

## Committee of the Whole (2) Report

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**DATE:** Tuesday, June 17, 2025

**WARD(S):** 2

**TITLE:** CITY PARK (HWY 27) HOMES INC.

**OFFICIAL PLAN AMENDMENT FILE OP.24.014**

**ZONING BY-LAW AMENDMENT FILE Z.24.031**

**5850 LANGSTAFF RD.**

**VICINITY OF HIGHWAY 27 AND LANGSTAFF ROAD**

**FROM:**

Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

**ACTION:** DECISION

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### **Purpose**

To seek approval on applications to redesignate and rezone the subject lands shown on Attachment 1 to permit a high-rise residential development with a total gross floor area of 141,279 metres squared, that consists of six towers across three buildings ranging from 22-29 storeys in height, a Floor Space Index of 5.03 times the area of the lot, and a total of 1,953 residential units, as shown on Attachments 3 to 6.

### **Report Highlights**

- The Owner proposes a high-rise residential development comprised of 1,953 residential units.
- Official Plan and Zoning By-law Amendment Applications are required to permit the proposed development.
- 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.24.014 (City Park (Hwy 27) Homes Inc.) BE APPROVED, to amend Vaughan Official Plan 2010, Volume 1, for the subject lands shown on Attachment 1 to:
  - a) Redesignate part of the Subject lands from Low-Rise Mixed-Use and Natural Areas to High-Rise Residential and Natural Areas on Schedule 13 – Land Use in the manner shown on Attachment 2;
  - b) Increase the maximum permitted building height from 4 to 29-storeys;
  - c) Increase the maximum permitted floor space index from 1.5 to 5.03 times the area of the lot; and
  - d) Permit portions of High-Rise Buildings above 12-storeys to be setback 6.5 metres from the front lot line, 3.5 metres from the northerly interior side lot line and 12.5 metres from the southerly interior side lot line and have a minimum tower separation of 25 metres.
2. THAT Zoning By-law Amendment File Z.24.031 (City Park (Hwy 27) Homes Inc.) BE APPROVED, to amend Zoning By-law 001-2021, to rezone the Subject Lands shown on Attachment 1, from “A Agriculture Zone” and “EP Environmental Protection Zone” to “RM3 Multiple Residential Zone” with a Holding Symbol “(H)”, “OS2 Private Open Space Zone” and “EP Environmental Protection Zone” in the manner shown on Attachment 3, together with the site-specific zoning exceptions identified in Attachment 7 of this report.
3. THAT the high-rise residential development for the Subject Lands be designated as a Class 4 area pursuant to the Ministry of the Environment, Conservation, and Parks Noise Guideline NPC-300 (Stationary and Transportation Sources – Approval and Planning), and that an amendment to Schedule 4 of the City’s Noise By-law include the Subject Lands upon approval of the implementing zoning by-law by Vaughan Council for Zoning By-law Amendment File Z.24.031.
4. 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 prepare a comprehensive study and obtain written approvals from both York Region and the City, demonstrating that a viable sanitary servicing strategy is achievable, to the satisfaction of York Region and the City. The Owner shall also enter into an agreement, if required, with the City to design and construct the necessary works, subject to the approval of the Development Engineering Department and York Region;

- b) That Vaughan Council 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;
- c) The Owner contributes its share of the cost of infrastructure works and/or undertakes the necessary wastewater improvement works and enters into a Development Agreement (if required) with the City, for the works associated with implementing the municipal servicing improvements along Highway 27 as identified in the Integrated Urban Water Master Plan Class EA. The Owner's contributions are to be based on the conclusions and recommendations of the final Integrated Urban Water Master Plan Class EA, as required, to the satisfaction of the City;
- d) The Owner shall front-end finance and implement or contribute to required wastewater servicing infrastructure improvements identified in the conclusions and recommendations of the City's Integrated Urban Water Master Plan Class EA, specifically the City's local sanitary sewer along Highway 27 north of Langstaff Road as identified in the Integrated Urban Water Master Plan Class EA, as appropriate and to the satisfaction of the City;
- e) The Owner will be required to account for road widening requirements specified by the Region and construct the active transportation facilities on the east side of Highway 27 along the frontage of the Subject Lands in the ultimate condition consistent with the City's Design Criteria, and to the satisfaction of the City and York Region. All required lands shall be conveyed to York Region, free of all costs and encumbrances;
- f) The Owner shall retain the services of a qualified Transportation Consultant to provide an updated transportation impact study/plan outlining the required Regional and City road improvements. The study/plan submitted to the City and York Region for review and approval, shall demonstrate that adequate road capacity is available for the proposed development, and shall explain all transportation issues and recommend mitigation measures for these issues. The Owner shall agree in the site plan agreement to implement the recommendations of the updated transportation study/plan, to the satisfaction of the City and York Region;
- g) The Owner shall provide copy of an agreement established with a car-sharing operator/provider with a minimum two-year full subsidy of membership for each designated car-sharing space, if required;
- h) The Owner shall submit revised Phase One and Phase Two Environmental Site Assessment reports, to address the comments provided by the Development Engineering Department, to the satisfaction of the City. Should no further subsurface investigation be required following these revisions, or any additional studies identify no contamination requiring remediation, no

further work would be required and the 'H' for these lands can be removed. However, should these revisions result in further subsurface investigation that identifies contamination, then in accordance with the City's Contaminated Site Policy. This 'H' shall not be removed until:

- i. A Remedial Action Plan (RAP), in accordance with the City's RAP Checklist is provided;
- ii. The Remedial Action Plan is successfully executed to address any contamination identified; and
- iii. A Record of Site Condition (RSC) is filed on the Ministry of the Environment, Conservation and Parks (MECP) Environmental Site Registry, all to the satisfaction of the City.

Depending on the extent of the contamination identified, alternative approaches to an Record of Site Condition may be considered, to be determined following review of the revised reports. A letter of reliance in accordance with the City's reliance letter template will also be required for all reports submitted to the City;

- i) The Owner shall submit a revised noise report to the City for review and approval that addresses all requirements identified in the City-initiated peer review (report titled Environmental Noise Feasibility Study Peer Review – Proposed Residential Development – Hwy 27 & Langstaff Road, dated May 23, 2025), including, but not limited to, the following:
  - i. Confirming the locations of all enclosed noise buffers;
  - ii. Confirming the methodology used to predict transportation noise impacts to demonstrate alignment with more well-established road traffic noise prediction tools;
  - iii. Clarification regarding aspects of the stationary noise impact assessment; and
  - iv. Ensuring noise receptors on Building "C", as shown on Attachment 3, receive appropriate shielding from stationary sources prior to issuance of an Occupancy Permit;
- j) The Owner shall submit a phasing plan for construction in accordance with all noise mitigation measures (including enclosed noise buffers) through an updated noise report, to the satisfaction of the City. This includes, but is not limited to: confirming Building Permit issuance and construction of Buildings "A" and "B", as shown on Attachment 3, to ensure such noise mitigation measures (including enclosed noise buffers) are implemented prior to construction of Building "C", as shown on Attachment 3; or, providing additional noise mitigation measures for Building "C", to the satisfaction of the City, should construction of Building "C" advance prior to construction of Buildings "A" and "B". The removal of the Holding Symbol "(H)" may be implemented in phases, to the satisfaction of the City;
- k) The Owner shall submit a revised Environmental Impact Study report for review and approval, to the satisfaction of the City; and

- l) The Owner and the owner of the lands west of the Subject Lands, municipally known as 6100 Langstaff Rd., shall provide to the City written confirmation that arrangements have been agreed upon regarding coordination of the proposed signalized intersection on Highway 27 between the Subject Lands and 6100 Langstaff Rd., to the satisfaction of the City.

## **Background**

**Location:** 5850 Langstaff Rd. (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.***

City Park (Hwy 27) Homes Inc. (the 'Owner') has submitted Official Plan and Zoning By-law Amendment Applications (the 'Applications') to permit the development of 1,953 residential apartment units across three high-rise buildings (six towers total) ranging in height from 22 to 29-storeys, and two outdoor private amenity areas measuring 2,957.5 metres squared (private park) and 4,504 metres squared (rooftop amenity) (the 'Development') as shown on Attachments 3 to 6.

The Owner is required to submit Applications for Site Development and Draft Plan of Condominium to facilitate the Development and establish the proposed tenure, should the Applications be approved. In accordance with Bill 109 (the *More Homes for Everyone Act, 2022*), the approval of Site Development Applications has been delegated to the City of Vaughan Deputy City Manager, Planning, Growth Management and Housing Delivery or designate.

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

- *Date of Notice (Circulated 500 metres from Subject Lands): Oct. 11, 2024*
- *Location of Notice Sign: Highway 27*
- *Date of Public Meeting: Nov. 6, 2024, date ratified by Council Nov. 19, 2024*
- *Date of Committee of the Whole Courtesy Notice sent to those requested to be notified: June 10, 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:

#### **Density, Built Form and Site Context**

- the Development does not provide an appropriate mix of units, including larger and family-sized units.
- a high-density development is not appropriate for the area's context, which is comprised of employment and industrial land uses to the west, and low-rise suburban land uses to the east.
- the Development will create shadow impacts on existing residential lots.

- the size and scale of the Development should be directed to a Major Transit Station Area or other urban centre with adequate infrastructure.

### **Access to Amenities and Parks**

- the Development will put a strain on existing parks, schools, day cares and community services and facilities in the area.

### **Traffic and Servicing**

- the Development will increase traffic congestion in the area, and cause safety concerns for residents.
- the Development will strain existing services.
- there is a lack of public transit infrastructure in the area to serve the Development.

### **Environmental Impacts and Land Use Compatibility**

- the Development will cause negative environmental impacts to the Humber River valley such as soil erosion, slope stability, increased run-off, and the destruction of local flora and fauna.
- the Development is not compatible with the existing and planned surrounding land uses.
- The existing industrial and employment land uses negatively affect the development through noise, air pollution and general safety due to large transport vehicles.

These comments are addressed throughout this report.

Since the Public Meeting on Nov. 6, 2024, the Owner has revised the Development to reduce the height of Buildings “C1” and “C2” from 34 and 32 storeys to 29 and 28 storeys, as shown on Attachment 3. This results in a reduction in the number of residential units from 2,043 units to 1,953 units.

### **Previous Reports/Authority**

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

City Park (Hwy 27) Homes Inc. Public Meeting Report:

[Extract from the Council Meeting Minutes of Nov. 19, 2024 \(Item 5, Report No. 38 of the Committee of the Whole \(Public Meeting\)\)](#)

### **Analysis and Options**

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

#### **Provincial Planning Statement, 2024**

The Provincial Planning Statement 2024 is a policy statement issued pursuant to section 3 of the *Planning Act* and came into effect on Oct. 20, 2024. All decisions made

on or after Oct. 20, 2024, in respect of the exercise of any authority that affects a planning matter shall be consistent with this policy statement. The Provincial Planning Statement 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 Provincial Planning Statement 2024 states that planning authorities shall provide 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, 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.

Section 2.3.1(5) of the Provincial Planning Statement identifies the need for planning authorities to plan for a target of 50 residents and jobs per hectare in “Designated Growth Areas”, as defined by the Provincial Policy Statement. The Subject Lands are located within the “Urban Boundary”, but outside the “Built Boundary”, as identified on Schedule 1A – Urban Area, of Vaughan Official Plan 2010. On this basis, the Subject Lands can be deemed a “Designated Growth Area” where a minimum target of 50 residents and jobs per hectare should be achieved. The Development will contribute to this intensification target by efficiently using the developable portion of the Subject Lands, and existing and proposed infrastructure.

Section 3.4 of the Provincial Planning Statement identifies the need to ensure the long-term viability of existing industrial and manufacturing facilities in proximity to sensitive land uses (i.e. residential uses), as defined by the Provincial Planning Statement. This includes mitigating any potential impacts to industrial and manufacturing uses through the establishment of a nearby sensitive land use.

The Subject Lands are located in proximity to industrial and manufacturing uses, including the Costco Distribution Facility and Microsoft Data Centre. These existing uses result in exceedances of the Class 1 noise criteria as classified in the Ministry of Environment, Conservation and Parks Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning, known as “NPC-300”. As a result, the Development and Parks Planning Department is recommending a Class 4 designation for the Subject Lands, the use of enclosed noise buffers within portions of the Development, and related additional warning clauses in order to meet the Class 4 noise criteria. Further details regarding noise recommendations are included in the Development Engineering section of this report.

The Subject Lands measure approximately eight hectares, of which five hectares consist of natural heritage features. The Owner is required to convey the lands consisting of natural heritage features (i.e. lands zoned “EP Zone” as shown on Attachment 3) to the Toronto and Region Conservation Authority for its long-term protection and management, in accordance with Section 4.1.1 of the Provincial Planning Statement. The conveyance of the natural heritage features will be required through the subsequent Site Development Applications for the Development, should the Applications be approved.

The Development facilitates a compact urban form within a Settlement Area, which utilizes existing and planned municipal infrastructure and has access to public service facilities and transit. The Development 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 adjacent industrial and manufacturing uses located in proximity to the Development will be mitigated via measures identified in the Development Engineering section of this report, including establishing the Subject Lands as a Class 4 designation. The natural heritage features located on the Subject Lands will be conveyed to a public authority to ensure its long-term protection and management.

The Applications are consistent with the Provincial Planning Statement 2024.

#### York Region Official Plan 2022

York Region Council adopted the York Region Official Plan 2022 in June 2022. York Region Official Plan 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 Statue 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*, York Region Official Plan 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.

York Region Official Plan 2022 guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Urban Area” and partially within the “Regional Greenlands System” on Map 1 – Regional Structure, and “Community Area” on Map 1A – Land Use Designations of the York Region Official Plan 2022.

Community Areas shall contain a wide range and mix of housing types, sizes and tenures while minimizing the adverse impacts on Employment Areas in order to maintain land use compatibility over the long-term. The Development proposes a mix of

apartment unit types ranging from bachelor to three bedrooms in an area containing predominantly low-rise single detached units.

Noise mitigation measures and designation of the Subject Lands to a Class 4 area are proposed to reduce the impact of existing and planned operations in the adjacent Employment Area on the west side of Highway 27 and ensure their long-term viability. Holding Conditions are proposed to ensure the finalization of the Noise Report, and that appropriate construction phasing is established. The Applications conform to York Region Official Plan 2022.

***Amendments to the Vaughan Official Plan 2010 are required to permit the Development.***

Vaughan Official Plan 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:

- “Community Areas” and “Natural Areas and Countryside” on Schedule 1 – Urban Structure
- Within an “Urban Area” but outside of the “Built Boundary” on Schedule 1A – Urban Area
- Containing “Core Features” on Schedule 2 – Natural Heritage Network
- “Low-Rise Mixed Use” with a maximum permitted height of 4-storeys, and a maximum permitted floor space index (‘FSI’) of 1.5 times the area of the lot and “Natural Areas” on Schedule 13 – Land Use
- Abutting a “Regional Transit Priority Network” along Highway 27, on Schedule 10 - Major Transit Network

The “Low-Rise Mixed Use” designation permits residential units, home occupations, private home day cares, and small-scale convenience retail within the following building types: detached house, semi-detached house, townhouse and public and private institutional buildings. The following amendments to VOP 2010 are required to permit the Development as shown on Attachments 3 to 6:

- Redesignate the Subject Lands from the “Low-Rise Mixed-Use” and “Natural Areas” designations to the “High-Rise Residential” and “Natural Areas” designations, as shown on Attachment 2; and,
- Increase the maximum permitted building height from four to 29-storeys and the maximum permitted Floor Space Index from 1.5 to 5.03 times the area of the lot.

The portion of the Subject Lands designated “Natural Area” measure approximately five hectares, and will be conveyed to the Toronto and Region Conservation Authority through future Site Development Applications to ensure its long-term protection and management, in accordance with Section 3.2.3.10 of VOP 2010

The Development shown on Attachments 3 to 6 provides a mix of apartment unit sizes within a Community Area that has access to amenities, commercial uses and transit stops (York Region Transit Line 7 – “Martin Grove”) within walking distance of the

Subject Lands (300 metres). The Subject Lands are located within the “Urban Boundary”, but outside the “Built Boundary” in Vaughan Official Plan 2010. Sections 2.1.3.2(d) and 2.2.3.7 of VOP 2010 requires lands within the “Urban Boundary” but outside the “Built Boundary” to achieve an average minimum density that is not less than 50 residents and jobs per hectare combined in the developable area. The Development will contribute to this intensification target by efficiently using the developable area on the Subject Lands.

Policy 9.2.2.5.d of VOP 2010 restricts the permitted building types in a “High-Rise Residential” designation that is within 70 metres of existing “Low-Rise Residential” designation to low-rise built forms that provide a transition to the existing low-rise developments. The nearest proposed high-rise tower (Building C1) shown on Attachment 3 is approximately 80 metres away from the existing low-rise single detached subdivision located to the east of the Subject lands on Milano Ave and will be separated by the proposed private outdoor amenity area labelled as private park space, also shown on Attachment 3. On this basis, the proposed amendments to VOP 2010 can be supported.

Section 5.1.2.3 and 5.2.1.2 of VOP 2010 requires the protection of the City’s manufacturing, warehousing and industrial sectors for any Sensitive Land Use within 500 metres of a designated Employment Area. This includes the submission of environmental studies (i.e. noise studies) and on-site/off-site mitigation measures required prior to development, at the expense of the Owner proposing the sensitive land use (i.e. a residential use).

In addition to identifying the Subject Lands as a Class 4 area to ensure the long-term viability of the employment lands located on the west side of Highway 27 (Planning Block 59), the Development will include noise mitigation measures such as upgraded building exterior components, enclosed noise buffers, and central air conditioning. In addition, noise warning clauses will be included in all Offers of Purchase and Sale or Lease that will be secured through future Site Development Applications, should the Applications be approved.

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

**Zoning**

- The Subject Lands are zoned “A Agriculture Zone” (‘A Zone’) and “EP Environmental Protection Zone” (‘EP Zone’) by Zoning By-law 001-2021, which permits agricultural related uses, limited commercial uses, and a single detached residential dwelling (A Zone) and conservation and passive recreational uses (EP Zone).
- The Owner seeks to rezone part of the Subject Lands, as shown on Attachment 3, to the “RM3 Multiple Unit Residential Zone” (‘RM3 Zone’), “OS2 Private Open Space Zone” (‘OS2 Zone’) and EP Zone together with the site-specific zoning exceptions identified in Attachment 7, to permit the Development.

The Development and Parks Planning Department can support the zoning exceptions identified in Attachment 7 on the basis that they would facilitate a development that is

consistent with the policies of the Provincial Planning Statement and will implement the proposed Official Plan Amendment for the Development. The site-specific development standards will enable a compact built form and pedestrian realm relationship with access to transit, proposed private amenities, and commercial uses, all of which are within a 300-metre walking distance or directly abutting the Subject Lands. The portion of the lands zoned “EP Zone” measure approximately five hectares and will be conveyed to the Toronto and Region Conservation Authority for their long-term protection and management.

Minor modifications may be made to the zoning exceptions identified in Attachment 6 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 technical matters 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.

**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, subject to Holding Conditions (‘H’).***

The Subject Lands are partially located within the Natural Heritage Network and contain various Core Features including significant woodlands, valley (Robinson Creek), and Ministry of Natural Resources identified wetlands. The Subject Lands are also partially regulated by the Toronto and Region Conservation Authority (‘TRCA’), who conducted a feature staking exercise in November 2023 to establish the limits of the physical top of bank of the valley feature, where the majority of the Core Features are contained. Through this staking exercise, a consolidated hazard limit and 10 metre vegetative protection zone were established.

Policies 3.3.1.1 and 3.3.3.1 of VOP 2010 require restoration and revegetation of the vegetative protection zone with native plant species, which shall be demonstrated on planting and restoration plans at the detailed design phase. Policy 3.2.3.10 of VOP 2010 states that Core Features and their related vegetative protection zones will be conveyed into public ownership. The valley feature is proposed to be conveyed to the TRCA and appropriately zoned to the EP Zone. The associated vegetative protective zone will remain in private ownership and placed into the OS2 Private Open Space Zone.

Two unevaluated wetlands and portions of the significant woodlands feature are proposed to be removed to accommodate the Development and the maintenance road access to the stormwater management pond. The unevaluated wetlands do not need to be evaluated due to their size, and removals will not result in the loss of overall wetland functions on the Subject Lands. Confirmation is required as to whether the unevaluated wetlands meet the definition of “Wetland” under the *Conservation Authority Act* per Ontario Regulation 41/24, in which case compensation for the loss of the wetland is required at the Site Development Application stage. The Owner shall also confirm the total area of woodland feature being removed at the Site Development Application stage in order for the City to determine the compensation requirement.

Endangered bat species may be present on the Subject Lands. The Owner shall consult with the Ministry of the Environment, Conservation and Parks to confirm the requirements and potential mitigation measures under the *Endangered Species Act, 2007* prior to any tree removals taking place on the Subject Lands.

***The Development Engineering Department supports the Development, subject to Holding Conditions ('H').***

The Development Engineering Department has provided the following comments:

Municipal Servicing – Water

The Subject Lands are within Pressure District 5 of the York Water System. The Development proposes to connect to the existing watermain along Highway 27, which is sufficient to provide adequate pressures and flows to service the Subject Lands.

Municipal Servicing – Sanitary

The Development proposes a sanitary connection to the future local sanitary manhole on Highway 27, which will be constructed as part of York Region’s West Vaughan Sewer project.

Municipal Servicing – Stormwater Management

The Subject Lands are currently serviced by existing storm infrastructure which outlet to an existing stormwater management pond located on the north side of the Subject Lands. The stormwater management plan comprises of using on-site storage to limit storm discharge to the maximum allowable release rate to the existing pond facility. The existing vegetated channels/swale and stormwater management pond will provide the required quality control in accordance with City Standards. Water balance will be achieved with the implementation of green roofs, hydro pavers and soft landscaped areas throughout the Development and water re-use for irrigation.

Noise Assessment

The Owner has submitted an Environmental Noise Feasibility Study (the “Noise Study”) prepared by HGC Noise Vibration Acoustics, dated March 25, 2025, to investigate the potential environmental noise impact on the Subject Lands from road traffic and surrounding land uses. The Noise Study was carried out in accordance with the Province’s Environmental Noise Guideline - Stationary and Transportation Sources -

Approval and Planning, known as “NPC-300”. To address noise from transportation sources, the Noise Study recommended upgraded building exterior components, central air conditioning, and noise warning clauses to be included in all Offers of Purchase and Sale or Lease and registered on title to make future occupants aware of potential noise situations.

With respect to stationary noise, the Noise Study has identified two stationary sources, the nearby Costco Distribution Facility and the Microsoft Data Centre, which result in exceedances of the Class 1 noise criteria. The Noise Study recommends the use of a Class 4 designation for the Subject Lands, along with the use of enclosed noise buffers within portions of the development and related additional warning clauses in order to meet the Class 4 noise criteria.

Given the proposed Class 4 designation, Aercoustics Engineering Limited (Aercoustics) was retained to complete a third-party peer review of the Noise Study. Aercoustics agreed with HGC's general conclusion regarding the Class 4 designation, noting that "any controls capable of mitigating to the Class 1 sound level limits would likely not be feasible given the extent of the predicted noise impacts as well as the nature and location of sources and receptors." Minor errors/discrepancies were identified by Aercoustics in their review; an updated noise report which addresses the comments outlined in the peer review is required to address these comments. A Holding (“H”) Condition shall be applied to address these comments.

Appropriate phasing of the Development is required in order to prevent Building C from being constructed prior to Buildings A and B without the potential inclusion of additional noise mitigation measures. The Owner shall submit a construction phasing plan in accordance with all noise mitigation measures (including enclosed noise buffers) through an updated Noise Study, to the satisfaction of the City. This includes, but is not limited to: confirming Building Permit issuance and construction of Buildings A and B to ensure such noise mitigation measures (including enclosed noise buffers) are implemented prior to construction of Building C; or, providing additional noise mitigation measures for Building C, to the satisfaction of the City, should construction of Building C advance prior to construction of Buildings A and B. Conditions to this effect are included in the Recommendations of this report.

#### Air Quality Assessment

The Owner has submitted an Air Quality Assessment prepared by Gradient Wind Engineers & Scientists dated Dec. 15, 2023, to investigate the potential air quality impact on the Subject Lands from road traffic and surrounding land uses. Based on this assessment, nearby transportation sources require typical traffic-related air pollution recommendations be implemented, including the design, installation, operation and maintenance of air filtration equipment for all occupied areas other than parking garages and utility spaces, the design of which shall be determined at the detailed design stage. The assessment concluded that air quality conditions on the Subject Lands are suitable for the Development according to Ministry of the Environment, Conservation and Parks Ambient Air Quality Criteria, Land Use Planning Guidelines (D1/D6).

### Environmental Engineering

The Owner has submitted Phase One and Two Environmental Site Assessment Reports prepared by Eon Environmental Consulting Ltd. dated November 2023, which have been reviewed by the Development Engineering Department who have provided comments that are required to be addressed through a resubmission. A Holding (“H”) Condition shall be applied to address the outstanding comments, to the satisfaction of the City.

### Servicing Allocation

The availability of servicing capacity for the Development will be assessed at the Site Development Application stage, should one be approved. A Holding (“H”) Condition shall be applied to confirm that allocation is available and for Vaughan Council to adopt a resolution allocating sewage and water supply capacity.

### Transportation

A right-in/right-out access and signalized full-move access are proposed onto Highway 27 to accommodate the Development. Coordination with 6100 Langstaff Rd., situated across the street from the Subject Lands, is required to complete the signalized full-move access design. A Holding (“H”) Condition is recommended in this report to ensure coordination of the proposed signalized intersection between landowners is met to the satisfaction of the City

The Owner has submitted a Transportation Impact Study prepared by Nextrans Consulting Engineers dated March 2025 to assess traffic impacts to the road network, review parking and provide functional designs regarding the proposed signalized access for the Subject Lands. A Holding (“H”) Condition is recommended to address the outstanding comments identified in the recommendation section of this report, to the satisfaction of the City.

An active transportation network is planned to connect with the Highway 27 and Langstaff Road intersection under the City’s 10-year Capital Project Plan. The Development shall provide a cycle track and sidewalk access across its frontage to connect to the planned active transportation network.

The Development proposes 1,889 residential and 391 visitor parking spaces to accommodate 1,953 residential units, representing a parking rate of 0.97 residential and 0.2 visitor parking spaces per unit. One residential and 0.2 visitor parking spaces are required per residential unit by By-law 001-2021. The Zoning By-law Amendment proposes to reduce the residential parking rate from one to 0.9 residential parking spaces per unit and maintain the required 0.2 visitor parking spaces per unit by By-law 001-2021. The Transportation Engineering Division of the Development Engineering Department can support the proposed parking supply provided Transportation Demand Measures are implemented in accordance with the Transportation Impact yes.

***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 one hectare 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 one hectare 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 five hectares or less; or (ii) 15% of the lands or value of the lands if the lands are greater than five hectares.

***Community Benefits Charge is applicable and will be collected at Building Permit Stage.***

The Development meets the criteria for the Community Benefits Charge being five or more storeys and 10 or more units. The City passed the Community Benefits Charge By-law on Sept. 14, 2022, and is therefore the applicable mechanism used to collect community benefits.

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

The York Region District School Board, York Catholic District School Board, Canada Post, Enbridge, Bell Canada, and Rogers Communications have no objection to the Applications.

**Broader Regional Impacts/Considerations**

***York Region has no objections to the Applications.***

The Applications have been circulated to York Region for the purpose of receiving comments on matters of Regional interest i.e. roads and servicing infrastructure. The Subject Lands abut Highway 27 to the west, which is under the jurisdiction of York region.

York Region requires the proposed signalized full moves access to align with the proposed site access on the west side of Highway 27 (municipally known as 6100 Langstaff Rd), and for the Owner to convey all required lands associated with the Highway 27 right-of-way, including seven metre by seven metre daylight triangles at the proposed intersection. A revised Transportation Mobility Plan is required to be submitted at the Site Development Application stage to address technical comments provided by York Region respecting intersection configuration, costs and easements.

***The TRCA has no objections to the Applications.***

A significant portion of the Subject Lands are located within the TRCA’s Regulated Area, containing a valley corridor, Regional storm flood plain hazards and wetland features associated with tributaries of the Humber River Watershed. As noted in the Operational Impact section of this report, the physical top of bank associated with the valley feature on the Subject Lands was staked and a consolidated hazard limit established, which the TRCA is satisfied with. The regulated natural features and natural hazards (i.e. lands zoned EP Environmental Protection Zone as shown on

Attachment 3) will be dedicated to the TRCA, free of all charges and encumbrances, at the Site Development Application stage, should the Applications be approved.

TRCA does not require the associated vegetative protection zone to be dedicated into public ownership with the regulated natural features and hazards, but requests that they are zoned into an appropriate category for protection. Accordingly, the vegetative protection zone will be zoned OS2 Private Open Space Zone, as shown on Attachment 3, which will not permit development and only be used for passive recreational purposes. The TRCA has no objection to the Applications and has provided technical comments to be addressed at the detailed design stage, including the details of the proposed land conveyance.

### **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.

### **Attachments**

1. Context and Location Map
2. Proposed Official Plan Designation
3. Conceptual Site Plan and Proposed Zoning
4. Conceptual Partial Site Plan and Proposed Zoning
5. Conceptual Landscape Plan
6. Perspective Renderings
7. Proposed Exceptions to Zoning By-law 001-2021

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