

## Committee of the Whole (1) Report

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**DATE:** Tuesday, December 03, 2024

**WARD:** 4

**TITLE:** GB (DOUGHTON) LIMITED PARTNERSHIP: OFFICIAL PLAN AMENDMENT FILE OP.23.007 & ZONING BY-LAW AMENDMENT FILE Z.23.012 – 130 DOUGHTON ROAD, VICINITY OF MAPLECRETE ROAD AND DOUGHTON ROAD

**FROM:**

Haiqing Xu, Deputy City Manager, Planning, Growth Management and Housing Delivery

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole on Official Plan Amendment and Zoning By-law Amendment applications ('the Applications') to redesignate and rezone the Subject Lands to permit the development of three (3) high-rise mixed-use towers, 38, 47, and 51-storeys in height, an overall density of 10.5 Floor Space Index ('FSI'), and a total of 1,683 residential units, as shown on Attachments 3 to 15.

**Report Highlights**

- The Owner proposes to permit three (3) high-rise mixed-use towers, 38, 47, and 51-storeys in height, connected by a six (6) storey podium with live-work units, retail uses at grade, and office uses, a private north-south street, a total of 1,683 residential units, a total gross floor area ('GFA') of 114,991 m<sup>2</sup>, and an overall FSI of 10.5 times the area of the lot.
- A portion of the Subject Lands are located outside of the existing Vaughan Metropolitan Centre Secondary Plan ('VMCSP') boundary and are within a potential VMCSP boundary expansion area that is being considered through the ongoing VMCSP update process (the 'VMCSP Update').

## **Report Highlights Continued**

- The Owner seeks endorsement from the Committee of the Whole for the Applications in advance of the completion of the VMCSPP Update.
- A Holding Symbol “(H)” is recommended, as a condition of Zoning approval, and shall not be removed until servicing allocation has been granted by Council and remedial works have been completed.
- The Policy Planning and Special Programs Department (‘PPSP’) supports the proposed development subject to the conditions outlined in this report.

## **Recommendations**

1. THAT Official Plan Amendment File OP.23.007 (GB (Doughton) Limited Partnership) BE APPROVED, to amend Vaughan Official Plan (‘VOP’) 2010, Volume 1, for the Subject Lands shown on Attachment 1, as follows:
  - a. To permit the Applications to proceed in advance of the finalization and adoption of the VMCSPP Update, as set out in Policy 10.1.1.6 of VOP 2010, Volume 1;
  - b. To amend Schedule 1 – Urban Structure to convert a portion of the Subject Lands from “Employment Areas” to “VMC (Regional Centre)”;
  - c. To amend Schedule 13 – Land Use to include the Subject Lands within “Lands Subject to Secondary Plans or Particular Area Specific Plans”;
  - d. To amend Schedule 14A – Areas Subject to Secondary Plans to include the Subject Lands within the “VMC, 11.12”;
2. THAT Official Plan Amendment File OP.23.007 (GB (Doughton) Limited Partnership) BE APPROVED, to amend VOP 2010, Volume 2 - VMCSPP, for the Subject Lands shown on Attachment 1, as follows:
  - e. To modify Schedule A – Vaughan Metropolitan Centre Boundaries to include the Subject Lands within the existing VMC boundary;
  - f. To modify Schedule F – Land Use Precincts to designate the Subject Lands as “Station Precinct”;
  - g. To modify Schedule C – Street Network to extend the north-south Local Street from White Elm Road to Doughton Road;
  - h. To add the Subject Lands as a new site-specific Policy Area on Schedule K – Site Specific Policy Areas with the following:
    - To increase the maximum permitted building height to:
      - Building C: 47-storeys (152 m)
      - Building D: 51-storeys (168 m)
      - Building E: 38-storeys (128 m);
    - To permit a maximum FSI up to 10.5 times the area of the lot;
    - To permit a maximum podium height of six (6) storeys (26.2 m);
    - To permit a maximum tower floor plate size of 850 m<sup>2</sup>, up to a maximum of 860 m<sup>2</sup> for Level Seven (7);

- To permit a new 20 m, private right-of-way ('ROW') north-south road with a public access easement;
- 3. THAT Zoning By-law Amendment File Z.23.012 (GB (Doughton) Limited Partnership) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachment 1, from "EM1 Prestige Employment Area Zone", and "C9(H) Corporate Centre Zone with a Holding Symbol "(H)", subject to site-specific exception 9(1505), to "C9(H) Corporate Centre Zone" with a Holding Symbol "(H)", in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Table 1 of Attachment 16;
- 4. THAT Zoning By-law Amendment File Z.23.012 (GB (Doughton) Limited Partnership) BE APPROVED, to amend Zoning By-law 001-2021, to rezone the Subject Lands shown on Attachment 1, from "EM1 Prestige Employment Zone", and "V1 Vaughan Metropolitan Centre Station Zone", subject to site-specific exceptions 14.1031, 14.1123 and 14.370, to "V1(H) Vaughan Metropolitan Centre Station Zone with a Holding Symbol "(H)" in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Table 2 of Attachment 17;
- 5. THAT removal of the Holding Symbol "(H)" from the Subject Lands or a portion or phase thereof shall be contingent on the following:
  - a. Vaughan Council adopts a resolution allocating sewage and water capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the Subject Lands;
  - b. The Owner shall submit to the City the following information, to the satisfaction of the Development Engineering Department:
    - i. the delineated areas of potential environmental concern identified on the Subject Lands;
    - ii. a Remedial Action Plan (RAP); and
    - iii. a Record of Site Condition (RSC) on the Environmental Site Registry with the Ministry of the Environment, Conservation and Parks for the Subject Lands; and
- 6. THAT the implementing Zoning By-law Amendments be brought forward to a future Vaughan Council meeting in accordance with section 24(2) of the Planning Act.

## **Background**

**Location:** 130 Doughton Road (the 'Subject Lands'). The Subject Lands and the surrounding land uses are shown on Attachment 2.

The northern portion of the Subject Lands (Block 3 of Plan 65M-4775) were previously subject to files OP.19.009, Z.19.024, and 19T-19V004 to permit a mixed use development (Block 1) consisting of 769 residential units within two towers (Tower A –

37-storeys and Tower B – 27-storeys) on a shared podium with approximately 427 m<sup>2</sup> of ground floor retail, 625 parking spaces within four (4) levels of underground parking, a private 20 m ROW private north-south road with a public access easement, a new east-west public road (Block 2), and a future development block (Block 3).

The southern portion of the Subject Lands are currently located outside of the VMC boundary and within “Potential Expansion Area A” (Attachment 1), which is one (1) of two (2) areas being studied for incorporation into the VMC through the VMCS Update and will be discussed further in this report.

Since the Statutory Public Meeting on June 4, 2024, revisions to the proposed development include:

- Tower C (north) is now 47-storeys (previously 38-storeys); Tower D (middle) is now 51-storeys (previously 46-storeys); and Tower E (south) is now 38-storeys (previously 52-storeys);
- Minor increase in the residential and retail GFA, density (FSI), and vehicular parking rate;
- Decrease in the number of residential units and office GFA;
- The design now includes one (1) vehicular driveway site access at the northeast corner of the site (from future White Elm Road); the previous site access at the southeast corner of the site (from Doughton Road) has been removed.

### ***Employment Land Conversion***

An Employment Land Conversion (‘ELC’) was approved for the Subject Lands on October 22, 2020, by York Region Council.

Vaughan Council, on May 27, 2020, approved the Employment Land Conversion request for the Subject Lands. York Region Committee of the Whole, on October 15, 2020, considered the recommendations presented in a report prepared by the Commissioner of Corporate Services and Chief Planner for York Region regarding the 2041 Municipal Comprehensive Review (‘MCR’). On October 22, 2020, York Region Council ratified the recommendations of the report with modifications and approved the conversion request for the Subject Lands.

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

GB (Doughton) Limited Partnership (the ‘Owner’) has submitted Official Plan Amendment and Zoning By-law Amendment applications (the ‘Applications’) for the Subject Lands, as shown on Attachments 3 to 15, to permit the proposed development (the ‘Development’) consisting of:

- Three (3) high-rise mixed-use residential towers being 38, 47, and 51-storeys in height on a shared six (6) storey podium
- A total of 1,683 (up to 1,700) dwelling units including:
  - 1,178 studio/one-bedroom units (70.0%)
  - 472 two-bedroom (s) units (28.1%)
  - 24 three-bedroom units (1.4%)

- Nine (9) live-work units (0.5%)
  - A shared indoor amenity space rate of 1.75 m<sup>2</sup> per unit and a shared outdoor amenity space rate of 1.35 m<sup>2</sup> per unit
  - A new 20 m ROW private north-south road (future Meadowvale Road extension), with a vehicular driveway site access from the future White Elm Road
  - Four (4) levels of underground parking for a total of 888 vehicular parking spaces and 1,710 bicycle spaces
  - A total GFA of 114,991 m<sup>2</sup> (up to 116,172 m<sup>2</sup>) including:
    - Residential GFA (Towers C, D, E) - 109,358 m<sup>2</sup>
    - Retail GFA\* (Tower E) - 502 m<sup>2</sup>
    - Office GFA\* (Towers C, D, E) - 5,131 m<sup>2</sup>
  - A Floor Space Index ('FSI') of up to 10.5 times the area of the lot
- \*Non-residential uses subject to change

The Owner is required to submit future Site Development and Draft Plan of Condominium applications to facilitate the build-out and tenure for the 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): May 10, 2024
- Location of Notice Sign: Doughton Road frontage
- Date of Public Meeting: June 4, 2024, date ratified by Council June 25, 2024
- Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: November 26, 2024.

On May 20, 2024, a Notice of Public Meeting was circulated to all property owners within 150 m radius, as shown on Attachment 1, and to the Block 22 landowners. A copy of the Notice of Public Hearing was posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole Public Meeting was held on June 4, 2024, to receive comments from the public and members of the Committee of the Whole. The Public Meeting report of June 4, 2024 (Item 4, Report 6) recommended that to be consistent with previous Council recommendations for planning applications within the potential boundary expansion areas to the VMC, the Applications for the Subject Lands shall not proceed in advance of the VMCSPP Update being considered by Council. Vaughan Council on June 25, 2024, ratified the recommendation of the Committee of the Whole to receive the Public Meeting report of June 4, 2024, and forward a comprehensive technical report to a future Committee of the Whole meeting.

Given that the Subject Lands are moderately in keeping with the vision of the VMCSPP Update, are partially located within the existing VMC boundary, with the remainder within Expansion Area "A", are located within a Protected Major Transit Station Area

(‘PMTSA’), and do not present any land use compatibility issues, staff are of the opinion that the Applications for the Subject Lands, can proceed in advance of the requirement for a Secondary Plan as set out in Policy 10.1.1.6 of Vaughan Official Plan 2010, Volume 1.

### ***Public Comments were received***

Comments were received from the adjacent landowner to the west of the Subject Lands (171 Maplecrete LP) on May 30, 2024, in support of the alignment of the proposed north-south 20 m ROW private road with public access easement (Meadowvale Road extension).

### **Previous Reports/Authority**

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

York Region Committee of the Whole Planning and Economic Development Report [October 15, 2020, Committee of the York Region Committee of the Whole, Planning and Economic Development \(Item 3, Report C\)](#)

GB (Doughton) Limited Partnership, Public Meeting Report [June 4, 2024, Committee of the Whole Public Meeting \(Item 4, Report 6\)](#)

### **Analysis and Options**

***The Development is consistent with the Provincial Planning Statement 2024 (‘PPS 2024’) and conforms to VOP 2010, and the VMCSPP.***

#### **Provincial Policy Statement, 2024 (‘PPS 2024’)**

The Provincial Planning Statement 2024 (‘PPS 2024’) is a policy statement issued pursuant to section 3 of the *Planning Act* and came into effect on October 20, 2024. All decisions made on or after October 20, 2024, in respect of the exercise of any authority that affects a planning matter shall be consistent with this policy statement.

The PPS 2024 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 facilitates 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 2024.

Vaughan Official Plan 2010 ('VOP 2010') Volume 1 and Volume 2 – VMCSPP  
VOP 2010, Volumes 1 and 2 set out the municipality's general planning goals and policies that guide future land use. The existing policy framework in relation to the Development is identified below.

***The north portion of the Subject Lands are located within the VMC and are identified as follows in VOP 2010, Volume 2 - VMCSPP:***

- "Station Precinct" on Schedule F – Land Use Precincts
- "Site-Specific Policy Area L2" on Schedule K – Site Specific Policy Areas
- "Office Uses Permitted" on Schedule G – Areas for Office Uses

The "Station Precinct" designation permits a broad mix of uses such as residential, retail, and service commercial, and encourages a mix of high and mid-rise buildings. Area L2 (implemented by way of OPA #59) establishes a maximum building height of 30-storeys and maximum FSI of 2.5 times the area of the lot. The lands north of White Elm Road (Attachment 1) have been Site Plan Approved for a development that yields an FSI of 5.42 (DA.19.075).

***The south portion of the Subject Lands are located outside of the VMC and are identified as follows in VOP 2010, Volume 1:***

- "Employment Areas" on Schedule 1 – Urban Structure
- "General Employment" on Schedule 13 – Land Use

The "General Employment" designation identifies predominantly industrial areas characterized by low scale buildings with a variety of lot sizes to attract and accommodate a wide range of employment uses. Residential uses are not permitted within General Employment areas.

***The VMCSPP is undergoing an update***

The City is undertaking an update to the VMCSPP to address provincial and regional policy changes, and to respond to the rapid growth in the VMC that is putting pressure on realizing Council's vision for a vibrant and balanced downtown. The VMCSPP Update will result in a renewed policy framework that supports the completion of a downtown and central business district as a complete community that is well supported by municipal services and social infrastructure to 2051 and beyond.

As part of the VMCSPP Update, an analysis of potential boundary expansion of the VMCSPP area will be undertaken to assess the benefits and drawbacks related to the potential expansion areas, as shown on Attachment 1. "Potential Expansion Area A" would extend the existing boundary east to Creditstone Road on the south side of Highway 7, resulting in a continuous, linear east boundary line; "Potential Study Area B" would extend the existing boundary north, incorporating the lots on the north side of Portage Parkway, and the new boundary line would follow the related PMTSA boundaries which are approximate to one lot depth of the existing properties fronting onto Portage Parkway. The majority of the Subject Lands are located within "Potential Expansion Area A", as shown on Attachment 1.

The potential boundary expansion areas are being evaluated separately and on their own merits; however, the key principles underpinning the evaluation are similar:

- Whether the boundary expansion will introduce meaningful and compatible transitions to the surrounding context and existing prestige employment uses;
- Whether appropriate buffering of uses can be achieved;
- Whether the expansion area can offer opportunities to supplement the much-needed parkland and social infrastructure required within the VMC; and
- Whether the boundary expansion can be contained to the geographies outlined in Potential Expansion Areas A and B.

On October 4, 2023, staff brought forward a report to VMC Sub-Committee recommending the endorsement of the VMC Boundary Expansion Areas A and B and on November 14, 2023, Council adopted the recommendation to endorse both Expansion Areas.

On January 31, 2024, Staff presented the draft land-use framework for the updated VMCSF to the VMC Sub-Committee. With respect to the Subject Lands, the draft framework conceptualized:

- A “Mixed Use (Non-Residential Uses Required)” designation;
- A maximum density permission of up to 5.0 FSI;
- Maximum height permissions of 25 to 40-storeys;
- A minimum non-residential requirement of 11.5% of the total proposed GFA

On June 26, 2024, VMC Subcommittee gave direction to staff to proceed with making the required changes to the VMCSF to set parameters for minimum heights and densities without prescribed maximums. However, these permissions are not yet established.

Currently, the VMCSF Update is in the final stages of establishing a preferred framework for policies, including land use policies. This phase will be followed by the drafting of the VMCSF Update and the final implementation of the statutory document through Council.

***The following amendments to VOP 2010, Volume 1 and Volume 2 – VMCSF are required to permit the Development as shown on Attachments 3 to 15:***

VOP 2010, Volume 1 Amendments:

- a) To permit the Applications to proceed in advance of the finalization and adoption of the VMCSF Update;
- b) To amend Schedule 1 – Urban Structure to convert a portion of the Subject Lands from “Employment Areas” to “VMC (Regional Centre)”;
- c) To amend Schedule 13 – Land Use to include the Subject Lands within “Lands Subject to Secondary Plans or Particular Area Specific Plans”;



- d) To amend Schedule 14A – Areas Subject to Secondary Plans to include the Subject Lands within the “VMC, 11.12”;

VOP 2010, Volume 2 – VMCSA Amendments:

- e) To modify Schedule “A” to include the Subject Lands within the existing VMC boundary;
- f) To modify Schedule “F” to designate the Subject Lands as “Station Precinct”;
- g) To modify Schedule “C” to extend the north-south Local Street from White Elm Road to Doughton Road;
- h) To add the Subject Lands as a new site-specific Policy Area on Schedule “K” with the following:
  - i. To increase the maximum permitted building height to:
    - Building C: 47-storeys (152 m)
    - Building D: 51-storeys (168 m)
    - Building E: 38-storeys (128 m);
  - ii. To permit a maximum podium height of six (6) storeys (26.2 m), whereas the maximum podium height generally shall be four (4) storeys;
  - iii. To increase the maximum permitted FSI to up to 10.5 times the area of the lot;
  - iv. To increase the maximum permitted tower floor plate size from 750 m<sup>2</sup> to 850 m<sup>2</sup>, up to a maximum of 860 m<sup>2</sup> for Level Seven (7);
  - v. To permit a new 20 m private ROW north-south road with a public access easement.

***The proposed Amendments to VOP 2010, Volume 1 and Volume 2 – VMCSA are supported***

Consideration of the Applications in Advance of the VMCSA Update

As previously mentioned, the City is undertaking an update to the VMCSA, which includes an analysis of potential boundary expansions to the VMC, as shown on Attachment 1. Currently, the VMCSA Update is in the final stages, and is projected to be completed by Q2, 2025.

Section 10.1.1.6 of VOP 2010, Volume 1 specifies that where it has been determined that a Secondary Plan is required but not yet completed, no amendments to this Plan or the zoning by-law will be permitted without prior or concurrent adoption of the Secondary Plan for the area.

Staff support the proposed Amendments to VOP 2010, Volume 1 and Volume 2 – VMCSPP in advance of the VMCSPP Update for the following reasons:

1. The Subject Lands are unique within the context of the VMC.

The Subject Lands are uniquely located within the context of the VMC as they straddle the existing VMC boundary, resulting in split land use permissions. The north portion of the Subject Lands, located within the VMC, previously formed part of the lands known municipally as 2851 Highway 7, to the immediate north; this portion was subsequently consolidated with the adjacent parcel to the south under one title, forming part of the Subject Lands. The south portion of the Subject Lands are located within “Potential Expansion Area A” and are being contemplated for inclusion in the VMC as part of the VMCSPP Update.

To ensure consistency across the Subject Lands, the Applicant is requesting to re-designate the balance of the Subject Lands to “Station Precinct” in order to bring the entire site into conformity with the existing land use designation on the north portion of the Subject Lands. Based on these considerations, Staff are supportive of the amendment to expand the VMC boundary to include the entirety of the Subject Lands in order to establish a consistent, site-specific policy framework. Moreover, the expansion of the VMC boundary to include the Subject Lands will create a more logical employment area boundary on Doughton Road, an existing minor collector, where the Subject Lands have frontage.

2. The Subject Lands are compatible with the surrounding employment and sensitive land uses.

As previously noted in this report, two (2) of the key principles underpinning the evaluation of the potential expansion areas include whether the boundary expansion will introduce meaningful and compatible transitions to the surrounding context and existing prestige employment uses; and whether appropriate buffering of uses can be achieved.

Staff are of the opinion that the proposed Development is compatible with the surrounding land uses, subject to the appropriate mitigation measures being included. The Subject Lands are separated from existing low-rise employment uses to the south by Doughton Road. Further, as part of the requirements of a complete application, the Applicant submitted a Compatibility Mitigation Study – Air

Quality, Dust and Odour, dated July 23, 2023, and an Environmental Noise Compatibility Report, dated October 3, 2024, both prepared by SLR Consulting (Canada) Ltd. The reports conclude that with the implementation of warning clauses and appropriate mitigation measures, the Development will not affect existing and future industrial facility compliance with applicable Provincial environmental requirements. The report also concludes that the requirements of the MECP Guideline D-6 are met. The Development Engineering Department has confirmed that the Class 1 Area noise level guidelines continue to be met based on the proposed design. As such, the Development is compatible with the surrounding employment lands and provide an appropriate transition to the uses in the surrounding area.

3. The Subject Lands are located within a PMTSA and supports the achievement of minimum density targets.

The Development shown on Attachments 3 to 15 is situated within PMTSA 56 – Creditstone BRT Station. The Development provides for a denser, more intense development on a parcel of the land in close proximity to existing and planned transit facilities such as the VivaNext Bus Rapid Transit (“BRT”) along Highway 7, the SmartVMC Bus Terminal, and the VMC Subway Station at Millway Avenue and Highway 7. The Development, as proposed, will ensure a diverse mix of residential, retail, and office uses on the Subject Lands, contributing to the minimum density target of residents and jobs.

#### Built Form, Site Design and Access

While the Development exceeds VM CSP density and height permissions, it contributes to the projected employment and population growth, with 5,131 m<sup>2</sup> of office space located in Towers C, D and E, at-grade retail located in Tower E, and up to 1,700 residential dwelling units, including nine (9) live-work units.

The Development encompasses the delivery of a new publicly accessible, private 20 m ROW Local Street, as shown on Attachments 3 to 5. The alignment and tenure of the road extension is consistent with the approved north-south Local Street to the immediate north (Meadowvale Road), as shown on Schedule C – Street Network (Attachment 13) and as approved through files OP.19.009, Z.19.024, and 19T-19V004, is supported by the Development Engineering Department, and will ensure that connectivity is protected through the provision of a public access easement in perpetuity, over the length of the road.

Section 8.7 – Built Form includes policies for building step-backs, ground floors, building height, massing, and building exteriors. The Development locates the tallest buildings (Towers C and D) towards the north, with the shortest building (Tower E) being located at the south end of the site to provide a moderate transition towards the existing employment uses.

Policy 8.7.18 requires tower elements of high-rise residential buildings to be slender and spaced apart at least 25 m from one another while prescribing a maximum residential tower floor plate of approximately 750 m<sup>2</sup>. The towers meet the required 25 m building separation distance, which ensures minimal shadowing impacts, and the loss of sky views, and maintenance of privacy. The proposed 850 m<sup>2</sup> residential floorplate size along with the maximum 860 m<sup>2</sup> residential floorplate size for level 7, allows for an optimal unit layout, permits a greater range of unit types and sizes, and is in keeping with other residential floorplates approved within the VMC. As per Policy 8.7.17., the maximum height of high-rise building podiums shall generally be six (6) storeys in the Station Precinct and along Highway 7. As such, the proposed 6-storey podium meets the general intent of policy 8.7.17.

Overall, the Development is generally in keeping with the intent and vision of the current VMSCP Update and the VOP 2010, Volume 1 and Volume 2 - VMSCP policy framework.

#### Design Review Panel ('DRP')

On July 25, 2024, the Applications were considered by the DRP. The minutes to the DRP can be found at [Meeting 119, Jul. 25, 2024](#). Highlights from this session included:

*Site Organization, Building Massing and Orientation* - The Panel expressed concerns that the proposed three tower configuration was too ambitious for the site. The Panel recommended reducing the number of towers and exploring alternative massing strategies to create a more varied and engaging architectural composition.

- Revisions to the plans have been made to reorganize the towers so that the tallest tower (Tower D - 51-storeys) is in the middle of the site, with the shortest tower (Tower E – 38-storeys) fronting onto Doughton Road, to achieve a moderate transition to the existing and future uses to the south of Doughton Road.

*Site Context, Circulation and Connectivity* - The Panel expressed that circulation and connectivity were areas in need of improvement, both within the site and in relation to the broader context of the VMC. The Panel stressed the importance of creating better pedestrian and bicyclist connections and future-proofing the proposed development to integrate with the surrounding context, specially to the potential future school and Neighbourhood Precinct to the south.

- Revisions have been made to site access and the interim access for pedestrians and cyclists to the external network will be provided via the North-South Private Road. Part of that road is under construction north of White Elm and the remainder will be built through this proposed development. This will provide access to Highway 7 sidewalk and cycling facilities.

*Ground Floor Design and the Public Realm* - The Panel raised concerns about the ground floor program being too dense and lacking generous, multi-purpose outdoor spaces. The need for better-defined public spaces, improved streetscapes, and more thoughtful integration of servicing and loading areas was also emphasized.

*Sustainability* - The Panel discussed the sustainability and microclimate considerations, with recommendations to address wind conditions, access to sun, and incorporate more sustainable design features throughout the project.

Staff will continue to work with the applicant through DRP comments noted above, and any additional comments forthcoming through a future DRP Meeting for a future Site Development Application.

***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 and 001-2021 are required to permit the Development***

Zoning By-law 1-88:

- “EM1 Prestige Employment Area Zone”, and “C9 (H) Corporate Centre Zone with a Holding Symbol”, by Zoning By-law 1-88, subject to site-specific exception 9(1505).
- The “EM1 Prestige Employment Area Zone” does not permit the proposed uses.
- The Owner proposes to rezone the Subject Lands to “C9 (“H”) Corporate Centre Zone” with the Holding Symbol (“H”), together with the following site-specific zoning exceptions to permit the Development, as shown in in Table 1 of Attachment 16.

Zoning By-law 001-2021:

- “EM1 Prestige Employment Zone”, and “V1 Vaughan Metropolitan Centre Station Zone”, by Zoning By-law 001-2021, subject to site-specific exceptions 14.1031, 14.1123 and 14.370.
- The “EM1 Prestige Employment Zone” does not permit the proposed uses.
- The Owner proposes to rezone the Subject Lands to “V1 (“H”) Vaughan Metropolitan Centre Station Zone” with a Holding Symbol (“H”), together with the following site-specific zoning exceptions to permit the Development, as shown in in Table 2 of Attachment 17.

The VMC Program, PPSP Department can support the zoning exceptions identified in Table 1 and Table 2 on the basis that the proposed site-specific zoning standards identified in Table 1 and Table 2 would facilitate a development that is consistent with the policies of PPS 2024. 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 Table 1 and 2 (Attachment 16 and 17) prior to the enactment of an implementing Zoning By-law, as required, should the Applications be approved.

***A Holding Symbol “(H)” is recommended for the Subject Lands to satisfy the conditions of the City.***

A Holding Symbol “(H)” is recommended to be placed on the proposed zoning for the Subject Lands to address the outstanding issues discussed under the Engineering section of this report, below. The Holding Symbol “(H)” shall not be removed from the Subject Lands, or any portion thereof, until the conditions included in the Recommendation section of this report are addressed to the satisfaction of the City. A condition to this effect is included in the Recommendations of this report.

**Financial Impact**

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

**Operational Impact**

***The Development Engineering (“DE”) Department, has no objections to the proposed Development, subject to the conditions in this report.***

The DE Department has provided the following comments regarding the Development:

**Development Agreement**

As a condition of future Site Plan approval, the Owner will be required to enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payment of the development levies, the provision of roads and municipal services, landscaping and fencing.

The Owner has submitted a Functional Servicing and Stormwater Management Report (the ‘FSSR’) dated May 2023 and April 2024 (as updated), prepared by Schaeffers Consulting Engineers to support how the Development will be serviced:

**Water**

The Subject Lands are located within the City of Vaughan Pressure District 6 (PD6). There is an existing municipal watermain (300 mm) on the south side of the site that runs east-west along Doughton Road, which addresses domestic and fire flow demands for the Development. In addition, there will be a watermain (200 mm) on future White Elm Road extension, which will be operational once a connection to Maplecrete Road and/or Creditstone Road is available.

### Sanitary

Sanitary servicing for the Development will be provided via 250 mm pipe connection to the existing sanitary sewer located on Doughton Road. Subject to the confirmation of residual capacity in the existing sewer system, sanitary sewer upgrade will be required to support the Development based on the VMC FSSR.

### Storm Drainage

There is an existing 1200 mm stormwater pipe on Doughton Road that runs westerly to service the Development. As well, there will be a 525 mm storm sewer on future White Elm Road extension, which will be operational once a connection to Maplecrete Road is available.

### Storm Sewer

The stormwater management ('SWM') for the Subject Lands includes quality controls that are ETV certified. The Subject Lands are located within the Black Creek Subwatershed as part of the Humber River watershed. The SWM Strategy shall conform to the VMC SWM design criteria for the VMCSPP. Further comments may be provided on the SWM Strategy upon approval of the VMCSPP expansion areas, through the Site Development application stage. At this time, based on the review of the proposed SWM Strategy, the civil consultant has satisfied the SWM on-site control requirements.

### Noise and Vibration Study

The Owner has submitted an Environmental Noise and Vibration Study, dated October 3, 2024, prepared by SLR Consulting (Canada) Ltd. The assessment includes a review of noise and vibration emissions from industrial facilities in the area, as well as transportation-related noise and vibration. The Study concludes that with the implementation of the recommended warning clauses and the mitigation measures, the Development should not affect existing and future industrial facility compliance with applicable Provincial environmental policies and regulations, and further, the MECP Guideline D-6 are met. Mitigation measures include receptor-based physical solutions (e.g. ventilation system design), noise control measures (e.g. upgraded glazing, construction of exterior walls, windows and doors), and acoustical barriers for outdoor living areas in accordance with the MECP guidelines. The MacMillan Yard noise assessment is subject to CN review and approval. The DE Department has requested the Owner to submit an updated Environmental Noise and Vibration Study to confirm the acoustical design measures based on the detailed floor plans as part of the future Site Development application, to the satisfaction of the City.

### Compatibility Mitigation Study

The Owner has submitted a Compatibility Mitigation Study – Air Quality, Dust and Odour, dated July 23, 2023, prepared by SLR Consulting (Canada) Inc. The Report provides recommendations for dust and odour mitigation and warning clauses. The DE Department and Emergency Planning Department have reviewed the Report and have no further comments, provide that the recommended warning clauses be included in all

sales agreements identifying that neighbouring industrial activities will result in noise, vibrations, particulate matter, odour and dust.

#### Sewage and Water Allocation

Currently, there is limited available city-wide servicing capacity, however, York Region is expected to grant the City additional servicing capacity in Q4-2025 as part of their Capacity Assignment cycle to Regional Municipalities. In the meantime, a Holding Symbol ('H') shall be placed on the Subject Lands or any portion thereof, until the conditions are satisfied. The availability of regional servicing capacity will be assessed at the site plan approval stage.

#### Dewatering

Prior to the discharge groundwater accumulating or collected on private lands into the City's storm sewer system, the Owner shall obtain a Discharge Permit from the City, Environmental Services Department.

As part of the future Site Development application, the Owner is required to submit supporting calculations/storm sewer design sheet to demonstrate that the controlled flow from the Subject Lands (and runoff from external lands by-passing the Subject Lands) will not impact the existing receiving storm sewer network.

#### Environment Site Assessment (ESA)

The Owner has submitted a Phase One Environmental Site Assessment ('ESA'), prepared by MTE Consultants, dated January 17, 2023, which was reviewed by the Development Engineering department. Due to the presence of contamination and the proposed redevelopment to a more sensitive land use, the completion of a Record of Site Condition ('RSC') is required, with a holding condition placed on the Subject Lands, to be removed upon receipt of a copy of the RSC filing on the Environmental Site Registry.

#### Road Network

Maplecrete Road, Doughton Road, and Creditstone Road are two-lane roadways under existing conditions. Maplecrete Road and Doughton Road are planned to have 26 m right-of-way, and Creditstone Road would be upgraded to minor arterial road. As such, road widening requirements for Maplecrete Road and Doughton Road should be protected.

The Applicant is required to coordinate with the adjacent site located at 171 Maplecrete Road to provide the north-south road as a shared road between the two sites (along the west of this Subject Lands) to align with the existing VOP and VMCSPP policies to provide accesses on local streets as well as the draft VMCSPP's preferred options.



***The School Boards are integral stakeholders as part of the VMCSP update and have provided preliminary comments respecting requirements for future school site designation requirements in the VMC.***

The York Region and York Catholic District School Boards are important stakeholders in implementing the VMCSP and continue to be active participants as part of the ongoing VMCSP update. The VMCSP protects for four (4) school sites to serve the planned population. As part of the VMCSP Update, options are being considered to address impact of additional density on requirements for additional community facilities and schools to achieve a complete community. Preliminary concerns about inadequate student accommodation relative to proposed and previously anticipated densities initially envisioned for the area have been expressed. The City acknowledges these concerns and will continue to work with the School Boards. No comments were received from the Conseil Scolaire de District Catholique Centre Sud as of the date of this report.

***Cash-in-Lieu of the deduction of parkland is required***

The Owner is required to pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland, in accordance with the *Planning Act* and the City's cash-in-lieu Policy.

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

The development meets the criteria for CBC being five (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.

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

CN notes that the Subject Lands are within 1000 m of the CN MacMillian Rail Yard operations. CN has expressed concerns of developing/densifying residential uses within 1000 m of a rail yard. CN has identified requirements to be satisfied, should the subject Applications be approved. The Owner will be required to satisfy all requirements, including a noise assessment and entering into all necessary agreements with CN in their email dated November 5, 2024.

**Broader Regional Impacts/Considerations**

The Applications have been circulated to York Region for the purpose of receiving comments on matters of Regional interest such as roads and servicing infrastructure. York Region has no objection to their approval. Per Bill 185 – Cutting Red Tape to Build More Homes Act, as of July 1, 2024, Region of York no longer has approval authority for Official Plan and Zoning By-law Amendments. York Region advises that Development in the VMC and its proposed expansion areas, continues a development pattern that exceed planned growth, which may impact the Region's planned transportation, water and wastewater networks. York Region advises that the proposed OPA should await further direction from the City on an updated Secondary Plan, as it will provide guidance on the appropriate transportation and water and wastewater

requirements in a coordinated and comprehensive manner. The Owner is required to satisfy all York Region requirements.

### **Conclusion**

The Policy Planning and Special Programs Department is satisfied the Applications are consistent with PPS 2024 and conforms with VOP 2010. The Subject Lands are moderately in keeping with the vision of the VMCSP Update, are partially located within the existing VMC boundary and the remainder within Expansion Area “A”, are located within a PMTSA, and do not present any land use compatibility issues. As such, staff are of the opinion that the Applications for the Subject Lands only, can proceed in advance of the requirement for a Secondary Plan as set out in Policy 10.1.1.6 of Vaughan Official Plan 2010, Volume 1 and can recommend approval of the Applications, subject to the recommendations in this report.

**For more information**, please contact Christina Bruce, Director of Policy Planning and Special Programs, at extension 8231.

### **Attachments**

1. Context Location Map
2. Location Map and Zoning
3. Site Plan – Interim
4. Site Plan – Ultimate
5. Landscape Plan
6. Building Elevation – West and South
7. Building Elevations – East and North
8. Building Renderings
9. Schedule 1 – Urban Structure
10. Schedule 13 – Land Use
11. Schedule 14A – Areas Subject to Secondary Plans
12. Schedule A – Vaughan Metropolitan Centre Boundaries
13. Schedule C – Street Network
14. Schedule F – Land Use Precincts
15. Schedule K – Site Specific Policy Areas
16. Zoning By-law 1-88 Exception Table 1
17. Zoning By-law 001-2021 Exception Table 2

### **Prepared by**

Christina Bruce, Director of Policy Planning and Special Programs, ext. 8231.