

## Committee of the Whole Report

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**DATE:** Tuesday, April 02, 2019

**WARD:** 4

**TITLE: OFFICIAL PLAN AMENDMENT FILE OP.18.014  
ZONING BY-LAW AMENDMENT FILE Z.18.021  
DRAFT PLAN OF SUBDIVISION FILE 19T-18V008  
2748355 CANADA INC. (QUADREAL BLOCK 2)  
VICINITY OF INTERCHANGE WAY AND JANE STREET**

**FROM:**

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

**ACTION:** DECISION

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### **Purpose**

To seek approval from the Committee of the Whole to permit on the subject lands shown on Attachment 2, a residential development in the Vaughan Metropolitan Centre, as shown on Attachments 4 to 7.

### **Report Highlights**

- The Owner proposes a two-phased residential development consisting of 1,082 units, within:
  - three apartment buildings (12, 15 and 18-storeys with 109.5 m<sup>2</sup> of grade-related retail)
  - 22 townhouse blocks consisting of stacked, back-to-back and traditional townhouse units
- The Owner proposes an increase in building height (Building 2) in return for a community benefit, pursuant to Section 37 of the *Planning Act*, that includes park enhancements equivalent to \$75,600.00 for the proposed Millway Avenue Linear Park between Interchange Way and Exchange Avenue.
- The Development Planning Department supports the approval of the proposed development as it is compatible with the existing and planned uses of the surrounding area, subject to the conditions of this report.

## **Recommendations**

1. THAT Official Plan Amendment File OP.18.014 BE APPROVED; to amend Vaughan Official Plan 2010 and Volume 2 of the Vaughan Official Plan 2010, specifically the Vaughan Metropolitan Centre Secondary Plan, to:
  - a) increase the maximum permitted tower floor plate size for Building 3 only (maximum 12-storeys) from approximately 750 m<sup>2</sup> to 891 m<sup>2</sup>
  - b) permit an increase in maximum building height from 15-storeys to 18-storeys for Building 2
  - c) reduce the facing distance between townhouse blocks from a minimum 18 m to the following:
    - i) 11 m between the front facing walls of stacked and back-to-back townhouse blocks
    - ii) 8 m between the front facing wall and a side wall of another structure
  - d) amend Schedule “D”, Major Parks and Open Space and modify Schedule “K”, Site Specific Policy Area, to include the proposed extension of the Millway Avenue Linear Park along the east side of Street B from Interchange Way to Exchange Avenue and the proposed relocated Public Square from the southwest to the northeast corner of Interchange Way and Street B, as shown on Attachment 4. The relocated Public Square shall be 0.2 ha in size minimum and a width 25 m.
2. THAT Zoning By-law Amendment File Z.18.021 BE APPROVED to:
  - a) amend Zoning By-law 1-88, to rezone the subject lands from “EM1 Prestige Employment Area Zone” and “C10 Corporate District Zone”, subject to site-specific Exception 9(957) to “RM2 Multiple Residential Zone” and “OS2 Open Space Park Zone”, in the manner shown on Attachment 5, together with the site-specific zoning exceptions identified in Table 1 of this report
  - b) permit the bonussing for increased building height for Building 2 of the development shown on Attachment 6 in return for the provision of community benefits, pursuant to the *Planning Act*, the policies of the VOP 2010 and the VMC Secondary Plan, and the City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*, specifically park enhancements to the Millway Avenue Linear Park between Interchange Way and Exchange Avenue equivalent to \$75,600.00 (off-site contribution).
3. THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands, or any portion thereof, until the following conditions are fulfilled:

- a) final approval of Site Development File DA.18.056 has been obtained, in accordance with Section 41 of the *Planning Act* that specifically addresses the following, to the satisfaction of the City of Vaughan:
  - i) the Owner shall adequately resolve the noise matters with the adjacent landowner to the west ('IKEA') and that the Owner and IKEA enter into Minutes of Settlement to address noise mitigations works that are to be incorporated into the site plan through Site Development File DA.18.056, with a copy of the Minutes of Settlement be provided to the City.
4. THAT the implementing Official Plan and Zoning By-law Amendments include the provision for a contribution, pursuant to Section 37 of the *Planning Act*, for the park enhancements to the Millway Avenue Linear Park between Interchange Way and Exchange Avenue equivalent to \$75,600.00 (off-site contribution), which will be implemented through the Section 37 Density Bonusing Agreement between the Owner and the City of Vaughan to be executed prior to the enactment of the implementing Official Plan and Zoning By-law Amendments. The Owner shall pay to the City the Section 37 Agreement surcharge fee in accordance with the Tariff of Fees By-law 018-2018 for Planning Applications, prior to the execution of the Section 37 Agreement.
5. THAT the Mayor and the City Clerk be authorized to execute the Section 37 Density Bonusing Agreement, pursuant to Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendations 2(b) and 4.
6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into effect to permit adjustments to the implementing zoning by-law.
7. THAT Draft Plan of Subdivision File 19T-18V008 BE APPROVED; to facilitate a Draft Plan of Subdivision on the Subject Lands consisting of a residential block, widening of existing streets, two new minor collector streets (Streets A and B), a new local street (Street C), and a new linear park, as shown on Attachment 4, subject to the Conditions of Draft Plan Approval set out in Attachment 1.

## **Background**

The subject lands are located at the south side of Interchange Way and west of Jane Street (the 'Subject Lands') with the surrounding land uses shown on Attachment 2.

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

On November 9, 2018, a Notice of Public Hearing was circulated to all property owners within 150 m of the Subject Lands and posted online as follows:

- a) the City's Online Calendar in November and December 2018
- b) On the City Page, which was posted on the City's website in November 2018

Three Notice Signs were installed on the Subject Lands along Interchange Way, Exchange Avenue (Street A) and Street C, in accordance with the City's Notice Signs Procedures and Protocols. At the December 5, 2018, Public Hearing, deputations and written submissions were received from the following:

- Mr. Jay Claggett, IBI Group, representing the Owner
- Ms. Kailey Sutton, McMillan LLP, Bay Street, Toronto, representing IKEA
- Ms. Patricia Carswell, Teledyne Optech Inc., Interchange Way, Vaughan
- Mr. Manish Tailor, Teledyne Optech Inc., Interchange Way, Vaughan.

The comments identified at the Public Hearing related to noise, traffic, access and land use compatibility in proximity to the Subject Lands from the existing commercial and employment uses. Two written deputations were received. One from McMillan LLP on behalf of IKEA Properties Ltd. (the adjacent property to the west) and a second from Teledyne Optech (the adjacent property to the east), as shown on Attachment 2.

#### a) Noise

Both parties raised comments on noise impacts, specifically; noise generated by IKEA and the impact on the Development, and the construction noise that would be generated by the Development and the impact on Teledyne Optech's business operations.

The current IKEA operation is identified as a Class 1, which meets the noise from stationary source limits in a Class 1 (Urban) Environment, in accordance with the Ministry of Environment, Conservation and Parks ('MECP') noise criteria guideline. The Class 1 designation offers the most stringent noise criteria.

The noise consultants for both the Owner and IKEA have peer reviewed the findings of the submitted Noise and Vibration Feasibility Study and have agreed that the Subject Lands can meet the Class 1 designation with noise mitigation works on the IKEA lands. The required noise mitigation works will be finalized at the site plan stage (Site Development File DA.18.056). The resolution of the

noise mitigation measures, if required off-site, is included in the Recommendations of this report.

Respecting the possible construction impacts that would be generated by the Development on Teledyne Optech's business operations, there has been no further information provided by Teledyne Optech to substantiate this concern. The City maintains the intent of the VMC Secondary Plan that identifies the Subject Lands as a future residential neighbourhood and recognizes there will be a transition from existing operations and the incoming residential communities. To this end, the Owner has undertaken to continue work with Teledyne Optech to minimize the impact of construction on the existing operations through Site Development File DA.18.056.

b) Traffic and Access

The two parties commented on the Owner's submitted Transportation Study as it relates to potential impacts the Development may have on their existing operations. Additional traffic work has been undertaken by the Owner to address these concerns. The Owner will continue to work on minimizing impacts to the surrounding businesses, which will be reported in a future report for Site Development File DA.18.056.

With respect to the comments by Teledyne Optech and access onto Interchange Way, the Owner has amended their Draft Plan of Subdivision to include a separate block (Block 6), as shown on Attachment 4, that will provide a future driveway access to be relocated off Street B at a time in the future if deemed necessary.

c) Land Use Compatibility

Comments were received by Teledyne Optech on land use compatibility of the Development with the surrounding existing industrial buildings and corporate offices, and the proposed building heights against the predominately existing one-storey massing in the area.

IKEA also commented on the interface of their existing loading area with the Development related to the noise that would be generated from that activity and the potential complaints from the future residents.

The VMC Secondary Plan, which was partially approved in June 2017, identified in Policy 9.2.1, Status of Uses Permitted Under Previous Official Plans, "existing land uses throughout the VMC are expected to continue to exist in the near term, and some may remain for the foreseeable future." The introduction of residential uses conforms to the VMC Secondary Plan, which will be discussed later in this

report, and understandably greater building heights and compact built forms are consistent with emerging downtowns.

City Staff and the Owner have worked collaboratively to best address the transition of uses and built form to appropriately reflect the intent of the Secondary Plan. The Owner redesigned their initial development concept to position a new municipal road between IKEA and the future residential uses, have modified their townhouse design to mitigate noise issues and continue to work with IKEA to further mitigate the impacts of the development. Further, the Owner has introduced a linear park between the residential development and Teledyne Optech. This park will not only improve the entire VMC park connectivity and add to the planned parkland network but will provide an additional buffer between the residential uses and Teledyne Optech during this period of transition.

Acknowledging the compatibility of the Development with the surrounding existing uses, the Owner has made substantive efforts to address issues of compatibility in this area of transition and remains committed to work with both IKEA and Teledyne Optech on finalizing the site plan, which will be reported in a future report for Site Development File DA.18.056.

The Recommendations of the Committee of the Whole to receive the December 5, 2018, Public Hearing report and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Council on December 12, 2018.

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

The proposed development (the 'Development') is shown on Attachments 4 to 7, and consists of the following:

- a) three residential apartment (future condominium) buildings with building heights of 18-storeys (Building 2), 15-storeys (Building 2) and 12-storeys (Building 3)
- b) 1,082 residential dwelling units
- c) a Gross Floor Area ('GFA') of 101,845.2 m<sup>2</sup>, including 109.5 m<sup>2</sup> of grade-related retail
- d) a total of 976 parking spaces of which 934 spaces are provided in three levels of underground parking and 42 visitor parking spaces are provided at grade
- e) 703 bicycle parking spaces (111 short-term and 592 long-term) located underground
- f) 4,102.6 m<sup>2</sup> of common outdoor amenity areas
- g) a new minor collector road with a 26 m wide right-of-way ('ROW') for Street B
- h) road widening that includes a 23.4 m wide ROW for Exchange Avenue (Street A), 22 m ROW for Street C and the southerly road widening to facilitate the

ultimate 33 m wide ROW along Interchange Way, and a 15 m wide pedestrian mews

- j) a maximum density of 2.65 times the area of the Subject Lands (Floor Space Index - 'FSI').

The Owner has submitted the following applications (the 'Applications') for the Subject Lands shown on Attachment 2 to permit the Development:

1. Official Plan Amendment File OP.18.014 to amend Vaughan Official Plan 2010 and Volume 2 of the Vaughan Official Plan 2010, specifically the Vaughan Metropolitan Centre Secondary Plan, to:
  - a) increase the maximum permitted tower floor plate size for Building 3 only (maximum 12-storeys) from approximately 750 m<sup>2</sup> to 891 m<sup>2</sup>
  - b) reduce the facing distance between townhouse blocks from a minimum 18m to the following:
    - i) 11 m between the front facing walls of stacked and back-to-back townhouse blocks
    - ii) 8 m between the front facing wall and a side wall of another structure
  - c) amend Schedule "D", Major Parks and Open Space and modify Schedule "K", Site Specific Policy Area, to include the proposed extension of the Millway Avenue Linear Park along the east side of Street B from Interchange Way to Exchange Avenue and the proposed relocation of the public square from the southwest to the northeast corner of Interchange Way and Street B, as shown on Attachment 3. The relocated public square shall be 0.2 ha in size minimum and a width 25 m.
2. Zoning By-law Amendment File Z.18.021 to rezone the subject lands from "EM1 Prestige Employment Area Zone" and "C10 Corporate District Zone", subject to site-specific Exception 9(957) to "RM2 (H) Multiple Residential Zone" with the Holding Symbol ("H") and "OS2 Open Space Park Zone", in the manner shown on Attachment 5, to permit site-specific zoning exceptions identified in Table 1 of this report.
3. Draft Plan of Subdivision File 19T-18V008, as shown on Attachment 4, consisting of the following:

Block 1 Residential	4.09 ha
Blocks 2 to 4 0.3 m reserves	0.02 ha
Blocks 5 and 7 Park (OS2 Zone)	0.33 ha
Block 6 Pedestrian Mews (OS2 Zone)	0.03 ha
Block 8 Interchange Way road widening	0.07 ha

Streets A to C Roads	1.82 ha
Total	6.36 ha

The Draft Plan of Subdivision application has been submitted to facilitate the creation of the development blocks, road widenings, two new minor collector roads and a new local road.

## **Previous Reports/Authority**

[December 5, 2018, Committee of the Whole \(Public Hearing\), Item 3, Report 31](#)

## **Analysis and Options**

### ***The Development is consistent with the Provincial Policy Statement***

The *Provincial Policy Statement* (the 'PPS') 2014, provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong communities, a strong economy and a clean, safe, livable, and healthy environment. Part V - "Policies" of the PPS states (in part) the following:

#### **Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

##### ***1.1.1 Healthy, livable and safe communities are sustained by (in part):***

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- e) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society; and*
- f) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs.*

The Development is consistent with the policies of the PPS and contributes to a healthy, livable and safe community in the following manner:



- the Development would intensify the existing vacant site located in a designated settlement area with a compact built form and density that would contribute to the overall range of housing options in the VMC
- the proposed intensification utilizes the Subject Lands efficiently, takes advantage of existing and planned infrastructure within the built-up area, and reduces land consumption and servicing costs
- the Development will be designed in compliance with the standards set by the Accessibility for Ontarians with Disabilities Act (“AODA”) providing for accessibility for residents and visitors
- the future residents of the Development would have direct access, within a 5-minute walking distance to the Black Creek Channel and the planned future urban park in the southwest quadrant of the VMC, and a 10-minute walking distance to the Edgeley Pond and Park and the VMC Mobility Hub, together providing areas for programmed activities that would encourage an active and healthy lifestyle.

#### 1.1.3.2 Settlement Areas

*The vitality of settlement areas is critical to the long term economic prosperity of communities. It is in the interest of all communities to use land and resources efficiently, to promote efficient development patterns, protect resources, and ensure effective use of infrastructure.*

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

- a) *densities and a mix of land uses which:*
  - i) *efficiently use land and resources;*
  - ii) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - iii) *support active transportation;*
  - iv) *are transit-supportive, where transit is planned, exists or may be developed; and*
- b) *a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

#### 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or

*planned infrastructure and public service facilities required to accommodate projected needs.*

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*
- 1.1.3.7 Planning authorities shall establish and implement phasing policies to ensure that specific targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas.*

The Development is consistent with the settlement area policies of the PPS as follows:

- the Subject Lands are located in an area that is serviced by infrastructure that is existing, under construction, and planned, which efficiently utilizes land and resources at a density in a designated growth area that would support the surrounding transit investments within the VMC, being the SmartCentres Place Bus Terminal, the VMC Subway Station, and the VivaNext Bus Rapid Transit ('BRT') along Regional Road 7 (the 'higher-order transit')
- the intensification of the Subject Lands provides opportunities to reduce the negative impact of climate change by promoting active transportation through reduced parking ratios and the proximity to public transportation, pedestrian and bicycle friendly environments that encourage walking and cycling
- the VMC is an identified intensification area where municipal services are available and planned to accommodate higher density developments that support population and employment growth projections in the City. The Subject Lands are currently vacant, and the Development contributes to the improvement and efficient utilization of the existing and planned infrastructure
- density targets have been established in the VMC Secondary Plan that are achieved by the Development.

### Housing (in part)

1.4.3. *planning authorities shall provide for an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents of the regional market area by:*

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

The Development is consistent with the housing policies of the PPS as it includes 1,082 residential units comprised of one, two and three-bedroom units in high-rise, mid-rise and grade-related (stacked, back-to-back, and traditional towns) built forms that are compact and at a density that efficiently uses land, infrastructure and services. The Development is transit-supportive and would promote active transportation.

### Public Spaces, Recreation, Parks, Trails and Open Space (in part)

1.5.1.a) *Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.*

The Development is consistent with the public spaces, recreation, parks, trails and open space policies as follows:

- Residents of the Development will be located within a 5-minute walking distance to the Black Creek Channel and the planned future urban park in the southwest quadrant of the VMC, a 10-minute walking distance to the Edgeley Pond and Park and the VMC Mobility Hub, together providing areas for programmed activities that would encourage an active and healthy lifestyle and social interactions. The proposed extension of the Millway Avenue Linear Park would add to the planned parkland network in the VMC. Residents will also have nearby access to the VMC's Mobility Hub, which offers recreational programs and amenities within community facilities and public spaces in advance of the park openings in this quadrant of the VMC. Long and short-term bicycle parking and storage, in addition to cycling facilities, are proposed to be easily accessed to encourage healthy and active travel options. The entire VMC area is being implemented as a pedestrian-oriented and walkable urban downtown.

### Infrastructure and Public Service Facilities (in part)

- 1.6.3 *Before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized.*

The Development is consistent with and will support the Infrastructure and Public Service Facilities policies as it is near significant existing transit infrastructure, the planned Edgeley Pond and Park, the Black Creek Channel, the VMC Mobility Hub's community centre and library and the future park systems in this quadrant of the VMC. Together these facilities become important civic infrastructure that will encourage pedestrian connectivity, focal points for interaction and greater use for the higher-order transit.

### Long-Term Economic Prosperity (in part)

- 1.7.1 *Long-term economic prosperity should be supported by:*
- a) *promoting opportunities for economic development and community investment-readiness;*
  - b) *optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*
  - c) *maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;*
  - d) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes*

The Development is consistent with the long-term economic prosperity policies of the PPS as the VMC is the City's emerging downtown. It contributes a significant investment that supports the economic prosperity of the VMC. A range of residential unit types are offered that would accommodate additional population within the VMC to support the existing and planned commercial, office and cultural uses.

The Development is consistent with the policies of the PPS, which promotes the efficient use of land, housing options, social interaction, long-term economic prosperity, and supports a healthy community. The Development will take advantage of the public investment in higher-order transit and support alternate modes of transportation such as transit, cycling and walking while using existing infrastructure more efficiently and minimizing land consumption.

## ***The Development conforms to the Provincial Growth Plan for the Greater Golden Horseshoe (2017)***

The *Provincial Growth Plan for the Greater Golden Horseshoe* (the 'Growth Plan') is intended to guide the development of land; encourage compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and, direct growth to settlement areas that offer municipal water and wastewater systems. The Growth Plan states that a focus for transit and infrastructure investment to support future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types.

### **Managing Growth**

*Policies 2.2.1.1 and 2.2.1.2 of the Growth Plan state that the forecasted population and employment growth identified will be used for planning and managing growth to the horizon of the Growth Plan, and the forecasted growth will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i) *have a delineated built boundary;*
  - ii) *have existing or planned municipal water and wastewater systems;*  
*and*
  - iii) *can support the achievement of complete communities;*
- b) *growth will be limited in the settlement areas that:*
  - i) *are undelineated built-up areas;*
  - ii) *are not serviced by existing or planned municipal water and wastewater systems; or*
  - iii) *are in the Greenbelt Area;*
- c) *within settlement areas, growth will be focused in:*
  - i) *delineated built-up areas;*
  - ii) *strategic growth areas;*
  - iii) *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv) *areas with existing or planned public service facilities;*
- d) *development will be directed to the settlement areas, except where the policies of the Growth Plan permit otherwise; and*
- e) *development will be generally directed away from hazardous lands.*

*Policy 2.2.1.4 further states that the Growth Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
  - i) a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii) public service facilities, co-located and integrated in community hubs;*
  - iii) an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv) healthy, local, and affordable food options, including through urban agriculture;*
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) integrate green infrastructure and low impact development.*

The Development includes a mix of housing types that would assist in improving social equity with access to residential units within the means of users with and at varying incomes and stages of life. It would also contribute to the betterment of human health with access to private open spaces, amenity areas and the proposed Millway Avenue Linear Park. The Development would also achieve the population targets set out in the Growth Plan within the VMC and the City's urban boundary and would benefit from the existing and planned infrastructure. The Development focuses new growth through the intensification of an underutilized vacant site that provides a residential development with a pedestrian-friendly environment located near higher-order transit.

The Development would contribute to achieving a complete community by introducing a housing form in the VMC that has direct access to open spaces, amenity areas, and the proposed Millway Avenue Linear Park and the pedestrian mews to serve its residents. The building designs and streetscape would promote a high-quality of life that is focused on the neighbourhood scale where the demand for vehicles is reduced because of the proximity of the Subject Lands to higher-order transit, which would reduce greenhouse gas emissions, and promote walkability and other forms of transportation.

#### Delineated Built-up Areas

*Policy 2.2.2.1 states that by 2031, and for each year thereafter, a minimum of 60% of all residential development occurring annually within York Region will be within a delineated built-up area.*

The regional and municipal Official Plans currently do not conform to the Growth Plan policies respecting the intensification target of 60% within built-up areas. York Region's conformity exercise has commenced, with the City's conformity exercise to begin shortly thereafter. In the interim, the Development would assist York Region and the City in meeting the general intensification objectives contained in the in-effect Official Plans, which are based on the 40% intensification target identified in the Growth Plan (2006), while simultaneously contributing to the 60% intensification target in the Growth Plan, by proposing a total of 1,082 residential units within an identified Urban Growth Centre ('UGC').

#### Urban Growth Centres

*Policy 2.2.3.1 states that Urban Growth Centres will be planned:*

- a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
- b) to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;*
- c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) to accommodate significant population and employment growth.*

The Development supports the UGC designation by providing residential uses in the VMC that have access to higher-order transit facilities. The residents of the Development would be well-served in the VMC by a full range of uses, including office, commercial and community facilities within walking distance, thereby reducing the need of vehicles, as the downtown builds out.

## Transit Corridors and Station Areas

*Policy 2.2.4.6 states that within Major Transit Station Areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. Policy 2.2.4.8 states that all Major Transit Station Areas will be planned and designed to be transit supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:*

- a) connections to local and regional transit services to support transit service integration;*
- b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
- c) commuter pick-up/drop-off areas.*

*Policy 2.2.4.9 further states that within all Major Transit Station Areas, development will be supported, where appropriate, by:*

- a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;*
- b) fostering collaboration between public and private sectors, such as joint development projects;*
- c) providing alternative development standards, such as reduced parking standards; and*
- d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*

The Development is within a 10-minute walking distance to higher-order transit and contributes to achieving the density target for the VMC. The location of the Subject Lands within a Major Transit Station Area encourages and supports the use of alternative modes of transit, reduces the need for parking, and promotes alternative modes of transportation such as cycling through the provision of bicycle parking facilities within the Development and planned cycling infrastructure within the roadways in the VMC.

The policies of the Growth Plan require the achievement of complete communities that feature a diverse mix of land uses, improved social equity and overall quality of life, provide a diverse range and mix of housing options, access to a range of transportation options, mitigation of climate change impacts and reduced greenhouse gas emissions, and ensure the development of compact built form with an attractive and vibrant public realm.



The Development provides housing options within the VMC that are conveniently accessible. The proximity to higher-order transit facilities, the Mobility Hub, the Edgeley Pond and Park, the Black Creek Channel and the planned park and open space system in the southwest quadrant of the VMC would offer transportation options and promote an active and healthy quality of life for residents and visitors, as Vaughan's emerging planned downtown community.

The Development conforms with the policy framework of the Growth Plan as it makes efficient use of the Subject Lands and existing infrastructure, is located near existing and under construction/planned higher-order transit and provides housing options at a density that supports the transportation investments in the VMC.

***The Development conforms to the York Region Official Plan***

The Subject Lands are designated "Urban Area" by the York Region Official Plan (the 'YROP') and located within a "Regional Centre."

Objective: To promote an appropriate mix and range of acceptable housing to meet the needs of residents and workers

*Policy 3.5.4 of the YROP requires the local municipal Official Plans and Zoning By-law permit a mix and range of housing types, unit sizes and levels of affordability with the mix and range of housing being consistent with the Regional forecasts, intensification and density requirements. Furthermore, Policy 3.5.20 encourages the construction of new residential units with a full mix and range of unit sizes, including family-sized and smaller units.*

The Development consists of 1,082 residential units that range from one-bedroom to three-bedroom unit sizes, in high-rise, mid-rise and grade-related (stacked, back-to-back, and traditional towns) built forms that are compact and contribute to a diverse housing stock in York Region. The Development supports the Regional objective regarding the provision of a mix and range of housing.

Objective: To support Regional Centres and Corridors as a focus of economic activity and culture in York Region

*Policy 4.2.4 requires a mixed-use pedestrian environment in Regional Centres and Corridors that promote transit use and enhances these areas as destinations for business, entertainment and recreation.*

Objective: To create high-quality, sustainable communities

*Policy 5.2.5 of the YROP encourages a balance of residential and employment uses to promote working and living in close proximity.*

The Development provides a mix of residential uses immediately adjacent to existing and planned employment and commercial uses and near planned open spaces and

community facilities. The Development is accessible to higher-order transit, which would promote the use of the public transit by its residents. The combination of the enhanced streetscape and the introduction of the residential units would complement the existing and planned surrounding commercial, office, retail and community facility uses, thereby contributing to the success of the VMC as a complete community.

Objective: To create vibrant and sustainable urban areas

*Policy 5.3.4 of the YROP states that the distance to a transit stop in the Urban Areas is within 500 m for 90% of residents and no more than 200 m for 50% of residents.*

The Development is located near higher-order transit (within a 10-minute walk or 800 m), which would provide transit opportunities and choices (i.e. subway, bus terminal, and rapid transit along Regional Road 7) for the future residents to meet their mobility needs.

Objective: To achieve an urban, integrated and connected system of Regional Centres and Corridors

*Policy 5.4.5 states that development within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cycle-friendly, and transit supportive. Policy 5.4.9 states that all new buildings shall front onto streets with main entrances designed to face a public street and provide a pedestrian-friendly urban form. Furthermore, Policy 5.4.16 requires the provision of facilities to encourage an increase in the mode share of cycling trips, such as covered bicycle storage and lockers.*

The Development is urban and compact in form. The apartment buildings are oriented and designed to include the main entrances facing a public street, being Interchange Way and Street B, while introducing a neighbourhood-scale housing form (stacked, back-to-back, and traditional towns) that is pedestrian-friendly and is enhanced by the high-quality streetscape and proposed internal network of open spaces and amenity areas. The Development includes a series of on-site long-term and short-term bicycle storage facilities to support and encourage active modes of transportation.

Objective: To achieve complete, diverse, compact, vibrant, integrated and well-designed Regional Centres that serve as focal points for housing, employment, cultural and community facilities, and transit connections

*Policy 5.4.19 states that the Regional Centres will contain a wide range of uses and activities, and be the primary focal points for intensive development, that concentrates residential, employment, live-work, mobility, investment, and cultural and government functions. Policy 5.4.20 further identifies that the planning and implementation of Regional Centres will provide the following:*

- a) the greatest intensity of development within the Region;

- b) *a diverse mix of uses and built form, to create vibrant and complete communities including living, working, shopping, and entertainment opportunities; and*
- c) *mobility choices and associated facilities for all residents and employees for walking, cycling, transit, and carpooling, which shall be supported through the preparation of a mobility plan.*

*Policies 5.4.23 and 8.2.3 (Implementation) state that Regional Centres contain the highest development densities and greatest mix of uses in the Region, and shall achieve a minimum density of 3.5 FSI per development block, at and adjacent to, the Vaughan Metropolitan Centre Station on the Spadina Subway Extension.*

The Development contributes to the mix of uses planned in the VMC. It would deliver a density that can support the existing surrounding employment and commercial uses, encourages and optimizes the uses of higher-order transit, and facilitates the success of the planned cultural functions (e.g. community facilities) of the VMC. The commercial use proposed at-grade would help meet the immediate needs of the residents of the Development.

The Development conforms to the YROP as it includes a mix of unit types and contributes to a range of housing choices in the City to meet the needs of residents and workers in York Region. It would also support and achieve an urban and integrated transportation system within a Regional Centre as a focus of economic activity and culture and contribute to a high-quality and sustainable community in the VMC.

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

Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of the VOP 2010 (the VMC Secondary Plan) designates the Subject Lands "South Precinct". The designation permits the uses in the "Station Precinct", which includes a broad mix of uses and a wide variety of building types, including residential dwellings (apartment units and traditional, back-to-back and stacked townhouses), retail and service commercial. The Development includes residential with limited commercial uses.

The VMC Secondary Plan permits a building height range of three to 10-storeys and a density range of 1.5 to 3 FSI on the Subject Lands. The Development represents a density of 2.65 FSI, which conforms to the density permissions of the VMC Secondary Plan. Policy 8.7.11 affords an increase in building height to 15-storeys for the Subject Lands, which is located along a major arterial street (Interchange Way). The Development conforms to the Official Plan respecting, but not limited to, the proposed use and building height. However, amendments to VOP 2010, specifically the VMC Secondary Plan, are required for the following:

- a) Increase the maximum permitted tower floor plate size for Building 3 only (maximum 12-storeys) from approximately 750 m<sup>2</sup> to 891 m<sup>2</sup>
- b) permit an increase in maximum building height from 15-storeys to 18-storeys for Building 2
- c) reduce the facing distance between townhouse blocks from 18 m minimum to 11m between the front facing walls of stacked and back-to-back townhouse blocks and 8m from a front facing wall and a side wall of another townhouse block
- d) amend Schedule “D”, Major Parks and Open Space and modify Schedule “K”, Site Specific Policy Area, to include the proposed extension of the Millway Avenue Linear Park along the east side of Street B from Interchange Way to Exchange Avenue and the proposed relocation of the public square from the southwest to the northeast corner of Interchange Way and Street B, as shown on Attachment 3.

***The Development Planning Department supports the proposed amendments to the VOP 2010 and the VMC Secondary Plan***

*Section 1.5 of the VOP 2010, The Vision for Transformation: Goals for the Official Plan, identified the VMC as a provincially designated UGC, given the location along Regional Road 7 and the terminus of the Toronto-York Subway Extension. The VMC is envisioned to become Vaughan’s downtown with the highest density node in the City and a focus for civic activities, business, shopping, entertainment, and living. Policy 2.1.3.2, Defining Vaughan’s Transformation: Key Planning Objectives, addresses Vaughan’s main land use planning challenges and the management of future growth by directing a minimum of 29,300 residential units through intensification within the built boundary, promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and providing a diversity of housing opportunities. Policy 2.2.5, Intensification Areas, identifies the VMC as the City’s downtown that consists of the widest range of uses and buildings of various sizes, including the tallest buildings in Vaughan.*

The Subject Lands have access to higher-order transit, which can support the density being proposed. The proposed unit mix would provide housing opportunities at a density target within the VMC that would support public transit and housing diversity in the City.

*Policy 9.2.3.2 (e) of the VOP 2010, Townhouses, requires the facing distance between blocks of Townhouses that are not separated by a public street should generally be a minimum of 18 metres in order to maximize daylight, enhance landscaping treatments and provide privacy for individual units.*

The Development represents a compact urban form within a provincially designated UGC. The orientation of the townhouse blocks was reviewed to minimize shadow impacts on adjacent properties to the greatest extent possible and to maximize privacy, while recognizing that intensification projects in urban environments typically result in some degree of shadowing cast by built form and loss of privacy. The proposed reduction of facing distances from 18 m to 11 m and 8 m have been limited to distances between the front facing walls of stacked and back-to-back townhouse blocks and distances between a front facing wall and a side wall of another townhouse block, respectively, which can be supported.

*The VMC Secondary Plan provides the following objectives for the VMC:*

- 3.1 Establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and critical mass of people*
- 3.2 Establish complete neighbourhoods containing a variety of housing*
- 3.5 Optimize existing and planned investments in rapid transit*
- 3.10 Ensure all development exhibits a high-quality of urbanity, materials and design*

The VMC Secondary Plan permits a maximum building height of 10-storeys (up to 15-storeys by Policy 8.7.11, Height) and a maximum density of 3 FSI. The proposed density conforms to the Secondary Plan density permissions. The Subject Lands are accessible to higher-order transit. The Development is designed to capitalize on the surrounding public infrastructure and higher-order transit investments within the UGC and contributes an additional 1,082 units that will bring a critical mass to the VMC to support the establishment of a complete neighbourhood (e.g. residential, commercial, community facilities and public transit). The Development satisfies these objectives of the VMC Secondary Plan.

*Policy 4.6.3, Parking, states that transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development in the VMC and encourage non-automobile travel.*

Section 3.8.1 of Zoning By-law 1-88 includes specific parking requirements that reflect the VMC as a high-density and transit-oriented area. The Owner proposes a parking ratio to capitalize on the existing infrastructure that has the capacity to accommodate the Development.

*Policy 6.2, Parks and Public Squares, states that the Millway Avenue Linear Park identified on Schedule D, to be built over the underground subway station and tunnel, will be a central civic gathering space in the VMC.*

The Development has been reviewed in accordance with Policy 6.2 regarding parks and public squares, specifically the proposed extension of the Millway Avenue Linear Park along the east side of Street B between Interchange Way and Exchange Avenue, and

the relocation and configuration of the public square to the northeast corner of Millway Avenue and Interchange Way at a site that is also currently owned by the Owner. The Owner will be required to work with the Parks Development Department on the design of the Millway Avenue Linear Park extension in accordance with the VMC Streetscape and Open Space Plan, to the satisfaction of the City.

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

The Development would accommodate for the planned residential population growth in the VMC with 1,082 new residential units of varying sizes and built forms. The proposed at-grade commercial use, the Millway Avenue Linear Park along Street B, the 15 m wide pedestrian mews and the proposed internal open space and amenity area within the Development, together with the adjacency to community facilities (e.g. VMC Mobility Hub Community Center and library, Edgeley Pond and Park, Black Creek Channel) would support varying households, including those with children.

*Section 8.7, Built Form, of the VMC Secondary Plan includes policies for building setbacks, ground floors, building height, massing, and building exteriors. The policies, specifically Policies 8.7.1 to 8.7.25, relate to building design that promotes pedestrian comfort through building façade treatments, lobby frontages, podium and tower designs, and building materiality.*

The Owner and the City have made significant effort to ensure the building elevations of the Development would be well articulated with a comfortable pedestrian realm along all frontages of the Subject Lands. This entails a well-articulated podium expression and tower massing, and the specific placement of the building entrances at the ground level with high-quality streetscape treatments.

Policy 8.7.11 permits an increase in building height from 10-storeys to 15-storeys on the Subject Lands. The VMC Secondary identifies that a mid-rise built form ranges from five to 10-storeys in building heights, while a high-rise built form exceeds 10-storeys.

Furthermore, Policy 8.7.12, Height, permits variations in building heights in city blocks within the VMC, specifically for designations that permit maximum building heights of 25-storeys. Though the Subject Lands within the South Precinct designation permits a maximum building of 15-storeys, the Owner and the City have worked collaboratively to limit the proposed density within the range in the VMC Secondary Plan. The City is amenable to further increasing the building height of Building 2 to 18-storeys, while maintaining the proposed density of 2.65 FSI, to achieve a built form scale with a successful building height and streetscape relationship, while meeting the intent of

Policy 8.7.12 to provide building height variations within a city block and skyline. The Owner has agreed to this through Section 37 of the *Planning Act*, which will be discussed later in this report.

Policy 8.7.18, Massing, further require tower elements of high-rise residential buildings to be slender and spaced apart from one another to minimize shadow impacts and the loss of sky views, maintain privacy and contribute to an interesting skyline. The maximum residential tower floor plate shall be approximately 750 m<sup>2</sup>, whereas the Owner proposes a maximum tower floor plate size of 891 m<sup>2</sup>, which represents the high-rise portion of Building 3 above the tenth storey. The increase would have limited impact on the streetscape and skyline as the proposed built form is stepped back to achieve the appropriate angular planes that would minimize shadow impacts. The other taller buildings in the Development conforms.

The Development would contribute to a varied skyline within the VMC and introduces a high-rise, mid-rise and low-rise building forms to improve the transition in building heights and introduction of different building typologies. Building setbacks, material treatments, architectural features, and public realm design have been utilized to encourage a comfortable streetscape, varied streetwall, and a pedestrian-first experience.

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

To facilitate the Development, the Owner proposes to amend the VMC Secondary Plan to increase the permitted building height from 15 to 18-storeys (Building 2). Pursuant to Section 37 of the *Planning Act*, the policies of the VMC Secondary Plan and VOP 2010, and the “City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*”, Vaughan Council may authorize an increase in building height (and density) in return for the provision of community benefits. The Owner has agreed to provide community benefits in exchange for increased building height.

Sections 10.1.2.9 of VOP 2010 and 8.1.23 of the VMC Secondary Plan include policies to permit bonusing for increased building height in return for the provision of community benefits in the form of facilities, services or other matters provided that the following criteria are met:

a) Good Planning

The Development must represent good planning, be consistent with the other objectives of VOP 2010 and the VMC Secondary Plan and ensure consistency with applicable built form and neighbourhood compatibility objectives.

The Development capitalizes on the VMC's locational advantage, being the convergence of the regional bus network (the SmartCentres Place Bus Terminal and the VivaNext BRT) with the Spadina Subway extension into the VMC. The proximity of the Subject Lands to higher-order transit and community facilities is vital in the creation of a high-quality downtown where transit supportive residential and employment densities are developed as vibrant places of activity and major regional destinations.

The Development is consistent with the PPS and conforms to the Growth Plan and the YROP. The increase in the maximum building height reflected in Building 2 of this Development is proposed through Section 37 of the *Planning Act*. Several iterations of design development were required to ensure that the form of development proposed met the policies of the VMC Secondary Plan, to be supported as good planning.

In Section 3 of the City's *Guidelines for the Implementation of Section 37 of the Planning Act*, "good planning" includes addressing all other policies contained in the Official Plan, including urban design policies and objectives, the relationship of the Development to its context, the adjacent streets, the creation of a good public realm, improvements to the public realm adjacent to the site, including off-site improvements and adequate infrastructure. Following a series of collaborative design workshops with the Owner to ensure that the above objectives were met, the Development as shown on Attachments 4 to 7, is determined to represent good planning. The Development is aligned with the following objectives contained in the VMC Secondary Plan:

- i) A downtown: "to establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and a critical mass of people."
  - A critical objective of the VMC Plan is to concentrate Development in the new downtown. The Development would contribute to achieving the required critical mass that would develop a strong identity, sense of place, and a population to support the investments in the transit infrastructure and the land uses (i.e. commercial, office, etc.) that would contribute to the diversity of land uses required to create a successful downtown.
- ii) Neighbourhoods: "establish complete neighbourhoods containing a variety of housing."
  - Residential neighbourhoods play an important role in the vibrancy of a downtown including the establishment of distinct, transit-oriented neighbourhoods that provide a range of housing forms to attract a variety of household types at varying incomes. The



Development includes a variety of residential units in high-rise and mid-rise built forms (apartments) and low-rise grade-related housing units with direct access community amenities and parkland (townhouses).

- iii) High transit usage: “optimize existing and planned investments in rapid transit.”
  - The density and proximity of the Development to higher-order transit makes the creation of a high-density downtown possible. The short walking distances to the higher-order transit through the planned network of streets and open spaces would contribute to prioritizing transit and walking as the preferred modes of daily travel in the VMC.
- iv) Generous Open Space System: “develop a generous and remarkable open space system.”
  - The VMC Secondary recognizes the importance of diversity of open spaces in distinguishing the VMC as attractive and livable. It specifically identifies the linked system of parks along Millway Avenue that would provide areas of civic events and that everyone in the VMC should live 5-minutes of a park. The Development proposes the extension of the Millway Avenue Linear Park along the east side of Street B above what is contemplated in Schedule D, Major Parks and Open Spaces, of the VMC Secondary Plan. This extension to the linear park would contribute to this objective.
- v) Design excellence: “ensure all Development exhibits a high quality of urbanity, materials and design.”
  - The Development incorporates an architectural form that frames and addresses the streets. Connectivity has been integrated into the design of the development block with enhanced pedestrian (mews) connections and a comfortable at-grade amenity area. Though refinements will be required along the public realm edges, specifically where the built form interfaces the amenity area and corner plaza, the Development Planning Department is satisfied with the overall built form.

The Development is considered good planning in consideration of the overall existing and planned area context. Therefore, the proposed increase in the maximum building height in return for the provision of community benefits is appropriate.

b) Community Benefits

The community benefits must bear a reasonable planning relationship to the increase in building height and density of the Development. In accordance with Section 37 of the *Planning Act*, Vaughan Council may authorize an increase in building height and/or density of Development otherwise permitted in Schedule I of the VMC Secondary Plan, in return for the provision of community benefits in the VMC. The Official Plan identifies community benefits that may qualify, including:

- Public art contributions;
- Cultural facilities, such as a performing arts centre, amphitheatre or museum;
- Special park facilities and improvements identified by the City as desirable for the area, but which are beyond the City's standard levels of service or facilities; and
- Other community facilities identified by the City as desirable for the VMC, but which are not accommodated in the City's standard levels of service.

In accordance with the City's "Guidelines for the Implementation of Section 37 of the *Planning Act*", the City and the Owner have agreed to the increase in building height (Building 2) in return for a community benefit, pursuant to Section 37 of the *Planning Act*, that includes enhancements equivalent to \$75,600.00 for the proposed Millway Avenue Linear Park between Interchange Way and Exchange Avenue. This contribution is supported by the objectives of the VMC Secondary Plan and would directly benefit and service the open space and parkland needs of the population and workers in this quadrant of the VMC.

c) Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of the VMC through the provisions of adequate infrastructure that support the increase in building height and density. The infrastructure improvements through the nearby higher-order transit facilities that are currently built or under construction, are all infrastructure improvements that support the Development. The Owner's Section 37 contribution to the Millway Avenue Linear Park would benefit the future residents of the Development and the visitors to the VMC. The City's goal is to achieve a neighbourhood within a true mixed-use downtown.

Should the Applications be approved, the Owner and the City shall execute a Section 37 Density Agreement to permit an increase in the maximum permitted building height, prior to the enactment of the implementing site-specific Official Plan and Zoning By-law. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance

with the Tariff of Fees By-law for Planning Applications. A condition to this effect is included in the Recommendations of this report.

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

The Subject Lands are zoned “EM1 Prestige Employment Area Zone” and “C10 Corporate District Zone”, subject to site-specific Exception 9(957), by Zoning By-law 1-88, which does not permit the Development. The Owner proposes to amend Zoning By-law 1-88, specifically to rezone the Subject Lands to “RM2(H) Multiple Residential Zone” with the Holding Symbol “(H)” and “OS2 Open Space Park Zone.”

The Holding Symbol “(H)”, as shown on Attachment 4, shall not be removed from the Subject Lands, or any portion thereof, until the Site Development File DA.18.056 has been approved by Council, in accordance with Section 41 of the *Planning Act* that specifically addresses the following, to the satisfaction of the City of Vaughan, which are included in the Recommendations of this report:

- a) the Owner shall adequately resolve the noise matters with IKEA and that the Owner and IKEA enter into Minutes of Settlement to address noise mitigations works that are to be incorporated into the site plan through Site Development File DA.18.056, with a copy of the Minutes of Settlement be provided to the City
- b) water supply and sewage servicing capacity, which has been identified by York Region, shall be allocated to the Subject Lands, or portions thereof, by the City of Vaughan.

The Owner also proposes the following site-specific zoning exceptions to permit the Development:

Table 1

	<b>Zoning By-law 1-88 Standards</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exception to the RM2 Multiple Residential Zone</b>
a.	Minimum Lot Area	230 m <sup>2</sup> / unit	35 m <sup>2</sup> / unit
b.	Minimum Front Yard Setback (Interchange Way)	4.5 m	1.5 m
c.	Minimum Rear Yard Setback (Exchange Avenue)	4.5 m	3.1 m

	<b>Zoning By-law 1-88 Standards</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exception to the RM2 Multiple Residential Zone</b>
d.	Minimum Exterior Yard Setback	4.5 m	1.4 m (Streets B and C) 1.4 m (Building 3)
e.	Maximum Building Height	11 m	58 m (Building 1) 67 m (Building 2) 47 m (Building 3) 14 m (Townhouse blocks)
f.	Minimum Landscape Strip Width	6 m	1.5 m (Interchange Way) 3.1 m (Exchange Avenue) 1.4 m (Streets B) 1.4 m (Street C)
g.	Portions of Buildings Below Grade (Interchange Way, Streets B and C)	1.8 m	0 m
h.	Permitted Uses	All uses permitted in the RM2 Multiple Residential Zone	In addition to the uses permitted in the RM2 Multiple Residential Zone, the following additional uses shall be permitted: <ul style="list-style-type: none"> <li>• Commercial Use</li> <li>• Retail Use</li> <li>• Eating Establishment</li> <li>• Outdoor Patio associated with an Eating Establishment</li> </ul>
			For Building 3 only: <ul style="list-style-type: none"> <li>• Independent Living Facility</li> <li>• Long Term Care Facility</li> </ul>

	<b>Zoning By-law 1-88 Standards</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exception to the RM2 Multiple Residential Zone</b>
i.	Minimum Amenity Area	<p><u>Bachelor:</u> 15 m<sup>2</sup> @ 79 units = 1,185 m<sup>2</sup> +</p> <p><u>One-bedroom:</u> 20 m<sup>2</sup> @ 353 units = 7,060 m<sup>2</sup> +</p> <p><u>Two-bedroom:</u> 55 m<sup>2</sup> @ 401 units = 22,055 m<sup>2</sup> +</p> <p><u>Three-bedroom:</u> 90 m<sup>2</sup> @ 249 units = 22,410 m<sup>2</sup></p> <p>Total Required Amenity Space = 52,710 m<sup>2</sup></p>	Based on 15 m <sup>2</sup> / unit @ 1,082 units, regardless of number of bedrooms, the total proposed amenity space area = 16,230 m <sup>2</sup> , whereas the Owner proposes to provide a total amenity area of 20,171.2 m <sup>2</sup>
j.	Rooms Below Grade	No cellar or part of cellar of any building shall be used as a dwelling unit	Section 4.1.3 of Zoning By-law 1-88 shall not apply
k.	Minimum Parking Space Size	2.7 m by 6 m	2.7 m by 5.7m
l.	Minimum Barrier-free Parking Space Size	Type A: 3.4 m by 6 m Type B: 2.4 m by 6 m	Type A: 3.4 m by 5.7 m Type B: 2.4 m by 5.7 m
m.	Minimum Parking Requirements	<p><u>Commercial Uses</u> 2.5 spaces per 100 m<sup>2</sup> GFA @ 109.5 m<sup>2</sup> = 3 spaces</p>	<p><u>Commercial Uses</u> 0 spaces per 100 m<sup>2</sup> GFA</p>

	<b>Zoning By-law 1-88 Standards</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exception to the RM2 Multiple Residential Zone</b>
		<u>Residential Uses</u> Bachelor/One-bedroom: 0.7 space per unit @ 432 units = 303 spaces + Two-bedroom: 0.9 space per unit @ 401 units = 361 spaces + Three-bedroom: 1 space per unit @ 249 units = 249 spaces + Visitor: 0.15 space per unit @ 1,082 units = 163 spaces  Total Required Parking = 1,076 spaces	<u>Residential Uses</u> Minimum parking for the apartment residential use shall be based on 0.6 spaces per unit @ 685 units = 411 spaces + Minimum parking for the townhouse residential use shall be based on 1 space per unit @ 397 units = 397 spaces + Minimum parking for residential visitor shall be based on 0.15 space per unit @ 1,082 units = 163 spaces  Total Proposed Parking = 971 spaces Total Provided Parking = 976 spaces
n.	Minimum Bicycle Parking Requirements	Short-term bicycle parking shall be located within 35m of a building entrance	Section 3.8.2 c) shall not apply

The Development Planning Department can support the zoning exceptions in Table 1 on the following basis.

a) Site-Specific Development Standards

The proposed zoning standards identified in Table 1 would permit a development that creates a compact built form and pedestrian realm relationship that is supported in an intensification area with access to higher-order transit. The site-specific development standards (lot areas, setbacks, landscape strip widths) are

consistent with the approved development standards related to other high-density developments located in the VMC and will enable the compact built form that is supported by the Development Planning Department.

b) Additional Uses

The introduction of the additional uses is consistent with the policies and the permitted uses in the VMC Secondary Plan, are considered compatible with the planned surrounding uses, implements the VMC Secondary Plan and provides marketing flexibility for the Development.

c) Minimum Amenity Area

The proposed reduction in minimum amenity area is consistent with an urban environment. The Owner proposes to extend the Millway Avenue Linear Park along the east side of Street B, which would directly benefit the residents of the Development.

d) Rooms Below Grade

The permission to permit a portion of a dwelling unit below grade would offer a variation in housing form that is encouraged in the VMC Secondary Plan and is consistent with a compact development in a downtown.

e) Vehicular and Bicycle Parking

The Development Engineering Department has reviewed the Development and advise they have no objection to the proposed parking space size. The 0 spaces per 100 m<sup>2</sup> GFA for commercial uses can be supported as the commercial area (109.5 m<sup>2</sup>) is intended to directly serve the local community. The proposed parking and bicycle parking standards have been supported by a Parking Study that has been reviewed by the Development Engineering Department. The findings of the Study are supported by the City.

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

Section 45(1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application(s) to the Vaughan Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) within two years of the passing of a by-law amendment.

Should Council approve Zoning By-law Amendment File Z.18.021, the Development Planning Department, in recognition of the complexity of this Development, has included a recommendation to permit the Owner to apply for a Minor Variance application(s), if

required, prior to the two-year moratorium to address minor zoning deficiencies that may arise through the finalization and construction of the Development.

***City Staff have no objection to the Draft Plan of Subdivision, subject to the Conditions of Approval of this report***

City staff have no objection to the approval of the Draft Plan of Subdivision (the 'Draft Plan') shown on Attachment 4, subject to the Conditions of Draft Plan Approval included in Attachment 1. The primary purpose of the Draft Plan is to create one residential development block (Block 1) and two new minor collector streets, being Street A (22 m ROW) and Street B (26 m ROW), a new local street being Street C (23.4 m ROW), and a new linear public park that will service the overall Development.

***The recommendation report for the related Site Development File DA.18.056 will be subject to approval by Council***

Should Council approve the Applications, the recommendation report for the related Site Development File DA.18.056, shown conceptually on Attachment 5, will be subject to a future Committee of the Whole meeting. The Owner will be required to incorporate the noise mitigation measures as it relates to the lands to the west (IKEA). A condition of the removal of the Holding Symbol "(H)" to this effect is included in the recommendations of this report.

***The Development Engineering Department has no objection to the Development, subject to the Conditions of Draft Plan Approval and that the Zoning By-law include conditions to be satisfied prior to the removal of the Holding Symbol***

The Development Engineering ('DE') Department has provided the following comments regarding the Development, subject to Attachment 1 of this report:

**Road Network**

The VMC Secondary Plan identifies two new north-south roads (Streets B and C), an east-west local road (Street A) and an east-west pedestrian mews. The DE Department has reviewed the proposed right-of-way widths and the cross-section details, which shall be finalized to the satisfaction of the City and in accordance with the VMC Secondary Plan.

Interchange Way is required to be widened to accommodate a minimum 33 m right-of-way width to support future growth within this quadrant of the VMC. To service the Development, the Owner is required to design and reconstruct a portion of the existing Interchange Way right-of-way. These road improvements would be required to extend past the east and west limits of the Development and would taper back to the existing Interchange Way condition. Additionally, Streets A, B and C shall be designed to their ultimate configurations at right-of-way widths of 22 m, 23.4 m and 26 m, respectively. These roads would support future development growth within this quadrant of the VMC.



Interchange Way is an existing major collector road; Street A is identified as a minor collector road; Street B is identified as a minor collector road; and Street C is identified as a local road, funding for elements of the road improvements are identified in the 2018 City's Development Charges Background Study/Update and may, therefore, qualify for reimbursement from the City-Wide Development Charges funds.

### Noise and Vibration Assessment

The Owner has submitted an Environmental Noise and Vibration Feasibility Study, prepared by HGC Engineering ('HGC') and dated July 24, 2018, to verify the noise sources surrounding the Development, which also identified the noise control measures for the Development itself. The analysis considered the traffic on Highway 407, Jane Street, Highway 400, Interchange Way, Regional Road 7, Exchange Avenue, and the numerous surrounding employment, commercial and industrial uses. In addition, IKEA retained a noise consultant who provided a peer review of the proponent's Noise and Vibration Feasibility Study on their behalf to ensure the proximity of the residential development would not have an impact on IKEA's operations with respect to their noise.

As agreed upon by the Owner's and IKEA's noise consultants, the Noise and Vibration Feasibility Study indicated that the Class 1 acoustical environment limits can be achieved for the Development. The Owner and IKEA will be entering into a Minutes of Settlement Agreement to ensure the appropriate noise mitigation measures and designs are implemented into the site plan to ensure that the compatibility between the residential development and IKEA, with respect to noise, is maintained, which is subject to a condition of the Holding Symbol "(H)" and included in the Recommendations for this report.

A detailed Noise and Vibration study will be required through Site Development File DA.18.056. The Owner shall make necessary arrangements to provide noise mitigation on the adjacent IKEA lands including, but not limited to, upgraded façade windows and potentially shielding of the loading area, in order to achieve the Class 1 designation. An agreement between the Owner and IKEA shall be provided to the satisfaction of the City to allow the Owner to mitigate the necessary noise sources on the IKEA lands.

Prior to final approval of the Plan, the Owner shall provide a final Environmental Noise and Vibration Impact Study for review and approval by the City, and the Owner shall agree in the Subdivision Agreement to implement all recommendations of the final Environmental Noise and Vibration Impact Study to the satisfaction of the City, as included in Attachment 1 of this report.

### Municipal Servicing

The Development is within the southwest quadrant of VMC Area. The anticipated growth within the VMC Area will result in higher population densities, which will lead to

an increased demand for water, increased wastewater production, and an increase in surface water run-off during rain events. To address this situation, the City has completed a Municipal Servicing Master Plan in 2012, which identifies the preferred strategy for water, wastewater and stormwater servicing for the planned growth within VMC Secondary Plan Area. A Master Environmental Servicing Plan ('MESP') update is being undertaken for the southwest quadrant based on the revised densities being proposed in current and future development applications. The updated MESP will further analyze the sewer capacities and make recommendations for upgrades/improvements to City infrastructure, while considering the overall increased densities of development within the VMC.

The Owner has submitted the Functional Servicing and Stormwater Management Report ('FSR'), prepared by Stantec Consulting Ltd., dated July 2018. Staff reviewed the report and provided comments and the Owner is required to submit an update of the FSR report, to the satisfaction of the DE Department. The foregoing provides an overview of the servicing strategy for the Development:

a) Water Supply

The Development is located within Pressure District 6 ('PD6') of the York Water Supply System. In keeping with the VMC Servicing Strategy Master Plan, the servicing strategy for the Development includes installation of a new 400 mm-diameter along Street A and a new 300 mm-diameter along Street B. Watermain connections to service the Development are proposed along the existing Street C and proposed watermains within the Development. This proposed watermain network conforms to the requirements of the Master Plan and is adequate to service the Development.

b) Sanitary Servicing

In keeping with the VMC Servicing Strategy Master Plan and informed by the updated MESP, the Development has triggered the requirement to replace the existing sanitary sewer on Interchange Way. The servicing strategy and the submitted FSR for the Development recommended the installation of a new 575 mm-diameter to 900 mm-diameter sanitary sewer along Interchange Way between Regional Road 7 and Street C and along Street C, between Interchange Way and Street A, and along Street A between Street C and Street B to service the tributary development in the VMC, including this Development. The proposed sanitary sewer system will be connected and discharged into the existing Jane Street Trunk sewer. The Owner is to enter into a development Agreement and/or a Subdivision Agreement with the City to complete these works. The proposed expansion of the municipal services will be coordinated with the road works.

c) Storm Drainage

The VMC Master Servicing Strategy ('VMCMSS') identified that the existing SWM facility (the 'Interchange Pond') located within the south-west quadrant of the VMC is proposed to be retrofitted in the future to accommodate development within the VMC, which would provide water quality, quantity and erosion control of the southwest quadrant of the VMC including this Development. As part of the overall VMC development, a stormwater management treatment train approach has been adopted. As such, on-site stormwater quantity and water balance controls are required on the Subject Lands. With the on-site controls, the existing stormwater management pond has adequate storage volume to service the Development and new roads without the need for modification or expansion at this time.

The Development will be serviced by a new connection to the proposed upgraded 675 mm-diameter storm sewer on Street C. An on-site storm quantity control facility will be provided to achieve the Toronto and Region Conservation Authority ('TRCA') Humber River Unit Flow Rates.

The updated MESP will state the trigger for when the Interchange Pond retrofit will occur. It will analyze the stormwater management strategy for the south-west quadrant and make recommendations for retrofit/upgrades/improvements to the storm sewer system and any introduction of LIDs.

Area Specific Development Charge

The City completed a Development Charges ('DC') Update Study in 2018. Elements of the infrastructure improvements work may be included in the DC Update Study as an Area Specific Development Charge ('ASDC') By-Law or within the City-Wide DC By-Law. Financial commitments for the Development may be secured through the Subdivision Agreement and will be based on the City's latest available cost estimate for the required infrastructure improvements. ASCDs are in place for sanitary sewer improvements and SWM pond retrofit works but are under appeal. These ASCDs are under review given the updated servicing information being presented in the MESP. The City is working with the northwest and southwest VMC quadrant landowners to coordinate servicing and road improvement works with the objective of establishing a coordinated servicing strategy and cost-sharing agreement.

Environmental Site Assessment

The Owner submitted Phase One and Two Environmental Site Assessment ('ESA') reports for the Development, including an assessment of the road and park lands to be conveyed to the City. The ESA reports were reviewed by the DE Department and no environmental impacts were identified. The Owner is required to obtain a Ministry of the Environment, Conservation, and Parks ('MECP') Record of Site Condition ('RSC') for

the park block lands to be conveyed to the City. The DE Department is satisfied with the ESA reports submitted to date.

#### Geotechnical and Hydrogeological Report

The Owner shall update the submitted Geotechnical and Hydrogeological Investigation Report for the Development, as necessary. The Report shall recommend the ground water control measures that need to be implemented during the design and construction of the buildings and municipal services, and assessment of potential water quantity/quality effects due to dewatering activities on proposed and existing development. A condition to this effect is included in Attachment 1 of this report.

#### Servicing Allocation

Servicing capacity is available and will be recommended for allocation at the site plan approval stage through Site Development File DA.18.056 for a total of 1,082 residential units (685 apartment units plus 397 townhouse units = 2,729 persons equivalent) at a future Committee of the Whole meeting.

#### Energy Infrastructure

Policy 5.2 of the VMC Secondary Plan includes the provision for the implementation of a district energy system to serve public and public developments. This initiative and the infrastructure to support it have not been successfully pursued in the VMC. Therefore, the Owner has not proposed this energy infrastructure, which is acknowledged by the Development Engineering Department.

The DE Department has no objections to the Development and will continue to work with the Owner to finalize all plans and reports subject to the conditions identified in the Recommendations of this report, and the Conditions of Approval identified in Attachment 1 of this report.

#### ***The Parks Development Department has no objection to the approval of the Applications***

Schedule "D", Major Parks and Open Spaces, in the VMC Secondary Plan, identifies the Millway Avenue Linear Park located between Regional Road 7 and Doughton Road within the southwest quadrant of the VMC. Additionally, a Public Square is identified at the southwest corner of Millway Avenue and Interchange Way. The Parks Development Department acknowledges the Development's predominate residential component and is amenable to the southerly extension of the Millway Avenue Linear Park from Interchange Way to Exchange Avenue (the 'Linear Park Extension') and the relocated Public Square to the northeast corner of Millway Avenue and Interchange Way, as shown on Attachment 3.

The proposed irregular wedged-shaped Linear Park Extension comprises of three blocks (Blocks 5, 6 and 7) that are flanked by Street B, being the extension of Millway Avenue. Conveyance of the Linear Park Extension is partially encumbered by the existing easement

in favour of the Toronto Transit Commission ('TTC') subway tunnel. The Linear Park Extension will remain in an interim condition until the property to the east (Teledyne Optech) redevelops and conveys additional land that would regularize it to have a consistent 25 m width from Interchange Way to Exchange Ave.

The amendment to the VMC Secondary Plan would facilitate a continuous linear park that provide residents with the seamless access to the planned open spaces in the VMC, subject to the following:

- a) the adjacent landowners' requirements have been satisfied
- b) the Linear Park Extension is comprehensively designed with the planned Millway Avenue Linear Park located north of Doughton Road on the west side of Millway Avenue
- c) the relocated Public Square and proposed Linear Park Extension complement and reinforce the function of the VMC open space network
- d) the Owner and the City have agreed in principle that the relocated Public Square land conveyance will maintain the same width (approximately 25 m wide and 0.2 ha in area) as the Linear Park Extension and shall connect Interchange Way to the planned east west Urban Park
- e) in response to the deputation by the landowners to the east (Teledyne Optech) considered at the December 5, 2018, Public Hearing, the Owner proposes to protect a 17 m wide public/vehicular access from Teledyne Optech to Millway Avenue, specifically Block 6 as shown on Attachment 4.

Parks Development supports the amendment of Schedule "D" to the VMC Secondary Plan for the relocation of the Public Square and the additional parkland conveyance of the Linear Park Extension are consistent with the Secondary Plan vision and would contribute to the delivery of 20 hectares of parkland in the VMC, subject to the conditions in Attachment 1.

***The Urban Design and Cultural Heritage Division of the Development Planning Department supports the approval of the Development, subject to conditions***

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

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

Cemeteries and Crematoriums Regulation Unit of the Ministry of Consumer and Business Services, and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division.

Should Council approve the Applications, a condition to include the above clauses in the Site Plan Agreement will be included in the recommendations of the future report for Site Development File DA.18.056.

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

The Office of the City Solicitor, Real Estate Department has advised, “For high-density residential development, the Owner shall convey land at the rate of 1 hectare per 300 units and/or pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at a rate of 1 ha per 500 units, or at a fixed rate, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City’s Cash-in-Lieu Policy.”

***The Environmental Services Department, Solid Waste Management Division, has no objection to the Development***

The Environmental Services Department, Solid Waste Management Division has advised that upon a successfully completed application, site inspection and executed agreement as determined by the Vaughan Environmental Services Department, Solid Waste Management Division, the future condominium corporation(s) will be eligible for municipal waste collection services. Should the future condominium corporation(s) be deemed ineligible by the City or chose not to enter into an agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the future condominium corporation(s). A condition to this effect is included in the Recommendations of this report.

***The Toronto Transit Commission (‘TTC’) has no objection to the approval of the Applications***

The Subject Lands are located within the development review zone of the Yonge-University Subway Line (Line 1) and is directly adjacent to the existing subway tunnel and an emergency exit building (Building 7), as shown on Attachment 5. The TTC is generally satisfied with the Applications. The TTC has provided conditions for Site Development File DA.18.056, which will be reported on in a future technical report to the Committee of the Whole.

***The Canadian National (‘CN’) Railway has no objection the Development***

The Subject Lands are within the review area of CN. CN has reviewed the Owner’s Noise and Vibration Feasibility Study. In a letter dated November 19, 2018, CN advised that they have no objection to the Development on March 6, 2019.

### **NavCanada and Bombardier Aerospace have no objection to the Development**

NavCanada, a private sector, non-share Capital Corporation that owns and operates Canada's civil air navigation service and Bombardier Aerospace, owner and operator of the Toronto Downsview Airport, has advised in a letter dated February 26, 2019, of no objection to the Development.

### ***The Ministry of Transportation Ontario has no objection to the Applications, subject to the Conditions of Draft Plan Approval***

The Ministry of Transportation Ontario (the 'MTO') has indicated no objection to the Applications, subject to the conditions of draft plan approval, as shown on Attachment 1. The Development is located within the MTO permit control area. Therefore, the *Public Transportation and Highway Improvement Act* regulations apply.

The MTO requires that any new buildings or structures, including internal roads and detention ponds, above and below ground, be setback a minimum distance of 14 m from the Highway 407 property line. MTO permits are required for all buildings, infrastructures and roads located within 46 m from the Highway 407 property line and a radius of 396 m from the centreline of Highway 407 and Jane Street, prior to any construction being undertaken.

### ***Canada Post has no objection to the Development***

Canada Post has indicated that it is the Owner's responsibility to contact Canada Post to discuss a suitable mailbox/mailroom location and ensure that Canada Post specifications are met. The Owner is required to supply, install and maintain a centralized mailbox facility.

### ***The School Boards have no objection to the Development***

The York Catholic District School Board has advised that they will not require a public elementary school site within the Development. The York Region and the French School Boards have no comments or objections to the Development.

### ***The various utilities have no objection to the Development***

Alectra Utilities Corporation has indicated it has no objection to the approval of the Development. It is the Owner's responsibility to contact Alectra and discuss all aspects of the Development with respect to electrical supply, transformer locations, and temporary service requirements.

Enbridge Gas Inc. has no objection to the Development and has advised that it is the Owner's responsibility to contact Enbridge Gas Inc. with respect to the installation and clearance requirements for service and metering facilities.

Rogers Communication Inc. has no objection to the Development.

Bell Canada ('Bell') has no conditions or objections the Development. The Owner is required to contact Bell prior to commencing any work to confirm that enough wire-line communication/telecommunication infrastructure is available. If such infrastructure is unavailable, the Owner shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

### **Financial Impact**

There are no requirements for new funding associated with these Applications.

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

The York Region Official Plan 2010 ('YROP 2010') designates the Subject Lands as "Urban Area" and located within a "Regional Centre" by "Map 1 - Regional Structure." York Region has advised, in the letter dated February 20, 2019, that the amendments to VOP 2010 are a routine matter of local significance and in accordance with Regional Official Plan policy 8.3.8, and that the proposed Amendment does not adversely affect Regional planning policies or interests.

York Region has indicated they have no objections to the Applications, subject to their comments and Conditions of Approval included in Attachment 1.

### **Conclusion.**

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment Files OP.18.014 and Z.18.021, and Draft Plan of Subdivision File 19T-18V008 in consideration of the policies of the Provincial Policy Statement, the Growth Plan, the York Region and City Official Plan policies, the requirements of Zoning By-law 1-88, comments from City Departments, external public agencies, the public and the surrounding area context. The Development is consistent with the policies of the PPS, conforms to the Growth Plan and the York Region Official Plan, and implements the VMC Secondary Plan.

The Development Planning Department opines that the Applications, when considered comprehensively, are consistent with the Provincial Policy Statement, 2014, conforms to the Growth Plan for the Greater Golden Horseshoe, 2017, and the York Region Official Plan and that the Applications represent good planning. The Development Planning Department recommends that the Applications be approved. On this basis, the Development Planning Department can support the approval of the Applications subject to the Recommendations in this report, and the Conditions of Approval set out in Attachment 1.

For more information, please contact Stephen Lue, Senior Planner, Extension 8210.

### **Attachments**

1. Conditions of Draft Plan Approval



2. Location Map
3. Proposed Amendments to Schedule "D", Major Parks and Open Space, of the VMC Secondary Plan
4. Draft Plan of Subdivision File 19T-18V008 & Proposed Zoning
5. Conceptual Site Plan
6. Colour Perspective (Interchange Way and Street B)
7. Colour Perspective

**Prepared by**

Stephen Lue, Senior Planner, extension 8210

Alex Lee, Development Engineer (VMC), extension 8852

Amy Roots, Senior Manager - VMC, extension 8035

Christina Bruce, Director, VMC Program, extension 8231

/LG