

## Committee of the Whole (1) Report

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**DATE:** Tuesday, April 01, 2025

**WARD:** 4

**TITLE:** 2678462 ONTARIO LTD.  
DRAFT PLAN OF SUBDIVISION FILE 19T-23V002  
2160 AND 2180 HIGHWAY 7  
VICINITY OF HIGHWAY 7 AND KEELE STREET

**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 for Draft Plan of Subdivision File 19T-23V002 on the subject lands shown on Attachment 1, to create two (2) high-rise mixed-use development blocks and public roads identified as Street A and Street B, as shown on Attachment 2.

**Report Highlights**

- The Owner proposes a Draft Plan of Subdivision to create two (2) high-rise mixed-use development blocks and two (2) public roads on the subject lands.
- The Owner proposes to develop the subdivision in six (6) phases, with the ultimate build-out of the subject lands consisting of a total six (6) buildings, containing 10 towers with building heights ranging from 15 to 40 storeys.
- The Owner has also submitted a related Site Development Application (File DA.23.018) for the first phase of development (Block 1) located in the southeast corner of the Draft Plan of Subdivision, to permit a high-rise mixed-use building with two (2) 40-storey towers connected by a 2-storey podium, as shown on Attachments 4 to 7.
- The Development and Parks Planning Department supports the proposed development subject to the Conditions of Approval in Attachment 3.

## **Recommendations**

1. THAT Draft Plan of Subdivision File 19T-23V002 (2678462 Ontario Ltd.) as shown on Attachment 2, BE APPROVED SUBJECT TO THE CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL set out in Attachment 3, to create two (2) high-rise mixed-use development blocks and public roads, as shown on Attachment 2.

## **Background**

**Location:** 2160 and 2180 Highway 7 (the 'Subject Lands'). The Subject Lands and the surrounding land uses are shown on Attachment 1.

### ***The Ministry of Municipal Affairs and Housing ('MMAH') approved a Minister's Zoning Order ('MZO') through Ontario Regulation 170/21***

On March 5, 2021, the MMAH approved an MZO through Ontario Regulation 170/21 and corresponding Location Map No. 260, to permit a Corporate Centre mixed-use development in the Keele and Highway 7 area, as shown on Attachment 1. The Subject Lands fall within a portion of this MZO, which effectively zones the Subject Lands as "Corporate Centre (C9\*2) Exception Zone" which is the equivalent of the "C9 Corporate Centre Zone" of Zoning By-law 1-88, with additional exceptions, including but not limited to, the following:

1. A maximum building height that is the lesser of 40 storeys and 122 m.
2. A maximum floor space index ('FSI') of 7.2.
3. No maximum gross floor area ('GFA') for residential uses

### ***A Draft Plan of Subdivision Application has been submitted***

2678462 Ontario Ltd. (the 'Owner') submitted Draft Plan of Subdivision File 19T-23V002 (the 'Application') to facilitate the development of the Subject Lands with two (2) high-rise mixed-use development blocks (Blocks 1 and 2) and two (2) public roads (Street A and Street B) (the 'Draft Plan').

At full build-out, Blocks 1 and 2 of the Draft Plan will accommodate a total of six (6) buildings containing 10 towers with building heights ranging from 15 to 40 storeys (the 'Development') which will be developed over six (6) phases through individual Site Development Applications, as shown on Attachment 8. The Development is consistent with the Corporate (C9\*2) Exception Zone placed on the Subject Lands by the MZO.

### ***A related Site Development Application has also been submitted for Phase 1 of the Development***

Related Site Development Application File DA.23.018, as shown on Attachments 4 to 7, has been submitted by the Owner for the first phase of the Development, which consists

of a high-rise mixed-use building with two (2) towers connected by a 2-storey podium, containing 878 residential units, and 413 m<sup>2</sup> of commercial GFA.

On July 1, 2022, Bill 109, the *More Homes for Everyone Act, 2022* ('Bill 109') required that Site Development Application approvals be delegated to municipal staff rather than municipal Council. In accordance with Bill 109, the City's Site Plan Control By-law 123-2023 was amended by By-law 141-2022, in order to delegate the approval authority to the Deputy City Manager of Planning and Growth Management or designate, for Site Development Applications submitted on or after July 1, 2022. The approval of related Site Development Application File DA.23.2018 is delegated to City staff in accordance with Bill 109 and By-law 141-2022.

The Owner is also required to submit Draft Plan of (Standard) Condominium application(s), if condominium tenure is required for the Development.

***A Public Meeting is not required for the Application***

On November 28, 2022, Bill 23, the *More Homes Built Faster Act, 2022* ('Bill 23') received Royal Assent. Bill 23 amended the *Planning Act* by repealing certain provisions respecting public meetings. There is no longer a statutory requirement for a municipality to hold a public meeting for Draft Plan of Subdivision applications. However, the City is required to provide notices of its decision to all entitled persons and public bodies as prescribed in the *Planning Act*.

**Previous Reports/Authority**

The following link is to the MZO issued by the MMAH:

[March 5, 2021, Ontario Regulation 170/21](#)

**Analysis and Options**

***The Development is consistent with the Provincial Planning Statement 2024 and conforms to the York Region Official Plan 2022 and Vaughan Official Plan 2010***

The Application facilitates a Draft Plan for the Subject Lands which implements the MZO approved by the MMAH for the Subject Lands.

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

The PPS 2024 is a policy statement issued pursuant to section 3 of the *Planning Act* and came into effect on October 20, 2024. It replaced the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended. 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 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 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 2024. Development and Parks Planning staff are satisfied that the Application is consistent and does not conflict with the policies of 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 MMAH 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 which 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.

The YROP 2022 designates the Subject Lands 'Urban Area', which permits a wide range of residential, commercial, industrial, and institutional uses. The Subject Lands are located within Protected Major Transit Station Area ('PMTSA') 60 – Keele BRT Station. Regional Centres and PMTSAs 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 near 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:

- "Employment Area" and Regional Intensification Corridor within Employment Area on Schedule 1 – Urban Structure of VOP 2010

- “Employment Commercial Mixed Use” on Schedule 13 – Land Use of VOP 2010.

The “Employment Commercial Mixed-Use” designation permits mid-rise buildings with a maximum height of eight (8) storeys and FSI of 2.5 times the area of the Subject Lands.

The Development does not conform to VOP 2010; however, the MZO provides “as of right zoning permissions” to permit additional land uses and increased height and density.

***A Zoning By-law Amendment Application is not required***

On March 5, 2021, the MMAH approved an MZO through Ontario Regulation 170/21 and corresponding Location Map No. 260, to permit Corporate Centre mixed-use development in the Keele and Highway 7 area, as shown on Attachment 1. The Subject Lands fall within this MZO and are zoned Corporate Centre (C9\*2) Exception Zone, which permits a mix and range of land uses, with a maximum building height that is the lesser of 40 storeys and 122 m, a maximum FSI of 7.2, and no maximum GFA for residential uses. The Development complies with the MZO.

***The Development and Parks Planning Department recommends approval of the Application, subject to the Conditions of Approval***

The Draft Plan shown on Attachment 2, is summarized as follows:

Table 1:

<b>Blocks</b>	<b>Land Use</b>	<b>Area (ha)</b>	<b>Number of Residential Units</b>
1	High-Rise Mixed-Use	0.66	878
2	High-Rise Mixed-Use	2.75	TBD
3	Sight Triangle	0.02	N/A
4	0.3 m Reserve	0.01	N/A
N/A	Streets A and B	0.47	N/A
<b>TOTAL</b>	<b>N/A</b>	<b>3.91</b>	<b>878 (Block 1/Phase 1 only)</b>

Subdivision Design

The Draft Plan shown on Attachment 2 includes two (2) high-rise mixed-use Blocks, two (2) public roads that will connect to Highway 7, 0.3 m reserves, and a sight/daylight triangle. Block 2 also accommodates a temporary emergency access easement.

The Development and Parks Planning Department is satisfied with the proposed Draft Plan design as shown on Attachment 2, subject to the Conditions of Approval in Attachment 3 of this report.

York Region required the creation of a separate daylight triangle (i.e. Block 3) on the Draft Plan, at the intersection of Street A and Highway 7 that will be dedicated to York Region.

Final Approval for registration of the Draft Plan may be issued in phases to the satisfaction of the City subject to the criteria identified in Attachment 3.

#### Urban Design

All development within the Draft Plan is required to proceed in accordance with the Vaughan Council approved City-wide Urban Design Guidelines. Urban Design conditions are included in Attachment 3.

#### Tree Protection Agreement

The Owner shall provide an updated Tree Inventory and Preservation Plan Report (the 'Arborist Report') to the satisfaction of the City. The updated Arborist Report shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation based on the Arborist Report recommendations. The Owner shall also enter into a Tree Protection Agreement in accordance with City Council enacted Tree Protection By-Law 052-2018. A condition to this effect is included in the Conditions of Approval in Attachment 3.

#### Archaeology

The Cultural Heritage Division of the Development and Parks Planning Department 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 identified during construction. Warning clauses in this regard are included as Conditions of Approval in Attachment 3.

#### 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 Application, subject to Conditions of Approval***

The PPSP Department has provided the following comments:

#### Land Use Compatibility

A Land Use Compatibility Study (Air Quality), dated March 6, 2023, prepared by RWDI Consulting Engineers and Scientists (the 'Air Quality Study') was submitted in support of the Application. The Air Quality Study concludes that the proposed Development on the Subject Lands is compatible with the surrounding employment uses and the transportation corridor; however, it does not recommend specific mitigation measures to be implemented. Section 4.3 (Transportation Corridors) of the Air Quality Study describes options for mitigation that may be considered during detailed design, such as

utilizing vegetation as a barrier, physical barriers, mechanical ventilation with air particle filtration, and the placement of inoperable windows facing towards traffic-related air pollution sources. The Air Quality Study also recommended mandatory air conditioning for all units, sound barriers at the outdoor amenity area, and the use of warning clauses. It also stated that the warning clauses for noise may be improved to capture potential impacts related to air pollution of traffic-related sources on Highway 7.

Gaps have been identified in the Air Quality Study with respect to evaluating all potential adverse effects that may impact future residents, such as an evaluation of Industrial Class I-III facilities that utilize hazardous substances and materials regulated under the Environmental Emergencies ('E2') Regulations. The required warning clauses with respect to the potential impact of Environmental Noise, Air Quality, and Hazards shall be included as part of all future Purchase and Sales Agreements, and that the warning clauses be established following a review of the public awareness information for E2 facilities within 500 m of the Subject Lands. Subsequent phases or stages of development applications (i.e. Site Development Application approval), will require the submission of an updated Land Use Compatibility Study (Air Quality). Conditions to this effect are included in the Conditions of Approval in Attachment 3.

#### Environmental Planning

The PPSP Department has advised that there are no natural heritage features on the Subject Lands and therefore, has no further concerns respecting this Application. However, all applications regardless of their location are required to abide by the *Endangered Species Act* (2007) regulated by the Ministry of Environment, Conservation and Parks ('MECP'). As such, the Owner shall agree to comply with any MECP regulations and guidelines to protect potential Species at Risk ('SAR') and their habitat on the Subject Lands. A condition to this effect is included in Attachment 3.

#### ***The Development Engineering ('DE') Department supports the Development, subject to the Conditions of Approval***

The DE Department has provided the following comments:

#### Water Servicing

The Subject Lands are situated within Pressure District 6 ('PD6') of the York Water Supply System. There exists two (2) local watermains, one within Highway 7 and one (1) within Keele Street connected to the PD6 system which will be utilized to ensure a proper looped system is in place. There are numerous ongoing Capital Projects along Keele Street and Highway 7 that have been initiated that impact the proposed Development. The Development is proposed to be serviced through a new municipal connection to the existing watermain on the south side of Highway 7 together with new municipal watermain infrastructure within the two (2) proposed public roads (Streets A and B), stubs for future watermain extensions to the east towards Bowes Road, west towards Keele Street and north towards Rayette Road. Two (2) individual fire/domestic

water service connections are proposed for Towers A and B within development Block 1 from future Street A to satisfy Ontario Building Code ('OBC') requirements for high-rise buildings.

The DE Department requires the Owner to address any outstanding comments for the Application through the Conditions of Approval in Attachment 3, to support a complete approval of the proposed water servicing strategy for the Development.

#### Sanitary Servicing

The Development will be serviced by a proposed sanitary service connection from a proposed municipal sanitary sewer located within future Streets A and B. The municipal sanitary sewers are proposed to outlet to an existing local sanitary sewer located within Highway 7. Based on the review of the City's model, full build-out of the Secondary Plan/MTSA area will require downstream improvements just upstream of York Region's Trunk Sewer.

The DE Development requires the Owner to address any outstanding comments for the Application through the Conditions of Approval in Attachment 3, to support a complete approval of the proposed sanitary servicing strategy.

#### Storm Servicing

The Owner proposes that stormwater management for Phase 1 will be facilitated via private underground stormwater treatment devices and storage tanks for Towers A and B as well as oversized municipal storm sewers (super-pipes) and biofilters within a future municipal road for quality and quantity control purposes.

The DE Department has reviewed the preliminary stormwater report and drawings and requires the Owner to provide more detailed studies to assess and justify the feasibility of the overall stormwater management strategy, including but not limited to, the underground stormwater facility storage tank(s) and super-pipe(s), the manufactured treatment device(s), and/or any other stormwater control measures that may be proposed. These reports shall ensure the functionality, operation and maintenance, and the applicable financial offset fees, are to the satisfaction of the City and in accordance with the City's Non-Conventional Stormwater Management Facility Policy and Procedures.

The DE Department requires the Owner to address any outstanding comments for the Application through the Conditions of Approval in Attachment 3, to support a complete approval of the proposed SWM strategy.

#### Flood Risk and Toronto and Region Conservation Authority (TRCA) Regulated Area



The Subject Lands are partially located within the TRCA Regulated Area. The City is in the process of initiating a comprehensive flood risk assessment study and remediation strategy for the Concord GO Centre and surrounding development area to identify the infrastructure improvements necessary to remediate the effects of the existing floodplain and unlock the development potential in the area, including the lands within the Plan. As a condition of draft plan approval, the Owner shall agree in the subdivision agreement to pay its proportionate share of the cost associated with implementing the infrastructure improvements recommended in the final approved Concord GO Centre Flood Remediation Study.

The DE Department requires the Owner to address any outstanding comments for the Application through the Conditions of Approval in Attachment 3 aims to secure full approval of the flood risk remediation strategy, ensuring it aligns with the conclusions and recommendations of the approved Concord GO Centre Flood Remediation Study.

#### Integrated Urban Water Master Plan ('IUW-MP') Class Environmental Assessment ('EA') Study

The City's approved Servicing Master Plan Update, Integrated Urban Water Master Plan Class EA ('IUW-MP') assesses the existing and planned municipal servicing systems (water, wastewater, stormwater) to support the City's growth pursuant to the Official Plan. A more detailed Functional Servicing Strategy Report for the Concord GO Centre / MTSA area was also prepared through this master plan update. The IUW-MP identifies infrastructure upgrades and expansions City-wide including the existing sanitary sewer system servicing the development in the Concord GO Centre area. As a condition of draft plan approval, the Owner shall agree in the subdivision agreement to pay its proportionate share of the cost associated with implementing the infrastructure improvements identified in the Concord GO Centre/MTSA Functional Servicing Strategy Report.

The DE Department requires the Owner to address any outstanding comments for the Application through the Conditions of Approval in Attachment 3, to support a complete approval of the proposed water, wastewater and stormwater servicing strategy.

#### Block Grading

The grading and servicing of the development blocks in the draft plan will be addressed through the subsequent subdivision servicing and site plan processes. The DE Department requires the Owner to address any outstanding comments for the Application through the Conditions of Approval in Attachment 3, to support a complete approval of the proposed subdivision grading strategy.

#### Noise Feasibility Study

An Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. (VCL), dated February 23, 2023 (the 'Noise Study') was submitted in support of the

Applications to investigate the potential environmental noise impact on Phase 1 of the Subject Lands from road traffic and surrounding land uses as well as the potential noise impact on the existing surrounding noise sensitive land uses. VCL recommended that a Class 4 acoustical area designation could be applied to the Phase 1 development to allow Class 1 – Ministry of Environment, Conservation and Parks ('MECP') NCP-300 noise level limits to be exceeded.

As detailed design drawings become available through the site plan process, an updated Noise Study will be required to confirm the requirement of the Class 4 acoustical area designation, and to confirm the proposed on-site and off-site mitigation measures. Should the need for a Class 4 acoustical area designation be confirmed in the updated Noise Study, staff will bring forward a separate report to council recommending the Class 4 Area designation for the Subject Lands.

The Noise Study also identifies that an at-source mitigation measure will be required at the adjacent property at 111 Rayette Road, occupied by Welded Tube of Canada (Welded Tube), for the proposed development to meet the Class 4 sound level criteria. VCL has proposed that a sound barrier be located on the Welded Tube property. Staff have been advised that the developer is in contact with Welded Tube and has been discussing the implementation of this sound barrier. Accordingly, the Owner shall agree in the subdivision agreement to design and construct the proposed sound barrier on the Welded Tube property, and/or any additional off-site mitigation measures as recommended in the final Noise Study for the Phase 1 lands, to the satisfaction of the City.

It should be noted that as the provided Noise Study only assesses the proposed development of the Phase 1 lands, additional investigations are required through the site plan process for the other development parcels within the Plan once design information for these parcels becomes available.

The DE Department requires the Owner to address any outstanding comments on the Application through the Conditions of Approval in Attachment 3 to support an approval of the proposed noise mitigation strategy.

#### Environmental Engineering

##### *Environmental Site Assessment ('ESA'):*

The Owner has submitted a Phase One ESA Report which have been reviewed by the Environmental Engineering Division. Given that multiple potentially contaminating activities ('PCAs') were identified within the Subject Lands, a Phase Two ESA Report will be required to investigate any areas of potential environmental concern that are identified in the Phase One ESA Report. If contamination requiring remediation is identified in the Phase Two ESA Report, a Remedial Action Plan ('RAP') will be required in conformance with the City's RAP checklist.

Since the Subject Lands are to be redeveloped from the current commercial/industrial use to a more sensitive residential land use, a Record of Site Condition ('RSC') in accordance with Ontario Regulation 153/04 (as amended) is required to be filed with the Ministry of the Environment, Conservation and Parks ('MECP'). A copy of the RSC filed on the MECP's Environmental Site Registry, including any recent or updated ESA reports with reliance from the environmental consultant will be required.

The DE Department requires the Owner to address any outstanding comments on the Application through the Conditions of Approval in Attachment 3, to support an approval of the proposed environmental strategy.

*Land-Use Compatibility Study (Air Quality):*

With respect to transportation corridors, the Subject Lands are adjacent to Highway 7. Due to the proximity of this corridor, the Owner's consultant notes that, "mitigation measures will need to be considered for the Subject Lands during detailed design of the proposed development."

The Owner's consultant outlined the mitigation measures described in the noise assessment for this development and noted that they are consistent with options for typical Traffic Related Air Pollution ('TRAP') mitigation.

The Owner's consultant concludes that through the incorporation of mitigation options, the design is considered compatible with the transportation corridor. However, it is unclear whether the specific measures outlined to mitigate noise impacts will be sufficient to also mitigate air quality impacts, or whether other additional mitigation measures will also be required. Therefore, the City requests that the Owner's consultant clarify the proposed mitigation measures recommended for the development.

The DE Department requires the Owner to address any outstanding comments on the Application through the Conditions of Approval in Attachment 3, to support an approval of the proposed Air Quality strategy.

Transportation Engineering

A Transportation Impact Study and Mobility Plan, for Phases 1 to 3 of the Development, was submitted in support of the Application. The Draft Plan identifies two (2) proposed local roads – Streets A and B.

Street A is aligned in a north-south direction along the east side of the Draft Plan and is intended to initially provide site access to the Development. Ultimately, Street A is proposed to facilitate a connection to Rayette Road in the future and support the redevelopment of the lands to the east. The proposed interim width of the Street A right-of-way is approximately 15.5 m, which is less than standard for a minor collector road.

On an interim basis, Street A will be constructed without a full boulevard on the east side of the road. Through the redevelopment of the lands to the east, the balance of the Street A right-of-way shall be secured so the street and east boulevard can be completed.

Street B is proposed to extend westerly through the Subject Lands with the objective of ultimately extending it through the neighbouring development parcel to connect with Keele Street. Neither Streets A or B are identified on a city-approved secondary plan or urban block plan; however, conceptually the creation of these street segments could form the basis for establishing a finer network of local road in the broader development area. The Owner shall agree in the subdivision agreement to design and phase the implementation of Streets A and B to the satisfaction of the City. Amongst other criteria, this will include designing the interim Street A (15.5 m) in a manner which does not preclude the ability for the road to be dedicated as a City-standard minor collector. In addition, the width, alignment and limits of Street B shall be determined through further transportation study and coordination with abutting development lands to the satisfaction of the City.

The DE Department is satisfied that the first phase of the Development can be supported by the existing transportation network and the construction of Street A, subject to approval by York Region. A second temporary access may be required, which will be further explored through the site plan process and additional transportation analysis.

The DE Department will require an updated Transportation Impact Study and Mobility Plan for any future phases of the Development on the Subject Lands that considers the potential redevelopment of all lands in the immediate area, and those in the Concord GO Secondary Plan Area to ensure the ultimate transportation network required to accommodate these future phases are identified, can be implemented at the time that these future phases proceed, and will not be precluded by lack of funding, available land, etc.

To ensure that the proposed Phase 1 of the Development complies with City engineering standards and to confirm design details surrounding the configuration of the proposed interim road, Conditions of Approval are included in Attachment 3.

The DE Department requires the Owner to address any outstanding comments on the Application through the Conditions of Approval in Attachment 3 to support an approval of the proposed transportation strategy.

#### Concord GO Rail Station

The planned development in the Concord GO Centre and surrounding development area is dependent on realizing the construction of a new GO Rail Station on the Barrie

GO Rail line located north of Highway 7 and east of the Barrie Rail Corridor (Highway 7/Concord GO Station). Metrolinx completed an initial business case for the Highway 7/Concord GO Station in 2023, which concludes the new station would have a positive Benefit-Cost Ratio and is therefore economically viable.

Pursuant to recent provincial legislation (Bill 131, *Transportation for the Future Act*), it is anticipated that the capital cost to construct the new station, shall be borne by the benefiting parties, including potentially the proposed development on the lands within the Plan. The Owner shall agree in the Subdivision Agreement to contribute its proportionate share of the cost associated with implementing the Highway 7/Concord GO Station that is attributed to the development on the lands within the Plan, if applicable, to the satisfaction of the City. A condition to this effect has been included in the Conditions of Approval in Attachment 3.

***Parks and Open Space Planning have no objection to the Development***

Parks and Open Space Planning staff have no objections to the Development subject to the Conditions of Approval in Attachment 3.

***Other external agencies and utility companies have no objection to the Development***

The York Region District School Board, York Catholic District School Board, Canada Post, Alectra Utilities, Enbridge Gas, Rogers, Bell, NavCan, and CN Rail have no objections to the Development, subject to the conditions included in Attachment 3.

***The Emergency Planning Department requires warning clauses***

The Development places residents in close proximity to two (2) facilities that are under the Environmental Emergencies Regulations E2 which use and store large volumes of hazardous materials on the substances list.

Warning clauses to this effect have been included in the Conditions of Approval in Attachment 3.

Furthermore, the Emergency Planning Department have identified that in a flood event, access and egress to portions of the Subject Lands are significantly impacted due to flood inundation of Highway 7 directly east and west of the Development. This is discussed in more detail in the comments and conditions provided by the TRCA in Attachment 3.

**Broader Regional Impacts/Consideration**

***The Regional Municipality of York has provided conditions of approval***

The Application has been circulated to York Region Community Planning and Development Services Department for review and comment with respect to matters of regional interest i.e. roads and servicing infrastructure. York Region has no objection to

the approval of the Application. The Owner shall satisfy all York Region requirements, including addressing comments and the Conditions of Approval in Attachment 3.

***The TRCA has provided Conditions of Approval***

The TRCA has identified that the Subject Lands are located within TRCA Regulated Area due to a flood hazard associated with a tributary of the Don River. Any development or site alteration with TRCA's Regulated Area would be subject to a permit pursuant to Ontario Regulation 41/24.

The Owner shall satisfy all TRCA requirements, including addressing comments and the Conditions of Approval in Attachment 3.

**Conclusion**

The Development and Parks Planning Department is satisfied the Draft Plan is consistent with the PPS 2024, conforms with the YROP 2022 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 and Parks Planning Department can recommend approval of the Application, subject to the Recommendations in this report and Conditions of Approval in Attachment 3.

**For more information**, please contact Mary Caputo, Senior Manager of Development Planning, at extension 8635.

**Attachments**

1. Context and Location Map
2. Draft Plan of Subdivision File 19T-23V002
3. Conditions of Draft Plan of Subdivision Approval File 19T-23V002
4. Site Plan for Related File DA.23.018 (Phase 1)
5. Landscape Plan (Phase 1)
6. Proposed Building Elevations – East & South Elevation (Phase 1)
7. Proposed Building Elevations – West & North Elevation (Phase 1)
8. Overall Development Concept Draft Plan of Subdivision File 19T-23V002

**Prepared by**

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