

Committee of the Whole (2) Report

DATE: Tuesday, June 18, 2024

WARD: 4

**TITLE: 2678463 ONTARIO LTD. (CORTEL GROUP)
OFFICIAL PLAN AMENDMENT FILE OP.24.002
ZONING BY-LAW AMENDMENT FILE Z.24.006
DRAFT PLAN OF SUBDIVISION FILE 19T-16V009
SITE DEVELOPMENT FILE DA.19.016
VICINITY OF HIGHWAY 7 AND BOWES ROAD**

FROM:

Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole on applications to redesignate and rezone the subject lands (Attachment 1) to permit an increase in the maximum building height from 27-storeys for three previously approved mixed-use towers to 37-storeys with an increase of 372 residential units (total 1,322 Units), as shown on Attachments 2 to 6.

Report Highlights

- The Owner proposes an amendment to the approved building height from 27-storeys to 37-storeys and an increase to the number of residential units from 950 units to 1,322 units.
- The Owner proposes an amendment to Draft Approved Plan of Subdivision File 19T-16V009.
- The Owner proposes to amend related Site Development File DA.19.016.
- The Development Planning Department supports the proposed development subject to conditions as outlined in this report.

Recommendations

1. THAT Official Plan Amendment File OP.24.002 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, to amend Vaughan Official Plan 2010, Volume 2, Section 11.10 Concord GO Centre Secondary Plan, for the subject lands shown on Attachment 1 to increase the maximum permitted building height from 27-storeys to 37-storeys, and the maximum permitted number of residential units for Area 1 from 950 to 1,322 units.
2. THAT Zoning By-law Amendment File Z.24.006 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, for the subject lands shown on Attachment 2, to amend the site-specific exceptions 9(1497) and 14.1114 in By-laws 1-88 and 001-2021, to permit an increase in the maximum permitted building height from 27-storeys to 37-storeys, an increase in the maximum permitted number of residential units from 950 to 1,322 units, and an amendment to the Phase 2 Holding Conditions to permit a temporary public amenity space within the Phase 2 lands, together with the site-specific zoning exceptions identified in Attachments 8 and 9 of this report.
3. THAT modifications to Council approved Draft Plan of Subdivision File 19T-16V009 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, as shown on Attachment 7, to permit modifications to Phase 1 and Phase 2 of a mixed-use Draft Plan of Subdivision, subject to the Conditions of Draft Plan of Subdivision Approval in Attachment 10.
4. THAT modifications to Council approved Site Development Application File DA.19.016 (2678463 Ontario Ltd. (Cortel Group)) BE APPROVED, as shown on Attachments 2 to 5, to reflect a building height of 37-storeys and unit count of 1,322 units, subject to the conditions of approval in Attachment 11.
5. THAT Site Development File DA.19.016 be allocated servicing capacity from the York Sewage Servicing/Water Supply System for an additional 372 residential apartment units (822 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City's Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance with 36 months.

Background

Location: 1890 Highway 7, Block 2 within Phase 1 on Draft Plan of Subdivision File 19T-16V009 and a revision of Draft Plan Phase boundary (the 'Subject Lands'). The Subject Lands and the surrounding land uses are shown on Attachment 1.

Draft Plan of Subdivision File 19T-16V009, Zoning By-law Amendment File Z.16.049, and Site Development File DA.19.016 were approved.

On January 18, 2019, the Ontario Land Tribunal ('OLT') (formerly the Local Planning Appeal Tribunal) approved Case No. PL171117, Draft Plan of Subdivision File 19T-16V009 and Z.16.049 to permit the approval of a mixed-use development consisting of

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a maximum of 950 residential dwelling units (representing Phase 1, Block 2 of the Draft Plan), including three 22-storey buildings, as well as 1,860 m² of retail space. The approval rezoned the Subject Lands (excluding Block 1 on Attachment 6 from A Agricultural Zone subject to site-specific Exception 9(976), A Agricultural Zone, EM2 General Employment Area Zone, and OS1 Open Space Conservation Zone, to RA3(H1) Apartment Residential Zone with a Holding Symbol “(H1)”, and RA3(H2) Apartment Residential Zone with a Holding Symbol “(H2)”, OS1 Open Space Conservation Zone, OS2 Open Space Park Zone and OS5 Open Space Environmental Protection Zone.

The OLT Decision also approved Draft Plan of Subdivision 19T-16V009 to permit a phased mixed-use draft plan of subdivision, as shown on Attachment 6.

On October 23, 2019, Council approved Site Development File DA.19.016 to permit the development of three 22-storey residential apartment buildings containing a total of 932 units, 362.7 m² of at grade commercial Gross Floor Area ('GFA') and 1,017 parking spaces distributed over four levels of underground parking.

On February 27, 2020, Vaughan Committee of Adjustment approved File A004/20 to permit a building height of 27-storeys (87 m), elevator overruns, mechanical equipment, and stair enclosures to project a maximum of 6.5 m above the applicable height limit, to permit a 0 m landscape strip width along the northerly limit of the OS5 Zone, a minimum building setback of 0 m from the most northerly limit of the OS5 Zone and a cantilevered portion of Building B to extend a maximum of 0.5 m, bicycle racks, exterior stairways, entrances and balconies in the OS5 Zone. A Section 45(9) Agreement is registered on title which provides for Community Benefits in return for the increase in building height.

On September 9, 2021, Vaughan Committee of Adjustment approved File A153/21 to permit a minimum of 0.70 parking spaces per unit for residential parking, a minimum of 2 parking spaces per 100 m² of GFA for retail or other commercial uses not specially noted in Exception 9(1497), and an accessible parking space length of 5.7 m.

Official Plan Amendment and Zoning By-law Amendment Applications have been submitted to permit the proposed development.

The Owner has submitted an Official Plan and Zoning By-law Amendment (the 'Applications') for the Subject Lands to permit an increase in the maximum permitted building height from 27-storeys to 37-storeys, and increase in the maximum permitted number of residential units from 950 to 1,322 units, and an amendment to the Phase 2 Holding Conditions to permit a temporary public amenity space within Block 9 of the Phase 2 lands, (the 'Development') as shown on Attachments 2 to 6.

An amendment to related Draft Plan of Subdivision File 19T-16V009 phasing has been submitted to permit the Development.

An amendment to related Site Development Application DA.19.016, has been submitted to permit the revised development.

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

- Date of Notice (Circulated 150 m from Subject Lands as shown on Attachment 1): March 22, 2024
- Location of Notice Signs: Highway 7 frontage
- Date of Public Meeting: April 16, 2024, date ratified by Council April 22, 2024
- Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: June 11, 2024

Public Comments on the Applications were received.

A question was raised regarding amending the previous OLT Decision Case No. PL171117 and Nav Canada. Files OP.24.002 and Z.24.006 are new applications. Nav Canada was circulated and does not have any objection to the Development.

Previous Reports/Authority

Previous reports related to the applications and/or Subject Lands can be found at the following links:

Zoning By-law Amendment and Draft Plan of Subdivision Files 19T-16V009 and Z.16.049:

[May 2, 2017, Committee of the Whole \(Public Meeting\) \(Item 1, Report 18\)](#)

[September 17, 2018, Committee of the Whole \(Item 33, Report 27\)](#)

Site Development File DA.19.016:

[October 7, 2019, Committee of the Whole \(Item 5, Report 29\)](#)

Notice of Decision Minor Variance Application A004/20

[February 27, 2020 Office of the City Clerk - A004/20 - Notice of Decision \(1890 Hwy 7, Vaughan\)](#)

Notice of Decision Minor Variance Application A153/21

[September 9, 2021 Notice of Decision \(1890 Highway 7, Vaughan\)](#)

OP.24.002 and Z.24.006:

[April 16, 2024, Committee of the Whole \(Public Meeting\) \(Item 2, Report No. 16\)](#)

Analysis and Options

The Development is consistent with the Provincial Policy Statement 2020 and conforms to the Growth Plan, York Region Official Plan 2022, and VOP 2010.

Provincial Policy Statement, 2020 ('PPS')

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

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

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

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

The Subject Lands are within a Local Centre, in proximity to higher order transit facilities and a Protected Major Transit Station Area ('PMTSA'). The Growth Plan defines a PMTSA as the area within an approximate 500 to 800 m of higher-order transit. The Subject Lands front onto Highway 7 and are within the Concord BRT Station Bus Rapid Transit ('BRT') Station PMTSA. The Development shown on Attachments 2 to 6 conforms to the Growth Plan.

York Region Official Plan 2022 ('YROP 2022')

The YROP 2022 designates the Subject Lands 'Community Area', which permits a wide range of residential, commercial, industrial, and institutional uses. The Subject Lands are located within the Built Area and Concord BRT Station PMTSA. Regional Centres and PMTSA's are focal points for the highest densities and most intensive development. The Development, which conforms to the YROP 2022, provides for a denser and more intense development on a parcel of the land in close proximity to existing transit facilities.

Vaughan Official Plan 2010 ('VOP 2010')

VOP 2010 sets out the municipality's general planning goals and policies that guide future land use. The Subject Lands are identified in VOP 2010 as follows:

- "Local Centre" on Schedule 1 – "Urban Structure" of VOP 2010
- "Area Subject to the Concord GO Centre Secondary Plan" on Schedule 13 – "Land Use of VOP 2010
- "High-Rise Mixed-Use" on Schedule B – "Land Use" of VOP 2010 Volume 2, Concord GO Centre Secondary Plan, Section 11.10

The High-Rise Mixed-Use designation permits high-rise buildings at a building height of 27-storeys, and a maximum of 950 dwelling units. The following amendments to VOP 2010 are required to permit the Development as shown on Attachments 2 and 6:

- permitted maximum building height of 37-storeys
- maximum of 1,322 dwelling units

The Development shown on Attachments 2 to 6 adds 10-storeys of building height to the three approved mixed-use towers and an additional 372 dwelling units. The Development represents an intensification of a High-Rise Mixed-Use designation within the Concord GO Centre Secondary Plan – Area 1.

The Concord GO Centre Secondary Plan was approved by York Region in 2015 and includes policies regarding maximum building height and unit count for Area 1.

Since 2015 the planning context has changed. The Subject Lands are now located within PMTSA 55 - Concord BRT Station, a PMTSA with a density target of 160 people and jobs per hectare. YROP 2022 Policy 4.1.3 a) lists PMTSAs as a strategic growth area where intensification will occur. VOP 2010 also includes the PMTSAs on Schedule 1-C. Intensification Areas identified on Schedule 1 – Urban Structure and related policies continue to apply, however, where a PMTSA and a VOP 2010 Intensification Area overlap the higher density target should be used. The Subject Lands are within a Local Centre which is intended to accommodate growth and provide a mix of uses.

In May 2023, Metrolinx released an Initial Business Case (IBC) for a new GO station along the Barrie line in the Concord area between Rutherford GO and Downsview Park GO. The Subject lands are in proximity to a potential GO station site. The Metrolinx IBC considers the Ontario government's Transit-Oriented Communities (TOC) program. TOCs intend to create additional housing, and jobs in proximity to transit. The proposed increase in residential density would support the IBC through potential new GO train users originating from the community.

Bill 131, Transportation for the Future Act, 2023- ('Bill 131')

Bill 131 was passed by the legislature and received Royal Assent on December 4, 2023. Schedule 2 of this Bill included the *GO Transit Station Funding Act, 2023*, which is now in force. *The GO Transit Station Funding Act, 2023* will provide a new optional funding tool that will help municipalities to fund the design and construction of new GO stations. This tool will allow municipalities to recoup the costs through a charge on new development within specified areas surrounding those new stations.

The use of the tool, known as the station contribution fee, will only be permitted in municipalities where the Province has determined a new GO station is warranted. Municipalities will be required to provide a background study and pass a by-law which clearly identifies the area to which the station contribution fee will apply, to be forwarded to the Province for approval. Municipalities given approval to use the station contribution fee will be prescribed in a regulation.

The Owner has confirmed that they are willing to participate and contribute to the station contribution fee, as identified in Attachment 12.

On this basis, the Development conforms to VOP 2010.

Council enacted Zoning By-law 001-2021 on October 20, 2021 as the new Vaughan Comprehensive Zoning By-law.

Applications to amend both Zoning By-law 1-88 and Zoning By-law 001-2021 are required because Zoning By-law 001-2021 is not in force for the Subject Lands due to it being under appeal.

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

Zoning:

- RA3 Apartment Residential Zone and OS5 Open Space Environmental Protection Zone by Zoning By-law 1-88, subject to site-specific Exception 9(1497).
- These Zones do not permit the proposed building height and number or unit count.
- The Owner proposes to amend the Zoning By-law together with site-specific zoning exceptions to permit the Development, as shown on Attachment 8.
- The Owner proposed to amend the Holding Conditions for File 19T-16V009, Phase 2 to permit a temporary public amenity space.

Minor modifications may be made to the zoning exceptions identified in Attachment 8 prior to the enactment of an implementing Zoning By-law, as required, should the Applications be approved.

Amendments to Zoning By-law 001-2021 are required to permit the Development.

Zoning:

- RM2 Multiple Unit Residential Zone and EP Environmental Protection Zone by By-law 001-2021, subject to site-specific exception 14.1114
- These Zones do not permit the building height or unit count.
- The Owner proposes to amend the Zoning By-law together with the site-specific zoning exceptions to permit the Development, as shown in Attachment 9.
- The Owner proposes to amend the Holding Conditions for File 19T-16V009 Phase 2 to permit a temporary public amenity.

By-law 080-2020 (exceptions 9(1497) and 14.1114) provides Holding Conditions for the Phase 2 lands within Draft Plan of Subdivision File 19T-16V009. The Phase 2 lands are zoned RA3(H2). An amendment to the Holding Conditions for the lands zoned “(H2)” is required to permit a temporary public amenity space in Block 9, Attachment 6.

The Development Planning Department can support the zoning exceptions identified in Attachments 8 and 9 and the modification to the “(H2)” Holding Conditions on the basis that the proposed site-specific zoning standards would facilitate a development that is consistent with the policies of the PPS and conforms to the Growth Plan, YROP 2022 and VOP 2010. The site-specific development standards will enable a compact built

form and pedestrian realm relationship that is supported in an Intensification Area with access to transit.

Minor modifications may be made to the zoning exceptions identified in Attachments 8 and 9, prior to the enactment of an implementing Zoning By-law, as required, should the Applications be approved.

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

The Development Planning Department recommends approval of the Development as shown on Attachments 2 to 6, subject to conditions.

Site Design and Landscape Plan

File DA.19.016 was approved by Council on October 23, 2019, however, a Site Plan Agreement was not executed. The Owner is proposing an amendment to File DA.19.016 to increase the building height from 27-storeys to 37-storeys and increase the unit count from 950 to 1,322 units. The design includes towers on top of mid-rise podiums. The Owner is not proposing any changes to the at-grade built form or podiums.

Access to the Subject Lands will be obtained from a private road north of the proposed buildings and runs east west connecting to Draft Plan of Subdivision File 19T-16V009 Streets "B" and "C", proposed Nanook Avenue and Mildmay Trail. (Attachment 6).

The residential entrance for Buildings A and B is located on the east elevation (facing proposed Nanook Avenue, Street 'B' – Attachment 5) and is comprised of a black textured exterior wall panel and curtain system vision glass. A second residential entrance for Buildings A and B is located on the west elevation within the interior courtyard (facing proposed Mildmay Trail, Street 'C'– Attachment 4). The principal entrance for Building C is located in the interior courtyard on the east elevation (facing proposed, Nonook Avenue, Street 'B' – Attachment 5).

Access to the underground parking and loading is located on the east elevation of Building C within the interior courtyard. Four levels of underground parking accommodate 1,132 parking spaces. There are 10 visitor parking spaces located in the interior courtyard including 3 barrier free spaces. An additional loading area gains access from the private road north of the Subject Lands along the north elevation of Building A.

The landscape plan shown on Attachment 3 includes a multi-level pedestrian walkway along Highway 7 and at the corner of Highway 7 and proposed Mildmay Trail, Street 'C', which includes hard and soft landscaping. A set of stairs located along Highway 7 leads pedestrians from the lower walkway into a courtyard with an art feature.

A second set of steps connecting the two walkway levels is located at the corner of Highway 7 and Street 'C', proposed Mildmay Trail. Commemoration plaques are

proposed at the staircase locations which would be visible by the pedestrian traffic. The on-site commemoration shall reflect the property's industrial cultural heritage value of Concord's earliest days of industrial development. In 1922, Fred Miller built the greenhouses for the Concord Floral Company and was active until December 2000. The Concord Floral Company smokestack was a prominent landmark in Concord, pre-dating the building of Highways 7 (1928-32) and 400 (1951) and the CN Rail marshalling yards (1965).

Another set of steps leads pedestrians into the decorative paved entry court. A gravel dog run is located south of Building C. Level 2 terraces are proposed for each building and an outdoor amenity space is located on the top of the 7th floor between Buildings A and B and the top of the second floor for Building 'C'.

Building Elevations and Signage

The proposed building elevations shown on Attachments 4 and 5 include a colour scheme consisting of white, grey, charcoal grey prefinished metal panels, and wood pattern metal panels, prefinished window wall system consisting of vision glass (clear and blue) and spandrel glass (light, dark, light grey and dark grey). Balcony railings consist of tinted blue glass and opaque fritted glass, bird friendly visual markers will be applied to the glass on floors 1 to 4 and levels 8 and 9.

Building 'A' has frontage on both the private road and Street 'B' and is connected to Building 'B' by a 7-storey podium with a roof top outdoor amenity space. Building 'A' includes 504 residential units and 441 m² of ground floor commercial space. Building 'B' and 'C' include 385 units and 433 units respectively, including 5 grade related townhouse style units along the west elevation of Building 'C'.

The Development Planning Department is satisfied with the Development shown on Attachments 2 to 6. The final site plan, building elevations, landscape plan, landscape cost estimate, lighting plan, public art strategy, and commemoration plan must be approved by the Development Planning Department prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

Subdivision Design

On January 18, 2019, the OLT approved Case No. PL171117, Draft Plan of Subdivision File 19T-16V009 and Z.16.049 to permit the approval of a mixed-use development. The Owner has requested to extend the lapsed Conditions of Draft Plan approval and proposes minor modifications to redefine the Phase 1 lands to include Block 2 and the surrounding road networks as shown on Attachment 6. The remainder of the Draft Plan of Subdivision File 19T-16V009 will be development under Phase 2. Certain Blocks in Phase 2 contain servicing easements to enable the Phase 1 Block 2 Development. A temporary public amenity space is also proposed on the Phase 2 lands to serve the Phase 1 Block 2 Development.

The Draft Plan of Subdivision File 19T-16V009 shown on Attachment 6 includes 26 Blocks divided into Phase 1 and Phase 2.

Phase 1 includes Block 1 road widening, Block 2 Mixed-use, Blocks 3 and 4 Future Roads, Block 5 Private Road, and Block 6 0.3 m reserves.

Phase 2 includes Blocks 7 to 11 Mixed-use, Blocks 12 and 13 Open Space, Block 14 Park, Block 15 includes other lands owned by the Owner associated with the Upper West Don River valley to be conveyed to TRCA, Block 16 Regional Conveyance, Blocks 17 and 18 Road Widening, Block 19 to 21 Future Roads, Block 22 Private Road and Blocks 23 to 26 0.3 m reserves.

Phase 2 Block 9, Block 19 and Block 22 contain a temporary easement to support the Phase 1 Block 2 development.

A temporary public amenity space is proposed in Phase 2 Block 9, Attachment 6 to serve the Phase 1 residents until future parks are constructed. The temporary public amenity space is to be defined and is a Condition of Draft Approval, Attachment 10.

Urban Design

All development within the Draft Plan of Subdivision File 19T-16V009 is required to proceed in accordance with the Liberty Rose Garden City Urban Design Policy + Master Plan and the Liberty Rose Garden City Urban Design Guidelines. A condition to this effect is included in Attachment 11.

Archaeology

The Development Planning Department, Urban Design and Cultural Heritage Division has advised there are no built heritage concerns on the Subject Lands and is not identified as having archaeological potential, subject to any archaeological resources or human remains being located during construction. Warning clauses in this regard are included as Conditions of Approval in Attachment 11.

The Development Planning Department is satisfied with the proposed Draft Plan of Subdivision File 19T-16V009 design as shown on Attachment 7, subject to the Conditions of Approval in Attachment 10 of this report.

Cultural Heritage

The City of Vaughan Cultural Heritage Division requires the Owner to provide documentation regarding the original smokestack demolition and salvage, and a commemorative feature installation plan, which includes the feature design, locations, material, text and images, to the Development Planning Department, Urban Design and Cultural Heritage Division for review and approval. A Condition to this effect is included in Attachment 11.

Tree Protection Agreement

The Owner provided a detailed Arborist Report and Tree Inventory, Preservation & Removals Plan to the satisfaction of the City. The Owner shall update the report to include all trees 20 cm DBH and greater within 6 m east of the top of slope line and all trees west of the top of slope line as illustrated in the Natural Heritage Demarcation Plan. The Owner has entered into a tree Protection Agreement for the Subject Lands and a letter of credit has been secured in accordance with City Council enacted Tree By-Law 052-2018. A tree removal permit issued through the Forestry Division shall not be required. Conditions to this effect are included in Attachment 11.

The Development achieves a Silver Sustainability Threshold Score.

The Development achieves an overall Sustainability Performance Metrics (SPM) application score of 68 (silver level). This score meets minimum threshold requirements.

Financial Impact

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

Operational Impact

The Policy Planning and Environmental Sustainability Department supports the Development, subject to Conditions of Approval.

As noted in TRCA's comments issued on May 9th, 2024, Attachment 10c). TRCA staff were working with the previous owner to determine the Compensation approach for the loss of woodland. This remains an outstanding issue. However, due to recent changes in the Conservation Authorities Act, TRCA will no longer comment on discussions related to Compensation as the TRCA no longer has a legislative or regulatory authority to comment on matters related to the ecological function of natural heritage features/systems. As such any previous comments related to the protection, enhancement or compensation of the natural heritage system are deferred to the City of Vaughan. The City of Vaughan will work with the applicant to determine and finalize the required Compensation approach.

Staff note the applicant has submitted a Sustainability Metrics Program (SMP) (2023 threshold scores version). We also note the development has attained an overall application score of 68 points which meets the minimum requirements for Silver Performance Level under the Site Plan application Thresholds. Please note, the SMP scoring tool is required for both the Site Plan application and the Draft Plan of Subdivision File 19T-16V009 application as different metrics are used to evaluate each application. The applicant has provided only one Scoring Tool. The applicant is asked to re-submit a SMP scoring tool for the Draft Plan of Subdivision application as it appears the Scoring Tool submitted is for the Site Plan application. We advise that SMP scores should be reviewed by Development Planning and by all technical staff to verify their scores to confirm the scores accuracy and to ensure minimum threshold requirements are being met.

Draft Plan of Subdivision File 19T-16V009 Conditions in OLT decision PL171117 continue to apply.

The Development Engineering ('DE') Department supports the Development, subject to the conditions in this report.

The DE Department has provided the following comments:

Water Servicing

The Subject Lands are located within Pressure District 6 (PD6) with a pressure range between 100 and 106 psi. The Development will be serviced by a proposed watermain on the future Street 'C'. The proposed watermain and the future street will be constructed as part of Draft Plan of Subdivision File 19T-16V009.

A 300 mm-dia watermain is proposed along Street B and Street C. The water service connections for the Subject Lands (Block 2) are proposed to be provided via the proposed watermain along Street C. The site servicing connections will include one 200 mm-dia fire connection and two separate 100 mm-dia. domestic connections for Tower A and B. Tower C will be serviced by a 100 mm-dia and 200 mm-dia split domestic and fire connection. Total of two fire connections have been proposed for redundancy. The proposed water supply servicing is in compliance with the water supply analysis report submitted as part of the FSR submitted in July 2020 for the subdivision, which incorporated a proposed population of 8,762 individuals in the analysis.

The proposed domestic water service connections for Tower A and Tower should be revised to a minimum 150 mm-dia. as per current City Standards. Furthermore, the domestic and fire water service connection should be in accordance with City Standard W-106, which should also be reference on the corresponding servicing plan(s). Backflow and meter chambers must be located within the private lands and outside of any future public ROW.

The Owner is required to address any comments and conditions outlined in Attachments 10 and 11 to the satisfaction of the City, to support a complete approval of the proposed water servicing strategy.

Sanitary Servicing

Sanitary service to Tower C will be from the proposed 300 mm-dia. sanitary sewer running south along Street C and service Tower A and B using two (2) separate sanitary connections to the 375 mm-dia. sanitary sewer running east along the south property line. The sanitary flow from the site will first drain to the 450 mm-dia sewer proposed for the subdivision, and ultimately drain to the 990 mm-dia diameter Maple Collector (Regional) Trunk Sewer at existing Regional Manhole 43. The proposed sanitary sewer will be located on a future City easement within private property along the Highway 7 property boundary. It is assumed the proposed sewer will be constructed as part of the Draft Plan of Subdivision File 19T-16V009 and the corresponding Subdivision Agreement required to facilitate the construction of the sewer.

Storm Servicing

The Subject Lands are proposed to drain easterly to the clean water collector system which eventually discharges to West Don River (Don River sub-basin 5). The proposed

Cleanwater Collector (CWC) system and the future street will be constructed as part of the Draft Plan of Subdivision File 19T-16V009. To achieve quality, quantity and water balance/erosion control requirement within the Block 2 development, appropriate stormwater management measures including filter-based quality control unit (Jellyfish unit), Low Impact Development (LID) measures, and underground stormwater tanks are being proposed.

Quantity control for the blocks is proposed to be provided through roof storage and a main underground storage tank proposed on the north-east corner of the subject site. A Jellyfish filter unit is proposed to achieve 80% Total Suspended Solids (TSS) removal for quality control.

Noise Assessment

An updated "Environmental Noise and Vibration Impact Study" (ENVIS), prepared by Valcoustics Canada Ltd. (VCL), has been included with this submission. Prior land use approval applications have included previous noise reports, which were referenced within this document. The ENVIS, prepared by VCL, was based on the updated design drawings, prepared by Kirkor Architects and dated January 16, 2024.

The previous noise reports, along with Peer Reviews completed by the City's peer reviewer, determined that lands within Phase 1 of the previously approved plan met the Class 1 guideline limits. As noted in the ENVIS. The results of the assessment concluded that noise from the stationary sources would comply with the MECP noise guideline limits. The current site plan is not significantly different than the one assessed previously. Therefore, a further assessment of the stationary sources has not been done, and the results of the previous assessments have been used here.

With respect to Transportation noise sources, exceedances of the guidelines have been found on all towers, as well as the rooftop amenity areas. Based on these results, VCL has recommended mandatory air conditioning on all units, improved architectural elements (windows and walls), sound barriers and warning clauses. It was noted that "the design of the sound barriers should be reviewed through the detailed design stages of the project as the architectural and landscape drawings progress."

No further assessment is required at this time. However, an updated report is required prior to the execution of the Site Plan Agreement as additional detailed design drawings become available to verify the above-noted mitigation measures. A condition to this effect is included in Conditions of Site Plan Approval in Attachment 11.

Environmental Engineering

The Development Engineering Department (DE) has previously reviewed the provided environmental investigations for the Subject Lands. At that time, clearances were provided to remove the holding "H" condition for the Phase 1 lands outlined in the Draft Approved Plan of Subdivision as defined in 2019. The Subject Lands described in this application represent Block 2 of Phase 1 of the previously approved plan and are thus covered by these RSCs and prior clearance.

However, given that the Record of Site Condition filings completed previously are now over five years old and are based on data that is approximately seven years old. The City requires a Phase One ESA Update (the scope of which would be up to the professional opinion of the consultant's Qualified person, but may be a brief letter report) to confirm that there are no material changes to the site or surroundings since the RSC filings were completed, given the duration of time that has since elapsed.

Sewage and Water Allocation

The following allocation resolution shall be included as follows:

“THAT Site Plan Development Application DA.19.016 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for an additional 372 residential apartment units (822 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.”.

A recommendation to this effect is included in the Recommendation Section of this report.

Transportation Engineering

Development Transportation Engineering staff are of the position that the approval of the future phases is premature as it is unclear if the road network as proposed is adequate in terms of road capacity, right-of-way, alignment, and compatibility with the Concord GO Secondary Plan to support full build-out of the area, as these considerations would need to be comprehensively assessed considering landowners in the area and the ongoing Secondary Plan. Staff expect that the Secondary Plan would need to be advanced prior to and possibly expanded to include the neighbouring lands. Transportation Engineering staff are not able to support the build-out of the rest of the lands in the absence of a comprehensive area-wide study being conducted.

Staff reiterate that a Comprehensive Master Transportation Study (i.e., a Secondary Plan level transportation study) is required incorporating all lands affected by the developments within the area and the planned road network. This study should have participating landowners involved and clarify the required road and transportation network under the full build-out condition of these lands. Discussions should be provided in the Master Transportation Study report explaining if the road alignments proposed are feasible, how and through what mechanism the road network will be designed, constructed, and coordinated among the landowners (i.e., if Environment Assessment studies are required, what agreements etc.).

Hydrogeological Assessment

Based on a Hydrogeological Report, prepared by Exp Services Inc., short-term (construction) and long- term groundwater can be managed on site in accordance with the applicable regulations and that there are no potential impacts to local groundwater

system. Treatment of groundwater flows for biological oxygen demand (BOD) and total manganese prior to discharged to the storm sewer will be required.

Prior to the discharge of any water originating from a source other than City of Vaughan's municipal water supply, including water originating from groundwater accumulating or collected on private lands ("Private Groundwater Discharge") to Vaughan's storm sewer system, the Owner shall obtain a Discharge Approval for permanent ground water discharge ("Discharge Approval") from Vaughan prior to the release of the Site Plan Approvals, if required by City of Vaughan. Terms and conditions regarding the City of Vaughan requiring a Discharge Approval, if applicable are detailed in Attachment 11.

The Owner agrees that post-development flow rates discharged to the Vaughan's storm sewer system from the Lands, including Private Groundwater Discharge, shall not exceed the allowable flow rates discharged to the Vaughan's storm sewer system as approved by Development Engineering and per the Discharge Approval. The Owner may be required to add or modify the Discharge and Related Works to the Vaughan's satisfaction, all at their sole cost and expense. Where the Private Groundwater Discharge flow rates are exceeded, causing the post-development flow rates discharged to the Vaughan's storm sewer system to exceed the pre-development flow rates discharged to the Vaughan's storm sewer system, Council Approval for Discharge Approval will be required.

The Owner's right to Private Groundwater Discharge from its Lands into the Vaughan's sewer system is subject to all terms and conditions of this Agreement, the Discharge Approval, if required, the Vaughan's Sewer Use By-Law 087-2016, as amended, and all applicable laws and regulations.

Cash-in-Lieu of the dedication of parkland is required.

The Owner shall, prior to the issuance of a Building Permit, convey land at the rate of 1 ha per 600 net residential units and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at the rate of 1 ha per 1000 net residential units, or at a fixed unit rate, at Vaughan's discretion, in accordance with the *Planning Act* and the City of Vaughan Parkland Dedication By-law. Notwithstanding the above, such parkland contribution—whether in the form of parkland conveyance or cash-in-lieu as determined by the City—shall be subject to a cap of (i) 10% of the Lands or value of the Lands if the Lands are 5 ha or less; or (ii) 15% of the Lands or value of the Lands if the Lands are greater than 5 ha." Conditions to this effect are included in Attachment 11.

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

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

Parks Infrastructure Planning and Development ('PIPD') have no objection to the Development, subject to Conditions.

PIPD supports the Development subject to Conditions of approval in Attachments 10 and 11.

Environmental Services have no objection to the Development subject to Conditions.

Environmental Services support the Development subject to Conditions of approval in Attachment 11.

Other external agencies and various utilities have no objection to the Development.

The York Catholic District School Board, York Region District School Board, Nav Canada, Canada Post, Alectra, Rogers, Bell, have no objections to the Development, subject to the conditions included on Attachment 10.

The Toronto and Region Conservation Authority ('TRCA') supports the Development.

TRCA are satisfied that the legislative interest related to natural hazard management have been addressed. TRCA have no objection to the approval of the Official Plan Amendment and Zoning By-law Amendment.

The Owner is seeking to extend the approval of the lapsed draft approved plan of subdivision and to modify Phase 1 to consist of Block 2 and the surrounding road network. The remainder of the lands owned by the applicant to be developed through Phase 2. The approved site plan is being amended to reflect the building height and unit count changes proposed by the Applications.

Portions of the subject property are within TRCA's regulated area. A TRCA permit pursuant to Section 28.1 of the *Conservation Authorities Act* is required for any development or site alteration within the regulated area. Conditions to this effect have been included Attachment 10 and 11.

Metrolinx have no objection to the Development, subject to conditions.

The Owner shall address Metrolinx conditions of approval as outlined in Attachment 10 to the satisfaction of Metrolinx.

Infrastructure Ontario ('IO') has no objection to the Development, subject to conditions.

IO is a crown agency responsible for the strategic management of the provincial realty portfolio on behalf of the Ministry of Infrastructure ('MOI'). Part of IO's mandate is to protect and optimize the value of the portfolio while ensuring real estate decisions reflect public policy objectives.

The Development is abutting MOI-owned lands. It appears that IO lands may be required for later phases of this development. If provincial government lands are

required, the Owner should contact IO for a more in-depth review of the land requirement, potential impacts to the government property, and the process for a possible acquisition if deemed appropriate. A condition to this effect is included in Attachment 10.

The Ministry of Transportation ('MTO') have no objection to the Development, subject to conditions.

The MTO have no objection to the development subject to the Conditions of Draft Approval in Attachment 10.

Broader Regional Impacts/Considerations

York Region has determined the proposed amendment is a matter of local significance and does not adversely affect Regional planning policies or interest. York Region, on June 3, 2024, exempted the Official Plan Amendment Application from approval by the Regional Committee of the Whole and Council.

York Region, on May 13, 2024, provided comments included in Attachment 11 for Site Development Application DA.19.016 and on June 3, 2024, for the Draft Plan of Subdivision File 19T-16V009.

Conclusion

The Development Planning Department is satisfied the Applications are consistent with the PPS, conforms with the Growth Plan, YROP and VOP 2010, and is appropriate for the development of the Subject Lands. The Development is considered appropriate and compatible with existing and planned surrounding land uses. Accordingly, the Development Planning Department can recommend approval of the Applications, subject to the recommendations in this report and Conditions of Approval in Attachments 10 and 11.

For more information, please contact Carol Birch, Planner, at extension 8485.

Attachments

1. Context and Location Map
2. Conceptual Site Plan
3. Landscape Plan
4. Building Elevations South and West
5. Building Elevations North and East
6. Proposed Draft Plan of Subdivision 19T-16V009
7. Approved Subdivision File 19T-16V009
8. Zoning By-law 1-88 Table 1
9. Zoning By-law 001-2021 Table 2
10. Conditions of Draft Plan of Subdivision Approval File 19T-16V009
11. Conditions of Site Plan Approval File DA.19.016
12. Letter re GO Train Station Funding Act, 2023

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