Region’s satisfaction MTO’s requirements for Highway 400 ramps.
- b. Environmental Services Infrastructure Asset Management (IAM)**
- i. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the lands shown on Appendix C of this Order have been allocated by the City:
    - 1. A copy of the Council resolution confirming that the City has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed.
    - 2. The Owner shall agree in a Development Agreement that they shall save harmless the City and the Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
    - 3. The Owner shall submit a Functional Servicing Report, to the satisfaction of the City and Region.

# Appendix C Part of Lot 10, Concession 5, City of Vaughan, Regional Municipality of York



## MAP No. XXX

Map filed at the office of the Ontario Ministry of  
Municipal Affairs and Housing,  
777 Bay St., Toronto, Ontario,

Planning Act

Ontario Regulation: XXX/24

Date:

Original Signed By: **Minister of Municipal Affairs  
and Housing**

### Legend

-  Lands Subject to CIHA Order
-  Roads
-  Parcel Boundary
-  Lot & Concession



# Attachment 13



H O R O S K O  
P L A N N I N G L A W

300 North Queen Street, Suite 101,  
Etobicoke, Ontario M9C 5K4

Best Phone is: 416-400-1967

[Bhorosko@horoskoplanninglaw.com](mailto:Bhorosko@horoskoplanninglaw.com)

July 13, 2023.

By Email:

Attn: Ms. Wendy Law, Deputy City Manager, City Solicitor/Chief Legal Officer  
City of Vaughan Legal Department  
City of Vaughan  
Vaughan, Ontario

Dear Ms. W. Law:

**RE: Battcorp Holdings (Vaughan) Ltd. – 661 and 681 Chrislea Road  
Commitment of Studies Required at Site Plan**

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We act as legal counsel to Battcorp Holdings (Vaughan) Ltd. And Battcorp II Holdings (Vaughan) Ltd., hereinafter collectively “Battcorp”. Battcorp is the owner of properties located at 661 and 681 Chrislea Road (the “Battcorp. lands”). Our client has submitted, through their planning consultants MGP (“MGP”) Planning Consultants, a Pre-Application Consultation (“PAC”) Request to the City of Vaughan and in order to proceed for a Community Infrastructure and Housing Accelerator (“CIHA”) Tool process.

The CIHA process is intended to respond to the need for a greater supply of housing in the province and to expedite the approvals process therein. As part of this current approval process it has been contemplated that certain studies would be deferred to a later stage of approval, but before any site preparation or construction begins. The City of Vaughan has requested a clear commitment by Battcorp as to the further studies which are required to be completed to the satisfaction of the City of Vaughan.

Our client's planning consultants have on May 4, 2023 submitted in writing (see attached) to the City details of studies to be carried out and confirmation on behalf of Battcorp as to commitments related to this application.

The purpose of this letter prepared by Horosko Planning Law today (the "HPL letter") is to :

1. Reinforce and confirm the commitments made in the July 4, 2023 MGP letter,
2. Provide a further commitment/confirmation from legal counsel on behalf of Battcorp, and,
3. To Provide an additional written commitment from Battcorp as to the contents, understanding and commitments being made as part of the current process.

The July 4, 2023 MGP letter forms the basis of the Battcorp commitment as further reiterated herein. In response to this submission, we understand that an additional request was made that Battcorp further confirm their commitment to carry out further studies to be provided at the time of Site Plan Approval before securing final municipal approvals for redevelopment of the Battcorp lands. We have reviewed the commitments made in that letter with the development team and Battcorp and can confirm that they are understood and that Battcorp is herein committing to carrying out their satisfactory completion.

We are also incorporating into this HPL letter a further written commitment below from each of the two Battcorp companies that they acknowledge, understand and agree with the contents of both the MGP July 4, 2023 letter and the HPL July 12, 2023 letter.

In particular, it is understand that any Zoning for the Battcorp lands arising from the current CIHA application will include a Holding Provision requiring that all identified studies are completed to the satisfaction of the City of Vaughan before the Hold is removed. Furthermore, should any of the future studies/assessments/consultations reveal that the Battcorp lands are not suited for the proposed development, neither the City of Vaughan nor its staff will be held responsible for the losses/costs as a result.

We trust that this is now satisfactory to move the CIHA application forward.

Yours truly,

**HOROSKO PLANNING LAW**

A handwritten signature in blue ink, appearing to read "T. J. Horosko", is written over the printed name of the law firm.

Barry A. Horosko, BES, JD.

- cc. Battcorp Holdings (Vaughan) Ltd.  
Battcorp II Holding (Vaughan) Ltd.  
D. Given, MGP Planning Consultants  
Vince Musacchio, City of Vaughan  
Haiqing Xu, City of Vaughan
- Encl. copy of MGP July 4, 2023 letter and list of studies

**To the City of Vaughan:**

**We acknowledge and agree with the contents and commitments made on behalf of Battcorp in the July 4, 2023 MGP letter and the HPL letter above:**



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**A.S.O., Battcorp Holdings (Vaughan) Ltd.**



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**A.S.O., Battcorp II Holdings (Vaughan) Ltd.**

July 4, 2023

MGP File: 23-3254

City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

via email: [haiqing.xu@vaughan.ca](mailto:haiqing.xu@vaughan.ca)

**Attention: Mr. Haiqing Xu**  
**Deputy City Manager, Planning & Growth Management**

Dear Mr. Xu:

**RE: Battcorp Holdings (Vaughan) Ltd. – 661 & 681 Chrislea Road**  
**Commitment of Studies Required at Site Plan**

Malone Given Parsons Ltd. are the Planners representing Battcorp Holdings (Vaughan) Ltd. and Battcorp II Holdings (Vaughan) Ltd. (Battcorp) for their two properties located at 661 & 681 Chrislea Road (Subject Lands). Malone Given Parsons Ltd. submitted a Pre-Application Consultation (PAC) Request to the City in the beginning of May 2023, applying for the Community Infrastructure and Housing Accelerator (CIHA) Tool process.

The intent of the CIHA process is to accelerate the approval process for certain development proposals that would otherwise require a comprehensive review. These developments can include market-based housing.

After submitting the PAC request, we worked with you to prepare a CIHA Process checklist identifying at what stage application requirements would be submitted. The CIHA Process checklist was split into two phases; 1) items required as part of the CIHA process, and 2) items that can be deferred to the Site Plan process.

We received the Pre-Application Consultation Checklist on June 28, 2023. In the Checklist, there were items identified as required as part of the CIHA process that were not identified as such in CIHA Process checklist.

Based on this discrepancy, and our conversation earlier today, I understand that there are concerns from some internal departments regarding materials that should be required as part of the CIHA process. Please take this letter as a commitment from the property owner that in addition to the previously agreed upon items within the CIHA Process checklist, the following items will be completed as part of the subsequent Site Plan process:

- Land Use Compatibility Study
- Downstream Analysis

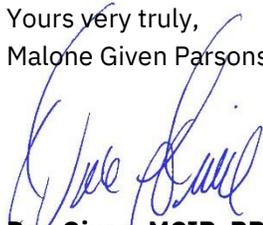
- Arborist Report with Tree Inventory
- Pedestrian Level Wind Study
- Design Review Panel Meeting
- Geotechnical/Soil Report
- Hydrogeological Report

As well, it was not clear within the PAC Checklist if City staff were requiring the following items as part of the CIHA process. We would like to confirm that the following items will also be completed as part of the subsequent Site Plan process:

- Community Services and Facilities Study
- Park and Open Space Master Plan and Detail Facility Fit Study

As has already been mentioned, the intent of the CIHA process is to accelerate the approval process for certain development proposals, including market-based housing. Through the CIHA Checklist that we prepared in coordination with yourself, our intent was to expedite the approval process by eliminating the requirement for Official Plan Amendment and proceeding with an accelerated Zoning By-law Amendment process, in order to deliver housing faster. As part of a CIHA Order, there are provisions which allow for conditions to be placed on an approval. These conditions can be imposed to ensure that certain studies, assessments, consultations and other necessary due diligence associated with a proposed development subject to a CIHA order would be adequately addressed before construction or site alteration can begin. We will be proposing within the CIHA order for the Subject Lands, that the items identified within the CIHA Process checklist shall be included as studies required to be provided/adequately addressed prior to construction or site alteration beginning. This would be included as a Condition.

Yours very truly,  
Malone Given Parsons Ltd.



**Don Given, MCIP, RPP**