

ATTACHMENT 10

YORK REGION COMMENTS

March 12, 2024

Matthew Peverini, RPP, MCIP
Senior Planner, VMC
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Matthew Peverini:

**Re: Community Infrastructure and Housing Accelerator (CIHA)
C/O 171 MapleCrete LP & 1930328 Ontario Inc.
171 Maplecrete Road, 140-160 Doughton Road, and
Block 2 on Registered Plan 65M-4793
City File Nos.: CIHA.23.003
York Region File Nos.: PROV.24.V.0001**

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

The 1.41 ha subject site is located on the northeast corner of Maplecrete Road and Doughton Road. The proposed development consists of 1,565 dwelling units (128 being rental), 5,840m² of Office GFA, 8,243m² of hotel GFA, 126 m² of retail GFA, approximately 2,643m² of outdoor amenity area and 3,617m² of indoor amenity area. The development will be serviced by 919 parking spaces in 3 levels of underground parking. The overall built density is 8.0 FSI.

Previous Development Applications

In March 2023, the applicant submitted Official Plan Amendment File OP.23.002 and Zoning By-law Amendment File Z.23.004 to the City of Vaughan. The OPA proposed to redesignate the subject lands from "General Employment" to "Station Precinct", having the effect of adding the subject lands to the VMC Secondary Plan area, and to permit maximum building height of 50 storeys, maximum density of 11.4 FSI, and increase the 750 m² residential tower floorplate size to 850 m².

Our planning comments concluded that, "The City is currently undertaking a process to update the Vaughan Metropolitan Centre Secondary Plan, which will expand the boundary to include the subject site and will identify preferred land uses, the appropriate level of development, and the

required hard and soft services needed to accommodate new growth. Therefore, the approval of this site-specific OPA should await further direction from the City on an updated Secondary Plan, as it will provide guidance on the appropriate height, density, urban design, transportation and water and wastewater requirements in a comprehensive and coordinated manner.”

The applicant has now withdrawn the OPA and rezoning applications and has expanded the scope of the development area (to include other lands owned by the applicant) and transitioned the file to a Community Infrastructure and Housing Accelerator application.

Purpose and Intent of the Community Infrastructure and Housing Accelerator (CIHA) Order

According to the applicant’s Planning Justification Report, the use of a CIHA Order is justifiable, as the Order would be quicker than progressing through the traditional OPA and rezoning municipal process and their proposed development meets Provincial and Vaughan’s criteria for CIHA Orders.

Vaughan Official Plan

According to the applicant’s Planning Justification report, prepared by MacNaughton Hermsen Britton Clarkson Planning Limited, dated January 2024, the subject lands are partially within the Vaughan Metropolitan Centre (VMC) Secondary Plan area, with the majority of the southern portion of the subject lands currently designated “General Employment” by the 2010 Vaughan Official Plan.

The City of Vaughan is currently conducting a review of the VMC Secondary Plan, with the intention of expanding the VMC boundary to include the subject lands and other lands on the northside of Doughton Road.

Conformity with the 2022 York Region Official Plan

The 2022 York Region Official Plan (ROP) contains policies that guide economic, environmental and community building decisions to manage growth. These policies strengthen the connections between the natural and built environment, job opportunities, human services, transportation, public health and fiscal capacity. The Regional Official Plan policies also coordinate and set the stage for more detailed planning by local municipalities.

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

Through the last Municipal Comprehensive Review, the subject lands progressed through an employment land conversion and was subsequently not included in an employment area.

According to the 2022 York Region Official Plan (ROP), the subject lands are designated Community Area. The Community Area permits a wide range of urban uses, including residential, population-related employment and community services.

An important planning policy direction for intensification areas is the creation of pedestrian oriented, 15-minute complete communities. The provision of retail and personal service establishments within close walkable proximity helps reduce the dependence of automobile trips. ROP policy 4.4.9 states, *“To direct a significant amount of mixed-uses, including street-related commercial, to strategic growth areas.”* The proposed development’s 126 m² of ground floor commercial space is only 0.1% of the total 112,451 m² of gross floor area. The applicant is encouraged to provide a greater amount of population serving retail floor space.

The ROP also encourages larger family sized units for intensification projects (Policy 4.4.8). The proposed development has 1,304 one-bedroom units. This represents 83% of the total residential units. The applicant is encouraged to provide a greater proportion of family sized units and additional purpose-built rental housing units.

Regional Planning Comments

While Regional Development Services do not oppose the use of a CIHA Order to add the subject lands to the VMC Secondary Plan area, the appropriate level of intensification, relative to the provision of a complete community is best determined by the City of Vaughan. The proposed CIHA continues a development pattern that exceeds planned growth, which may have a cumulative impact on the Region’s planned transportation and water and wastewater networks.

The City of Vaughan is encouraged to complete the update to the VMC Secondary Plan, as comprehensive planning is needed to determine appropriate height, density, urban design, transportation and water and wastewater requirements in a coordinated manner.

Departmental Comments

Below is a summary of comments received from Regional Departments.

Transportation

Transportation Planning staff has reviewed the development application along with the updated Transportation Impact Study dated January 2024 prepared by LEA Consulting and provide the following comment, which shall be addressed to the satisfaction of the Region.

- 1) Maplecrete Road between Highway 7 and Doughton Road shall be built to its ultimate configuration to accommodate the subject development. Additionally, the south approach to the Highway 7 and Maplecrete Road intersection shall be implemented with the required storage lengths for 95th percentile queues.

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

Prior to final approval:

1. Implement the planned internal road/connections network as shown in the approved VMC Secondary Plan.
2. Provide preliminary design and cost estimate to construct south approach to the Highway 7 and Maplecrete Road intersection as per Regional standards.
3. Provide a drawing to show the layout of active transportation facilities and connections internal to the site and to the boundary roads.
4. Provide a revised Transportation Study to address all comments related to the Transportation Impact Study dated January 2024 prepared by LEA Consulting.

The Owner shall agree to:

1. Provide direct shared pedestrian/cycling facilities and connections from the proposed development to boundary roadways to support active transportation and public transit, where appropriate.
2. Implement/construct Maplecrete Road between Highway 7 and Doughton Road to its ultimate configuration to accommodate the subject development. Additionally, the south approach to the Highway 7 and Maplecrete Road intersection shall be implemented with the required storage lengths for 95th percentile queues.
3. Implement all recommendations, including TDM measures, as recommended in the revised Traffic Impact Study, to the satisfaction of the Region

Sustainable Mobility Comments

Sustainable Mobility staff has reviewed the Transportation Impact Study (TIS), prepared by LEA, dated January 2024, and provides the following comments:

1. The applicant is advised to coordinate with City of Vaughan staff to understand any requirements to provide an in-boulevard cycle track along the subject site's frontage of Maplecrete Road and Doughton Road.
2. The TDM Checklist (Table 11-1) shall be revised to include a line item identifying a PRESTO card transit incentive, pre-loaded with the value of a one-month YRT pass, to be provided to each residential unit. The cost of the transit incentive is to be borne solely by the applicant and will not be the responsibility of the Region. The Region has identified this to be an appropriate TDM initiative given the context identified in the TIS. The development has significant access and connectivity to transit (Section 2.2) and active transportation infrastructure (Section 2.3), furthermore the identified transit incentive will be a key driver for travel behavior change in order to achieve the target modal split identified (Table 4-2). The applicant is advised that the average forecasted cost for transit passes is \$155/pass/month.

Water and Wastewater Servicing

Infrastructure Asset Management (IAM) staff have reviewed the application in conjunction with the Functional Servicing and Stormwater Management Report (FSR) prepared by Valdor Engineering, dated January 2024, and provide the follow comments:

Servicing Allocation

- 1) Lands located in and in close proximity to the Vaughan Metropolitan Centre (VMC) Secondary Plan area, including the subject lands, are contemplating higher density growth than planned in the recently adopted Regional Official Plan. Please note that the Region's recently completed 2022 Water and Wastewater Master Plan has not considered the level of intensification proposed. As such, the potential impact of proposed growth in the VMC (and upstream and downstream areas) on the Regional infrastructure system must be monitored and addressed through various capacity management tools which include: the capacity assignment program (managed in collaboration with local municipalities), future master plan studies, phasing of growth in alignment with available capacity, etc. At this time, the Region's servicing capacity commitment remains within the limits of currently assigned capacity to the City of Vaughan. It is in the City's jurisdiction to allocate the Region assigned capacity to individual developments based on their growth priorities.
- 2) The residential development proposed within the subject development area will require water and wastewater servicing allocation from the City of Vaughan. If the City of Vaughan does not grant this development the required allocation from the Region's existing capacity assignments to date, then the development may require additional infrastructure based on conditions of future capacity assignment.
- 3) While Industrial/Commercial/Institutional developments typically do not require servicing capacity allocation, hotel suites containing full in-suite kitchen amenities require servicing capacity allocation due to the resulting higher water/wastewater servicing needs. More detailed information or floor plans for the proposed hotel suites is needed to determine the amount of servicing capacity allocation required to facilitate the proposed development. IAM requests further information on this item.

Water Servicing

- 4) The FSR and water servicing plans indicate that water servicing will be provided by connecting to watermain on Maplecrete Road, which is planned to be upsized from a 150mm diameter pipe to 400mm by the City by 2024. An additional connection is also proposed to the existing 300mm watermain on Doughton Road and future 200mm watermain on the future White Elm Road, north of the site. Hydrant flow tests on Maplecrete and Doughton were completed on November 10, 2022, which indicated that adequate flows and pressures to support the development are anticipated, including required fireflows.

Wastewater Servicing

- 5) The FSR and wastewater servicing plans indicate that wastewater servicing will be provided by connecting to the local municipal sanitary sewer on Maplecrete Road, which is planned to be upsized from a 200mm diameter pipe to 450mm by the City by 2024. The flows from this development are tributary to the Region's Black Creek Sewage Pumping Station.
- 6) The FSR notes that the water and wastewater servicing strategy are aligned with the FSSR for the VMC completed by the City. Should changes occur to the servicing strategy, an updated FSR shall be provided to the Region for review and record.

Dewatering

- 7) The Owner is advised temporary discharge to the municipal sanitary sewer system will only be considered when no other alternatives are feasible. The Region does not support permanent discharge of groundwater to the sanitary system. Please incorporate in the design accordingly.

Other

- 8) It is noted that water and wastewater servicing plan drawings (FSP-1, FSG-1) are required to be signed and sealed by a licensed professional engineer, prior to final approval of the development.

Water Resources

As this site is not within any Source Protection vulnerable areas, Water Resources has no comment with the site application as it relates to Source Protection policy.

Summary

The proposed development consists of 1,565 dwelling units (128 being rental), 5,840m² of Office GFA, 8,243m² of hotel GFA, 126 m² of retail GFA, approximately 2,643m² of outdoor amenity area and 3,617m² of indoor amenity area. The development will be serviced by 919 parking spaces in 3 levels of underground parking. The overall built density is 8.0 FSI.

The applicant has requested the City of Vaughan to endorse the use of a Provincial Community Infrastructure and Housing Accelerator (CIHA) Order. York Region Development Planning staff do not oppose the use of a CIHA Order to add the subject lands to the VMC Secondary Plan area. However, the appropriate level of intensification, relative to the provision of a complete community is best determined by the City of Vaughan.

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

Sincerely,



Karen Whitney, MCIP, RPP
Director, Development Services

AK/

May 16, 2024

Matthew Peverini, RPP, MCIP
Senior Planner, VMC
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Matthew Peverini:

**Re: Community Infrastructure and Housing Accelerator (CIHA)
C/O 171 MapleCrete LP & 1930328 Ontario Inc.
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Block 2 on Registered Plan 65M-4793
City File Nos.: CIHA.23.003
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Further to our March 12, 2024 comment letter, York Region staff met with Liberty Developments about our Transportation conditions to be included in the CIHA Order. In order to provide more clarity and accuracy, please replace the March conditions with the Revised Conditions, as set out below.

March conditions to be replaced

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

Prior to final approval:

1. Implement the planned internal road/connections network as shown in the approved VMC Secondary Plan.
2. Provide preliminary design and cost estimate to construct south approach to the Highway 7 and Maplecrete Road intersection as per Regional standards.
3. Provide a drawing to show the layout of active transportation facilities and connections internal to the site and to the boundary roads.
4. Provide a revised Transportation Study to address all comments related to the Transportation Impact Study dated January 2024 prepared by LEA Consulting.

The Owner shall agree to:

1. Provide direct shared pedestrian/cycling facilities and connections from the proposed development to boundary roadways to support active transportation and public transit, where appropriate.
2. Implement/construct Maplecrete Road between Highway 7 and Doughton Road to its ultimate configuration to accommodate the subject development. Additionally, the south approach to the Highway 7 and Maplecrete Road intersection shall be implemented with the required storage lengths for 95th percentile queues.
3. Implement all recommendations, including TDM measures, as recommended in the revised Traffic Impact Study, to the satisfaction of the Region.

Revised Conditions

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

Prior to final Site Plan approval:

1. Implement the planned internal road/connections network as shown in the approved VMC Secondary Plan.
2. If not already arranged or completed by others, provide preliminary design and cost estimate to construct south approach to the Highway7 and Maplecrete Road intersection as per Regional standards.
3. Provide a drawing to show the layout of active transportation facilities and connections internal to the site and to the boundary roads.
4. Provide a revised Transportation Study to address all comments related to the Transportation Impact Study dated January 2024 prepared by LEA Consulting.

The Owner shall agree to:

1. Provide direct shared pedestrian/cycling facilities and connections from the proposed development to boundary roadways to support active transportation and public transit, where appropriate.
2. If not already arranged or completed by others, implement/construct Maplecrete Road between Highway 7 and White Elm Road to its ultimate configuration to accommodate the subject development.
3. Implement all recommendations, including TDM measures, as recommended in the revised Traffic Impact Study, to the satisfaction of the Region.

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

Sincerely,

A handwritten signature in green ink, appearing to read 'K. Whitney', is written over a light blue horizontal line.

Karen Whitney, MCIP, RPP
Director, Development Services

AK/

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