

# Committee of the Whole (1) Report

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**DATE:** Tuesday, April 1, 2025

**WARD:** 2

**TITLE: 2103604 ONTARIO LIMITED C/O HARDROCK GROUP OF COMPANIES  
OFFICIAL PLAN AMENDMENT FILE OP.23.012  
ZONING BY-LAW AMENDMENT FILE Z.22.011  
239, 245 AND 251 WOODBRIDGE AVENUE  
VICINITY OF WOODBRIDGE AVENUE AND KIPLING AVENUE**

**FROM:**

Vince Musacchio, Interim 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 applications to redesignate and rezone the subject lands shown on Attachment 1 to permit a 7-storey residential building containing 32 units with a total gross floor area of 3,045 m<sup>2</sup>, as shown on Attachments 2 to 6.

**Report Highlights**

- The Owner proposes a 7-storey residential building containing 32 units.
- Official Plan and Zoning By-law Amendment Applications are required to permit the proposed development.
- Staff are recommending approval of the proposed development to Heritage Vaughan.
- The Development and Parks Planning Department supports the proposed development subject to conditions as outlined in this report.

## **Recommendations**

1. THAT Official Plan Amendment File OP.23.012 (2103604 Ontario Limited c/o Hardrock Group of Companies) BE APPROVED, to amend Vaughan Official Plan 2010, Volume 2 – 11.11 Woodbridge Centre Secondary Plan ('WCSP'), for the subject lands shown on Attachment 1 to:
  - a. Redesignate the subject lands from "Low-Rise Mixed-Use" to "Mid-Rise Residential"; and
  - b. Increase the maximum permitted building height from 4 to 6 storeys (13 to 19 m) to 7-storeys (24.8 m).
2. THAT Zoning By-law Amendment File Z.22.011 (2103604 Ontario Limited c/o Hardrock Group of Companies) BE APPROVED, to amend Zoning By-law 001-2021, to rezone the Subject Lands shown on Attachment 1, from "WMS Main Street Mixed-Use Woodbridge Zone" ('WMS Zone') subject to site-specific Exception 14.512 to "RM1(H) Multiple Unit Residential Zone" ('RM1 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 this report.
3. THAT the Holding Symbol "(H)" shall not be removed from the Subject Lands or any portion thereof, until the following conditions are addressed to the satisfaction of the City:
  - a) The Owner shall provide the City with a public access easement over the proposed pedestrian connection to Woodbridge Avenue, including preparing and registering, at their expense, a reference plan detailing the portion of the lands subject to the easement. The City will register the legal transfer documents at the Owner's expense. A draft reference plan shall be provided to the City for review prior to depositing;
  - b) The Owner shall secure the necessary easements from 64 Abell Avenue, 259 and 275 Woodbridge Avenue (Regional Municipality of York lands) for visitor access, loading and unloading, and access, construction and maintenance of a proposed crash wall to the satisfaction of the City and York Region;
  - c) Vaughan Council adopts a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the subject lands; and
  - d) If required, the Owner shall enter into an agreement with the City for the proposed works within the City's right-of-way, which shall include the construction of the retaining wall, sidewalk, and any other structures or improvements within the right-of-way. All such work must be completed in accordance with the City's standards and to the satisfaction of the City.

- e) The Owner shall submit a Phase Two Environmental Site Assessment ('ESA') covering all of the subject lands and any conveyance lands, along with a letter of reliance in accordance with the City's reliance template for all environmental reports prepared and submitted to the satisfaction of the City's Environmental Engineering Department. Should the findings of the Phase Two ESA require remediation of any portions of lands to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act", as amended, then a complete copy of the Record of Site Condition covering all of the subject lands acknowledged by the MECP and filed on the Environmental Site Registry is required to be submitted to the satisfaction of the City's Environmental Engineering Department.
4. THAT notwithstanding the changes to the proposed Zoning By-Law Amendment File Z.22.011 from what was proposed at the November 1, 2023 Statutory Public Meeting, that Council finds the changes to be minor and that no further notice is required in accordance with Section 34(17) of the *Planning Act*.

### **Background**

Location: 239, 245 and 251 Woodbridge Avenue (the 'Subject Lands'). The Subject Lands and surrounding land uses are shown on Attachment 1.

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

2103604 Ontario Limited c/o Hardrock Group of Companies (the 'Owner') has submitted Official Plan and Zoning By-law Amendment Applications (the 'Applications') for the Subject Lands to permit a 7-storey residential building containing 32 units with a total gross floor area of 3,045 m<sup>2</sup> (the 'Development') as shown on Attachments 2 to 6.

The Owner is required to submit a Site Development Application to facilitate the Development. In accordance with Bill 109, the approval of Site Development Applications has been delegated to the Deputy City Manager, Planning, Growth Management and Housing Delivery or designate.

The tenure of the Development is not confirmed at this time. Should the Owner proceed with a condominium tenure, an application for Draft Plan of Condominium (Standard) will be required.

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

- *Date of Notice (Circulated 500 m from Subject Lands as shown on Attachment 1): October 6, 2023*
- *Location of Notice Sign: Woodbridge Avenue*

- *Date of Public Meeting: November 1, 2023, date ratified by Council November 14, 2023*
- *Other Meetings: Community Meeting held on February 1, 2024*
- *Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: March 26, 2025*

***Public Comments were received***

The following is a summary of the comments provided and received to date. The comments are organized by theme as follows:

**Housing**

- the Development will contribute to additional housing in the area which is needed.
- Rental housing is not supported and not appropriate for the Subject Lands.

**Proximity to Canadian Pacific Railway ('CPR')**

- the Development is located too close to the CPR, and there are concerns for the wellbeing and safety of the proposed residents being located in proximity to the railway.

**Access, Traffic and Parking**

- The Development will further increase existing traffic congestion in the area and further impact vehicle and pedestrian safety.
- There is insufficient parking in the area to support the Development.

**Density, Built Form, and Building Design**

- The Development is too tall, too large, and is not compatible with the surrounding context and the Woodbridge Heritage Conservation District.
- The proposed height will block the views of existing residents.

**Commercial Uses**

- There is a lack of commercial uses (cafes, restaurants, etc.) within the existing area.
- Commercial space will sit vacant and unoccupied.
- Commercial uses are not supported in the Development as they will contribute to additional traffic on Woodbridge Avenue.

These comments are addressed throughout this report.

**Previous Reports/Authority**

A previous report related to the Applications and Subject Lands can be found at the following link:

## **Analysis and Options**

### ***The Development is consistent with the Provincial Planning Statement 2024***

#### **Provincial Planning Statement, 2024 ('PPS 2024')**

The Provincial Planning Statement 2024 ('PPS 2024') is a policy statement issued pursuant to Section 3 of the *Planning Act* that came into effect on October 20, 2024. All decisions made on or after October 20, 2024, with respect to an 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 province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

The PPS 2024 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents. This is permitted and facilitated through the provision of all housing options required to meet the social, health, economic and well-being requirements of current and future residents, and all types of residential intensification, including the development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units.

The Subject Lands are within a Settlement Area and Strategic Growth Area, where growth and development shall be focused. Within Settlement Areas, land use patterns should be based on densities and a mix of land uses which efficiently use land and resources and optimize existing and planned infrastructure and public service facilities.

The Development facilitates a compact urban form within the City's Settlement Area and a Strategic Growth Area, which utilizes existing municipal infrastructure and has access to public service facilities. The Development also contributes to the provision of a range and mix of housing options within the area, and results in a net increase of residential units on the Subject Lands. The Applications are consistent with the PPS 2024.

#### **York Region Official Plan 2022 ('YROP 2022')**

York Region Council adopted the YROP 2022 in June 2022. YROP 2022 was approved, as modified, by the Minister of Municipal Affairs and Housing in November 2022, bringing it into full force and effect. Bill 150 (*Planning Statute Law Amendment Act, 2023*) and Bill 162 (*Get It Done Act, 2024*) later rescinded some of those modifications.

On June 6, 2024, Bill 185 (*Cutting Red Tape to Build More Homes Act, 2024*) ("Bill 185") received Royal Assent that includes amendments to the *Planning Act*. In accordance with the amendments to the *Planning Act* implemented through Bill 185, York region became a Region without planning responsibilities effective July 1, 2024.

Pursuant to subsection 70.13(2) of the *Planning Act*, YROP 2022 is deemed to constitute an official plan of the City in respect of any area in the City to which it applies and will remain in effect until the City revokes or amends it.

***Amendments to the Vaughan Official Plan (VOP) 2010 are required to permit the Development***

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 as "Local Centres" on Schedule 1 – "Urban Structure" of VOP 2010.

Volume 2, 11.11 Woodbridge Centre Secondary Plan ('WCSP')

The WCSP provides guidance for development and investments in the Woodbridge Centre through the establishment of land uses with associated policies and development standards. The Subject Lands are identified in the WCSP as follows:

- "Low-Rise Mixed-Use on "Land Use Plan" – Schedule 2 of the WCSP
- Maximum Density (Floor Space Index) of 1.7 times the area of the lot on "Density Plan" – Schedule 3 of WCSP
- Maximum Building Height of 4 to 6 storeys (13 m to 19 m) on "Building Height Maximums" – Schedule 4 of the WCSP

The Low-Rise Mixed-Use designation permits multi-unit mixed-use buildings requiring integrated commercial and residential buildings with the commercial uses located at grade level. The following amendments to the WCSP are required to permit the Development as shown on Attachments 2 to 6:

- Redesignate the Subject Lands from "Low-Rise Mixed-Use" to "Mid-Rise Residential"
- Increase the maximum permitted building height from 6-storeys (19 m) to 7-storeys (24.8 m)

The Development and Parks Planning Department can support the proposed amendments for the following reasons:

- The Development has been revised to a stand-alone residential development to address public concerns with retail-at-grade, and to provide a welcoming lobby space for future residents and visitors that is at-grade with Woodbridge Avenue.
- The 7-storey building with a maximum height of 24.8 m is in keeping with existing and planned development in the surrounding community, specifically 248, 252, 256 and 260 Woodbridge Avenue (File DA.17.108).
- The Development is appropriate for the Subject Lands and is compatible with the existing and planned land uses.

**The Development was recommended for approval by Staff to the Heritage Vaughan Committee**

The Subject Lands are located within the “Woodbridge Avenue” Area of the Woodbridge Heritage Conservation District (‘WHCD’) and are protected under Part V of the *Ontario Heritage Act*. Staff recommended approval of the Development to the Heritage Vaughan Committee on March 19, 2025, subject to conditions. Vaughan Council on April 15, 2025, will ratify the recommendation from the Heritage Vaughan Committee.

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

- WMS Zone by Zoning By-law 001-2021, subject to site-specific exception 14.512.
- This Zone does not permit the Development,
- The Owner proposes to rezone the Subject Lands to the RM1(H) Zone, delete the existing site-specific exception 14.512, and replace it with new site-specific zoning exceptions as follows, to permit the Development as shown on Attachments 2 to 6:

Table 1

	<b>Zoning By-law 001-2021 Standard</b>	<b>RM1 Multiple Unit Residential Zone Requirements</b>	<b>Proposed Exceptions to the RM1 Multiple Unit Residential Zone Requirements</b>
a.	Minimum Lot Area	100 m <sup>2</sup> / unit	72 m <sup>2</sup> / unit
b.	Minimum Front Yard Setback	4.5 m	3.7 m
c.	Minimum Interior Side Yard Setback	1.2 m	0 m for the ground floor only (west)
d.	Minimum Building Setback to the Canadian Pacific Railway	N/A	20 m with a 7 m high crash wall
e.	Maximum Building Height	11 m	24.8 m (7-storeys) excluding the mechanical penthouse
f.	Permitted Encroachments	0.6 m into any required yard (awning and canopies attached (permanent))  A retaining wall shall be setback an equal distance to the height of the highest portion of the retaining wall	1.5 m into the required front yard ((awning and canopies attached (permanent))  A retaining wall 2.4 m in height or less is permitted to be 0 m from the westerly lot line

The Development and Parks Planning Department can support the zoning exceptions on a site-specific basis for the following reasons:

- The Development is consistent with the policies of the PPS 2024.
- The building height, built form and setbacks are in keeping with other existing and planned developments in the surrounding area, as described in the VOP 2010 Section of this report.
- CPR defers to the City to implement the May 2013 Guidelines for New Development in Proximity to Railway Operations. The proposed building setback of 20 m with a 7 m high crash wall is appropriate to facilitate the Development and is consistent with other planned developments in the surrounding area and in proximity to the railway.

Minor modifications may be made to the zoning exceptions identified in Table 1 prior to the enactment of an implementing Zoning By-law, as required, should the Applications be approved.

The Zoning By-law Amendment Application has been revised since the statutory public meeting held on November 1, 2023, to now rezone the Subject Lands to the RM1 Zone to permit a stand-alone residential building, with revised site-specific exceptions related to the RM1 Zone category. The revisions were made by the Owner following public consultation where concerns were raised with respect to parking and traffic impacts associated with retail at-grade. The RM1 Zone category is more appropriate to permit the Development as the RM1 Zone permits a stand-alone Apartment dwelling, whereas the WMS Zone permits an Apartment dwelling as a part of a mixed-use development. In addition, with the removal of the retail at-grade, the Development now complies with the parking requirements of the City's Comprehensive Zoning By-law 001-2021. The form of the Development otherwise remains the same as the proposal presented at the statutory public meeting.

Staff have included a condition in the Recommendations of this report that notwithstanding the changes to the proposed Zoning By-Law Amendment File Z.22.011 from what was proposed at the November 1, 2023, statutory public meeting, that Council finds the changes to be minor and that no further notice is required in accordance with Section 34(17) of the *Planning Act*.

***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 throughout this report. 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.



***The Development does not achieve a Bronze Sustainability Threshold Score***

The Development does not achieve the minimum overall Sustainability Performance Metrics (SPM). The Owner shall achieve the minimum threshold SPM score of 41 points prior to the finalization of the Site Development Application.

**Financial Impact**

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

**Operational Impact**

***The Policy Planning and Special Programs ('PPSP') Department supports the Development***

The PPSP Department has advised that there are no natural heritage features on the Subject Lands and therefore has no concerns with the Applications.

The Owner is advised to abide by the *Migratory Birds Convention Act* for any authorized removals, and to not remove trees during the migratory bird season in Vaughan which is March 31 to August 31. Staff note that the onus is on the Owner to ensure the provisions of the *Endangered Species Act* are not contravened and it is the responsibility of the applicant to comply with the Ministry of Environment, Conservation and Parks (MECP) regulations and guidelines to protect SAR and their habitat.

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

The Development Engineering ('DE') Department has reviewed the Applications and provides the following comments:

**Municipal Servicing – Water**

The Subject Lands are located within Pressure District 4 (PD4) of the York Water Supply System. A local watermain currently exists within Woodbridge Avenue, which has been replaced and upsized as part of the City's Capital Project between Islington Avenue and Kipling Avenue. The Development is planned to be serviced through a connection to the upsized 400 mm diameter watermain along Woodbridge Avenue. The Development proposes a new 150 mm diameter fire service and a 100 mm diameter domestic water service, with the existing service to be removed and decommissioned.

The DE Department requires the Owner to address outstanding comments and conditions through the Site Development Application to support a complete approval of the proposed water servicing strategy.

**Municipal Servicing – Sanitary**

The Subject Lands will be serviced via the existing sanitary service connection to the municipal sanitary sewer located within Woodbridge Avenue together with a proposed relocation of the existing control maintenance hole to the street/property line. The Functional Servicing & Stormwater Management Report prepared by Husson and dated December 2024 included a downstream analysis which confirmed there is sufficient

capacity in the downstream system in post-development conditions. Following the completion of the 2014 master plan, an Area Specific Development Charge ('ASDC') project was passed for improvements required within Woodbridge Avenue which includes downstream sanitary sewer improvements. The Owner shall contribute to the existing ASDC.

The DE Department requires the Owner to address outstanding comments and conditions through the Site Development Application to support a complete approval of the proposed sanitary servicing strategy.

#### Municipal Servicing - Stormwater

There is an existing 450 mm diameter storm sewer on Woodbridge Avenue, across the frontage of the Subject Lands. An existing 300 mm diameter storm service connection is provided in the northeast corner of the Subject Lands, with a control maintenance hole. The service will need to be extended to the Subject Lands.

Overland flow on the Subject Lands is generally directed from southwest to northeast, with all drainage directed to Woodbridge Avenue. The internal storm sewer system will be designed to collect drainage from the proposed rooftops and driveways for a 100-year design storm, as per the City's criteria. For storm events exceeding the capacity of the minor system, drainage will be conveyed along the driveway to a safe outlet. Since the Subject Lands naturally drains to the north, toward the right-of-way, existing flow patterns will be maintained for the major system overland flow route.

The DE Department requires the Owner to address outstanding comments and conditions through the Site Development Application to support a complete approval of the proposed stormwater management strategy.

#### Lot Grading

The Subject Lands will be graded to suit the City's design criteria and accommodate any constraints imposed by the storm drainage and servicing objectives. The Subject Lands will be graded such that the surface flows from the development area will be captured by catch basins and area drains and directed to the proposed cistern for stormwater management. A small area at the front of the Subject Lands will sheet drain toward Woodbridge Avenue.

The DE Department requires the Owner to address outstanding comments and conditions through the Site Development Application to support a complete approval of the proposed lot grading strategy.

#### Noise Assessment

The Owner submitted a Noise Impact & Vibration Feasibility Study prepared by Sirati & Partners dated October 17, 2024 (the 'Noise Study') to investigate the potential noise impact from the Subject Lands onto the closest noise-sensitive uses and compared the sound levels with the applicable Ministry of the Environment, Conservation and Parks ('MECP') noise guideline limits. The potential sound exposures from the road and rail

sources as well as from nearby commercial and industrial facilities that will be experienced on the Subject Lands need to be considered and recommendations need to be followed for noise mitigation measures to comply with the applicable MECP noise guidelines.

The following noise control measures have been identified as mandatory requirements to ensure compliance with applicable noise and vibration guidelines, protect the health and comfort of future residents, and address potential impacts from surrounding noise sources:

- Provide central air conditioning for all units.
- Include a Type D Warning Clause and a warning regarding the proximity of the rail line in Offers of Purchase and Sale, lease/rental agreements, and declarations.
- It is assumed that any necessary vibration mitigation measures will be incorporated into the design as part of structural considerations.

Deficiencies were identified with respect to the Noise Study which may alter the mitigation measures proposed but are not anticipated to affect the ability of the site to meet the MECP noise guideline limits following mitigation. In addition, based on the Development's proximity to the railway corridor, a detailed vibration assessment including additional on-site testing is required to be reviewed by and to the satisfaction of Environmental Engineering Staff.

The DE Department requires the Owner to address outstanding comments and conditions through the Site Development Application to support a complete approval of the proposed noise mitigation strategy.

#### Environmental Engineering

The Owner submitted a Phase One Environmental Site Assessment ('ESA'), prepared by Orbit Engineering Limited dated December 18, 2018 (the 'Phase One ESA') for the Subject Lands. The Phase One ESA recommended the completion of a Phase Two ESA. In addition to the completion of a Phase Two ESA, the Environmental Engineering Department requires a reliance letter for the Phase One ESA and Phase Two ESA prepared in accordance with the City's reliance letter template. A holding condition to this effect has been included in the Recommendations section of this report.

Should the findings of the Phase Two ESA require remediation of any portions of lands to meet the applicable Standards set out in the MECP document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act", as amended, a holding condition requiring a complete copy of the Record of Site Condition covering all of the Subject Lands acknowledged by the MECP and filed on the Environmental Site Registry has also been included in the Recommendations section of this report.

### Sewage and Water Allocation

Should the Council approve the Applications, Vaughan Council must adopt a resolution allocating sewage and water supply capacity in accordance with the City's approved Servicing Capacity Distribution Policy assigning capacity to the Subject Lands.

### Transportation

The Applications propose access to underground parking from Woodbridge Avenue, with a second access proposed via Abell Avenue. In support of the Development, a Traffic Impact & Parking Study prepared by GHD dated December 2024 (the 'Transportation Study') was submitted. Transportation Engineering concurs with the findings of the Transportation Study and agrees that the Development will introduce an acceptable traffic impact that can be accommodated by the existing road network. The proposed orientation and supply of parking supply is acceptable and functional for the Development.

The DE Department requires the Owner to address outstanding comments and conditions through the Site Development Application to support a complete approval of the proposed transportation strategy.

### ***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.

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

The development meets the criteria for the 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.

### ***Canadian Pacific (CP) Railway Company recommends conditions of approval***

CP's approach to development in the vicinity of rail operations is encapsulated by the recommended May 2013 Guidelines for New Development in Proximity to Railway Operations developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. CP defers to the City to implement these guidelines.

CP recommends that the below condition be inserted in all property and tenancy agreements and offers of purchase and sale for all dwelling units in the proposed building(s), and a condition to this effect will be included in the required Site Plan Agreement through the future Site Development Application process:

- “Canadian Pacific Railway and/or its assigns or successors in interest has or have a railway right-of-way and/or yard located adjacent to the subject land hereof with operations conducted 24 hours a day, 7 days a week, including the shunting of trains and the idling of locomotives. There may be alterations to, or expansions of, the railway facilities and/or operations in the future, which alterations or expansions may affect the living environment of the residents in the vicinity. Notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development and individual dwellings, Canadian Pacific Railway will not be responsible for complaints or claims arising from the use of its facilities and/or its operations on, over, or under the aforesaid right-of-way and/or yard.”

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

The Development Finance department, Emergency Planning, Fire Services, Forestry division, Parks Planning, Transportation and Road Safety division, Waste Management division, Alectra Utilities and Canada Post have no objections to the Development, and outstanding comments or conditions will be addressed through the future Site Development Application.

The By-law & Compliance, Licensing & Permit Services, Enbridge, Rogers, Toronto and Region Conservation Authority, York Catholic District School Board and York Region District School Board have no objections to the Development.

**Broader Regional Impacts/Considerations**

***Regional Municipality of York***

The York Region Community Planning and Development Services Department has no objection to the Applications and considers it to be a matter of local significance.

**Conclusion**

The Development and Parks Planning Department is satisfied the Applications are consistent with the PPS 2024 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 and Parks Planning Department can recommend approval of the Applications, subject to the recommendations in this report.

**For more information**, please contact Casandra Krysko, Senior Planner, at extension 8003.

## **Attachments**

1. Context and Location Map
2. Conceptual Site Plan and Proposed Zoning
3. Conceptual Landscape Plan
4. Building Elevations North and East
5. Building Elevations South and West
6. Building Renderings

## **Prepared by**

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