

## Committee of the Whole (1) Report

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**DATE:** Tuesday, September 17, 2019

**WARD:** 4

**TITLE: 2748355 CANADA INC. (QUADREAL BLOCK 2)  
SITE DEVELOPMENT FILE DA.18.056  
VICINITY OF INTERCHANGE WAY AND JANE STREET**

**FROM:**

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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### **Purpose**

To seek approval from the Committee of the Whole to facilitate a mixed-use residential development in the Vaughan Metropolitan Centre, consisting of 1,148 residential units, three apartment buildings (13, 15, and 18-storeys in height) with 111.9 m<sup>2</sup> of grade-related retail, and 22 townhouse blocks consisting of four-storey, stacked, back-to-back and traditional townhouse units, as shown on Attachments 2 to 13.

### **Report Highlights**

- The Owner proposes a two-phased residential development consisting of 1,148 residential units within:
  - Three apartment buildings (13, 15, and 18-storeys with 111.9 m<sup>2</sup> grade related retail)
  - 22, four-storey townhouse blocks (stacked, back-to-back, and traditional townhouse units).
- The Planning and Growth Management Portfolio, VMC Program supports the approval of the proposed development as it is compatible with the existing and planned uses of the surrounding area, subject to the conditions of this report.

## **Recommendations**

1. THAT Site Development File DA.18.056, BE DRAFT APPROVED SUBJECT TO THE FOLLOWING CONDITIONS; to the satisfaction of the City, to permit the proposed development:
  - a) Prior to the execution of the Site Plan Agreement:
    - i. The Planning and Growth Management Portfolio, VMC Program shall approve the final site plan, building elevations, landscape cost estimate, landscape plans, photometric lighting plan, 3D digital model, and wayfinding/signage design. The elevations should demonstrate appropriate treatment and articulation of the built form to ensure activation of the public realm edges;
    - ii. Prior to final approval, the Owner shall provide a tree preservation study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation. The Owner shall not remove trees without written approval by the City;
    - iii. The Owner shall enter into a Tree Protection Agreement, which includes a security for all trees to be preserved and protected in accordance with the approved Arborist Report. The security amount associated with the Tree Protection Agreement is to be determined through the following:
      - Tree compensation formula provided in the Arborist Report based on the City Tree Replacement requirement
      - The costs associated with tree protection measures (i.e. tree protection fencing, silt barriers etc.)
      - The costs associated with actual tree removals
    - iv. Prior to final approval, the Owner shall submit a detailed wind tunnel model and sun/shadow analysis to the satisfaction of the City. These studies should include existing and planned neighbouring buildings and demonstrate the incorporation mitigation measures to ensure favourable micro-climatic conditions for people sitting, standing and walking within the public realm;
    - v. The Owner shall submit to the City the final 3D digital model of the development, which shall include the accurately geo-referenced digital data, as outlined in the VMC Submission Protocol, to the satisfaction of the Planning and Growth Management Portfolio,

VMC Program. If the 3D digital model of the development has not been completed by the Owner and provided to the City prior to the execution of the Site Plan Agreement, the Owner shall provide a separate Letter of Credit in a format satisfactory to the City of Vaughan in the amount of \$15,000.00 to guarantee the completion of the model;

- vi. Prior to final approval, the Owner shall provide an updated landscape plan and related securities that provides for additional plantings and landscape treatment along the west side of the Street C (local road) to provide increased visual and noise buffering from the adjacent property, to the satisfaction of the City;
- vii. The Owner shall provide a public access easement over the pedestrian mews, registered on title. The Owner shall indemnify and save harmless the City and/or their employees from all actions, causes of actions, suits, claims and demands whatsoever which may arise directly or indirectly by reason of the pedestrian mews provided under this Agreement;
- viii. The Owner shall prepare, and Development Engineering Staff, VMC Program shall approve, the final site servicing and grading plan, erosion sediment control plan, functional servicing and stormwater management reports and drawings, site illumination plan, utility coordination plan, geotechnical and hydrogeological assessment, dewatering plan, external lighting plan, environmental noise report, shoring and tie-back design, construction schedule and phasing plan, construction logistics plan, construction parking management plan, Urban Transportation Study, Transportation Demand Management Plan, and Pavement Markings and Signage Plan;
- ix. Prior to final approval, the Owner shall pay its proportionate share of the cost of any external municipal services that have been designed and oversized by others to accommodate the Development. The City agrees to utilize its reasonable efforts to recover the Owner's costs of any external municipal services that have been designed and oversized by the Owner to accommodate any benefitting owners;
- x. The Owner shall submit to the City a copy of the Record of Site Condition ('RSC') filed on the environmental site registry and acknowledged by the Ministry of the Environment Conservation and Parks ('MECP') covering the entire Subject Lands;

- xi. The Owner shall pay the Development Engineering Complex Site Plan fee, pursuant to the Fees and Charges By-law;
- xii. The Owner agrees to submit an application to the Public Works, Environmental Services Department for any permanent dewatering system that is required for the buildings, and enter into an agreement and/or permit to discharge groundwater as required by the City;
- xiii. The Owner shall enter into a Subdivision Agreement and satisfy engineering conditions and provide the necessary financial securities and fees to the satisfaction of Development Engineering Staff, VMC Program;
- xiv. The Owner shall satisfy all requirements of the Environmental Services Department, Solid Waste Management Division and the Owner is advised that upon a successfully completed application, site inspection and executed agreement as determined by the Environmental Services Department, Solid Waste Management Division, the future condominium corporation will be eligible for municipal waste collection services. Should the future condominium corporation be deemed ineligible by the City or choose not to enter into an agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the future condominium corporation;
- xv. Prior to final approval, the Owner shall submit an environmental noise impact study and vibration impact study, prepared in accordance with MECP MPC-300 for review and approval by the City. The preparation of the revised environmental noise assessment shall include the ultimate traffic volumes associated with the surrounding road network. The Owner shall agree in the related Subdivision Agreement (File 19T-18V008) to carry out, or cause to carry out, the recommendations set out in the approved revised environmental noise assessment and include the necessary warning clauses in all Offers of Purchase and Sale or Lease, to the satisfaction of the City;
- xvi. The Owner shall satisfy all requirements of Parks Planning Staff, VMC Program;
- xvii. The Owner shall satisfy all requirements of the Toronto Transit Commission ('TTC');

- xviii. The Owner shall satisfy all requirements of York Region;
  - xix. The Owner shall satisfy all requirements of the Ministry of Transportation Ontario ('MTO'); and,
- b) THAT the implementing Site Plan Agreement shall include the following clauses:
- i. "The Owner shall dedicate all roads, daylight triangles, and road widenings included within the Plan as public highways without monetary consideration and free of all encumbrances."
  - ii. "The Owner shall agree in the Subdivision Agreement that the construction access shall be provided only in a location approved by the City. Construction staging areas, staging and construction vehicle parking plans shall be approved by the City."
  - iii. "Should archaeological resources be found on the Subject Lands during construction activities, all construction activity and work must cease, and the Owner shall notify the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division immediately."
  - iv. "If human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer Services, and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division."
  - v. "The Owner agrees to include in all Purchase and Sale Agreements, the details regarding solid waste collection services and advise all future owners and residents through the same means that the development will be obtaining private collection services."
  - vi. "The Owner shall agree to design and construct Streets A, B, and C, together with their associated services (including watermain, sanitary sewer, storm sewer), to the satisfaction of the City. Components of these road works are considered growth related

and included in the 2018 City's Development Charges Background Study."

- vii. "The Owner shall convey Streets A, B and C, and associated daylight triangles to the City free of costs and encumbrances to the satisfaction of Development Engineering Staff, VMC Program."
  - viii. "The Owner shall prepare plan and profile construction drawings for Streets A, B and C, to the satisfaction of Development Engineering Staff, VMC Program."
  - ix. "Parkland shall be dedicated in accordance with By-law 139-90, as amended by By-law 205-201 and the policies outlined in Section 7.3.3 of VOP 2010, Parkland Dedication, to satisfaction of the City."
  - x. "The Owner shall dedicate parkland and/or pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland at a rate of 1 ha per 500 units, or at a fixed rate, prior to the issuance of a Building permit, in accordance with the *Planning Act* and the City's cash-in-lieu Policy. Parkland credit calculation will be affected by any existing and/or proposed land encumbrances. The Real Estate Department will assess the credits based on any present easements and/or other types of encumbrances."
  - xi. "It is the intent of the City that the development of the Millway Avenue Linear Park shall be coordinated with implementation of the residential development to provide park facilities to the residents in a timely manner. The timing of these works shall be completed by no later than occupancy of Phase 1 to ensure that the Millway Avenue Linear Park is open to the public at that time."
  - xii. "The Owner shall pay to the City of Vaughan all applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board."
- c) THAT the implementing Site Plan Agreement shall include the following warning clauses:
- i. The following warning clauses shall be included in all Offers of Purchase and Sale or Lease for all Lots and/or Blocks within the Plan:

"Purchasers and/or tenants are advised that Street B will be extended northerly in the future in accordance with the VMC Secondary Plan to facilitate the development of adjacent lands without further notice."

"Purchasers and/or tenants are advised that Street A will be extended westerly in the future in accordance with the VMC Secondary Plan to facilitate development of adjacent lands without further notice."

"Purchasers and/or tenants are advised that despite the inclusion of noise control features within the development area and within individual units, noise levels from construction activity may continue to be of concern occasionally interfering with some activities of the building occupants."

"Purchasers and/or tenants are hereby put on notice that the *Telecommunications Act* and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."

- ii. The following warning clauses shall be included in the Agreement of Purchase and Sale, Condominium Declarations, Condominium Agreement(s):

"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels may exceed the sound level limits of the City and Ministry of Environment, Conservation and Parks."

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of Environment, Conservation and Parks."

"Purchasers/tenants are advised that due to the proximity of nearby commercial/office/retail facilities, sound levels from these facilities may at times be audible."

"Purchasers are advised that due to the proximity of the nearby IKEA store and warehouse, sound levels from these facilities may at times be audible."

2. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:

"THAT Site Plan Development Application DA.18.056 be allocated servicing capacity from York Sewage Servicing/Water Supply System for a total of 1,148 residential units (2,875 persons equivalent). The allocation of said capacity may be revoked by Council resolution and/or in accordance with the City's current Servicing Capacity Distribution Protocol in the event that (at the discretion of the City) the development does not proceed with a building construction program within a reasonable timeframe."

## **Background**

The subject lands are located along south side of Interchange Way and west of Jane Street (the 'Subject Lands') with the surrounding land uses shown on Attachment 1. The Subject Lands are municipally known as 250 Interchange Way.

Vaughan Council, on May 1, 2019 ratified the recommendations to approve the related Draft Plan of Subdivision File 19T-18V008, Official Plan Amendment File OP.18.014 and Zoning By-law Amendment File Z.18.021 to permit the mixed-use development and facilitate the creation of the development blocks, road widenings, two new minor collector roads and a new local road. The Development consists of the following:

- Three residential apartment buildings (future condominium buildings) with building heights of 18-storeys (Building 2), 15-storeys (Building 1), and 13-storeys (Building 3)
- Gross Floor Area ('GFA') of 104,100.6 m<sup>2</sup>, including 111.9 m<sup>2</sup> of grade-related retail
- 1,192 parking spaces within one-level of underground parking, inclusive of 41 at-grade visitor layby parking spaces
- 795 bicycle parking spaces (116 short-term and 679 long-term) located underground



- 22,102.2 m<sup>2</sup> combined outdoor common areas and private terraces, patios and balconies
- A new minor collector and 26 m right-of-way ('ROW') for Millway Avenue (Street B)
- A road widening that includes a 23.4 m ROW for Exchange Avenue (Street A), 22 m ROW for a new local north-south street (Street C) and the southerly road widening to facilitate the ultimate 33 m ROW along Interchange Way, and 15 m wide pedestrian mews
- A maximum Floor Space Index ('FSI') of 2.65 times the area of the Subject Lands

OPA 41 and By-law 052-2019 were adopted by Vaughan Council on May 1, 2019 to implement the development proposal.

### **Previous Reports/Authority**

[Communications Memorandum, Item 3 Report No. 14 \(Official Plan Amendment File OP.18.014 and Zoning By-law Amendment File Z.18.012\)](#)

[Item 3, Committee of the Whole Report No.14 \(May 1, 2019\)](#)

[Item 3, Committee of the Whole Report No.14 \(May 1, 2019\) Attachments](#)

### **Analysis and Options**

#### ***The Development is consistent with the Provincial Policy Statement***

The Provincial Policy Statement (the 'PPS') 2014, provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong communities, a strong economy and a clean, safe, liveable and healthy environment. The Development is consistent with the following policies of the PPS:

- Section 1.1.1 respecting contributing to healthy liveable, and safe communities
- Section 1.1.3.2 respecting the promotion of intensification, redevelopment in appropriate land-use areas to support active and transit-supportive developments
- Section 1.4.3 respecting appropriate range and mix of housing types and densities
- Section 1.5.1 respecting the promotion of healthy and active communities
- Section 1.6.3 respecting the use of existing infrastructure and public service facilities
- Section 1.7.1 respecting promotion of opportunities for long-term economic development and community-investment readiness

The Development is located on an existing vacant site that is within a designated settlement area. The Development has a compact built-form and density that is transit-supportive and would contribute to the overall range of housing options and unit typologies within the VMC to support a healthy community. The Development is located within the VMC, which is the City's emerging downtown, which contributes a significant investment that supports the existing and planned commercial, office and cultural uses.

The Development promotes the efficient use of the lands, reduces land consumption and servicing costs. The Development utilizes municipal infrastructure that is existing, under construction, and planned, and would efficiently utilize resources at a density in a designated growth area that would support the surrounding transit investments within the VMC including the SmartCentres Place Bus Terminal, the VMC Subway Station, and the VivaNext Bus Rapid Transit ('BRT') along Regional Road 7 (the 'higher order transit'). The Development will support modes of transportation such as transit, cycling, and walking. The Development would have direct access within a 5-minute walking distance to the Black Creek Renewal Corridor, a 10-minute walk to Edgeley Pond and Park and planned future urban park in the southwest quadrant of the VMC. The southern extension of the Millway Avenue Linear Park would add to the planned parkland network within the VMC.

***The Development conforms to A Place to Grow – Growth Plan for the Great Golden Horseshoe, 2019***

The "A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2019" (the "Growth Plan") is intended to guide the development of the land; encourage a compact built form; transit-supportive communities; diverse land uses, and a range of housing types; and, direct growth to settlement areas that offer municipal and water and wastewater systems. The Growth Plan states that a focus on transit and infrastructure investment to support the future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types. The Development conforms to the following policies of the Growth Plan:

- Sections 2.2.1.1 and 2.2.1.2 respecting managing population and employment growth
- Section 2.2.1.4 respecting the achievement of complete communities
- Section 2.2.2.1 respecting intensification targets of 50% within a delineated built-up area
- Section 2.2.4.6 respecting the requirement for land-uses and built forms to be transit-supportive and meet minimum density requirements within Major Transit Station Areas

The Development conforms to the policy framework of the Growth Plan as it makes efficient use of the Subject Lands and existing infrastructure, is located near existing,

under construction and planned higher-order transit and provides housing options at a density that supports the transit investments in the VMC. The Development focuses new growth through the intensification of an underutilized vacant site that provides a residential development with a pedestrian-friendly environment located near higher-order transit.

The Development contributes to a complete community by introducing a mix of housing typologies in the VMC that will improve social equity and meet the means of various users and contribute to the betterment of human health by having access to open spaces, amenity areas, and the proposed Millway Avenue Linear Park, and the pedestrian mews. The Development produces a high-quality of life that is focused on a neighborhood scale where vehicle-demand is reduced, which promotes walkability, other modes of transportation and reduces greenhouse gas emissions.

The regional and municipal Official Plans currently do not conform to the Growth Plan policies with respect to the now updated intensification target of 50% (revisions through Bill 108) within built-up areas. While a conformity exercise will be undertaken, the Development in the interim would assist York Region and the City in meeting the general intensification objectives contained in the in-effect Official Plans. The Development also meets the objectives of development within the downtown by providing access to higher-order transit facilities, thereby reducing vehicular demand within the VMC. The Development is also located within a Major Transit Station Area ('MTSA') which will encourage, support and promote alternative modes of transportation such as walking and cycling, through the provision of cycling facilities and pedestrian amenities in the VMC.

The Development will contribute to the establishment of a complete community, as the Development provides housing options within the VMC that are conveniently accessible to planned parks and open space systems and promotes an active and healthy quality of life for residents and visitors, as Vaughan's planned downtown community.

***The Development conforms to the York Region Official Plan***

The Subject Lands are designated "Urban Area" by the York Region Official Plan (the 'YROP') and located within a "Regional Centre". The Development conforms to the following policies of the YROP:

- Section 3.5.4 and 3.5.20 respecting providing a mix and range of affordable housing, and smaller unit types and meeting density and intensification requirements
- Section 4.2.4 respecting the provision of mixed-use pedestrian environments
- Section 5.2.5 respecting the balance of residential and employment uses within close proximity

- Section 5.3.4 respecting locations of transit stops
- Section 5.4.5, 5.4.9, 5.4.16 respecting designs that are urban, compact, and pedestrian-cycle friendly and transit-supportive
- Section 5.4.19, 5.4.20, 5.4.23 and 8.2.3 respecting mixed-use developments within Regional Centres

The Development is urban and compact in form with 1,148 residential units ranging from one-bedroom to three-bedroom unit sizes, in high-rise, mid-rise and grade-related (stacked, back-to-back, and traditional townhouse) built forms that are compact and contribute to the range of housing typologies in York Region. The Development provides a mix of residential building types with associated urban streetscapes that will complement the adjacent existing and planned employment and commercial uses and provides for accessibility to higher-order transit. The proposed building and streetscape designs are high quality, pedestrian-friendly and will encourage active modes of transportation. The Development contributes to a mix of uses planned in the VMC and will deliver a density to support the existing employment and commercial uses, encourages and optimizes the uses of higher-order transit, and facilitates the success of planned cultural functions (i.e. community facilities) within the VMC.

The Development conforms to the YROP as it includes a mix of unit types and contributes to a range of housing choices in the City to meet the needs of residents and workers within York Region. The Development supports and achieves an urban and integrated transportation system within a Regional Centre as a focus of economic activity and culture and contributes to a high-quality and sustainable community in the VMC.

***The Development conforms with Volume 2 of Vaughan Official Plan 2010 (the Vaughan Metropolitan Centre Secondary Plan)***

The Subject Lands are designated “South Precinct” by Volume 2 of Vaughan Official Plan 2010 (the Vaughan Metropolitan Centre Secondary Plan (“VMCSP”)), which permits a broad mix of uses and a wide variety of building types, including residential dwellings (apartment units and traditional, back-to-back and stacked townhouses), retail and service commercial. The Development includes residential with limited commercial uses.

On May 1, 2019, Vaughan Council ratified the Committee of the Whole Report to approve Official Plan Amendment File OP.18.014 (OPA 41) to permit the following:

- Increase the maximum tower floor plate size for Building 3 only (maximum 13-storeys) from approximately 750 m<sup>2</sup> to 930 m<sup>2</sup>;

- Increase the maximum building height from 15-storeys to 18-storeys for Building 2;
- Permit minimum facing distances between townhouse blocks to be reduced from a minimum of 18 m to the following:
  - 11 m between front facing walls of stacked and back-to-back townhouse blocks;
  - 8 m between the front facing wall and side wall of another structure
- Amend Schedule “D” Major Parks and Open Space and modify Schedule “K”, Site-Specific Policy Area, to include the proposed extension of the Millway Avenue Linear Park along the east side of Street B from Interchange Way to Exchange Avenue and the proposed relocated Public Square from the southwest to the northeast corner of Interchange Way and Street B. The relocated Public Square shall be a minimum of 0.2 ha in size, and with a width of 25 m.

Accordingly, the proposal conforms with the policies of the VMCSPP.

***The removal of the Holding Symbol “(H)” is required for compliance with Zoning By-law 1-88***

On May 1, 2019, Vaughan Council enacted By-law 052-2019, which amended Zoning By-law 1-88, specifically to rezone the Subject Lands to the “RM2(H) Multiple Residential Zone” with the Holding Symbol “(H)” and “OS2 Open Space Park Zone” and is subject to Exceptions 9(959) and 9(1475). The following Recommendation was endorsed by Vaughan Council respecting the removal of the Holding Symbol “(H)”, which is contingent upon the following being satisfied:

“THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands, or any portion thereof, until the following conditions are fulfilled:

- a) Final approval of Site Development File DA.18.056 has been obtained, in accordance with Section 41 of the *Planning Act*.”

The Owner has submitted Zoning By-law Amendment File Z.19.011 to request the removal of the Holding Symbol “(H)” on the Subject Lands to permit the proposed Development. On August 23, 2019, a Notice of Intention to Remove the Holding Symbol “(H)” was circulated to all property owners within 150 m of the Subject Lands.

Should Site Development DA.18.056 be approved and all recommendations endorsed by Vaughan Committee of the Whole and Council, the Planning and Growth Management Portfolio, VMC Program is satisfied that the intent of the Holding Symbol “(H)” has been met and can therefore be removed from the Subject Lands. The implementing draft by-law to remove the Holding Symbol “(H)” from the Subject Lands

will be forwarded to the same Vaughan Council meeting for enactment, should the related Site Development application be approved. Accordingly, the Development will comply with the provisions of Zoning By-law 1-88.

***The Planning and Growth Management Portfolio, VMC Program supports the Site Development Application***

a) Site Plan

The proposed site plan as shown on Attachment 2, includes three residential apartment buildings with building heights of 13 (Building 3), 15 (Building 1) and 18-storeys (Building 2), along with 22 urban townhouse blocks consisting of back-to-back, stacked and traditional townhouse units, a 15 m wide pedestrian mews, a central plaza, and a 991 m<sup>2</sup> public open space at the south-west corner of Interchange Way and Street B. In order to activate the public open space, the Development includes 111.9 m<sup>2</sup> of at-grade retail within the north-east corner of Building 2.

The proposed mid and high-rise building heights will contribute to a varied skyline in the VMC. The Development is proposed to be constructed in two-phases with Phase 1 consisting of the mid and high-rise buildings along with the townhouse blocks located north of the pedestrian mews and Phase 2 will include the remaining townhouse blocks, as shown on Attachment 2.

The Development includes 100,833.8 m<sup>2</sup> of combined indoor and outdoor amenity areas which are comprised of common areas, private terraces, patios and balconies. Buildings 1 and 2 are connected by a two-storey entrance pavilion which connects to the lobby at-grade, and shared common amenity areas between buildings above. Private rooftop amenity areas are also proposed for the townhouse blocks.

The site plan includes a 15 m wide enhanced pedestrian mews which runs east-west and is proposed to be constructed as part of Phase 1. A centralized plaza is located at the heart of the Development and is integrated with pedestrian walkways, outdoor amenity areas with play equipment and demarcated by decorative paved surfaces, trees and raised planters, as shown on Attachment 3. The Development also includes the proposed extension of the Millway Avenue Linear Park along the east side of Street B from Interchange Way to Exchange Avenue, which will be designed and constructed to align with the completion of Phase 1 to provide additional recreational options for residents of the Development and broader VMC community.

b) Site Access

The Development proposes a number of new public streets, including a new minor collector road with a 26 m right-of-way ('ROW') for Street B (Millway Avenue), a road widening to 23.4 m for Street A (Exchange Avenue), a 22 m ROW for Street C (local street), the southerly road widening to facilitate a 33 m ROW along Interchange Way, and a 15 m wide pedestrian mews, as shown on Attachment 2. The Development is also proposed to be serviced by a private condominium driveway which provides access to two underground parking garage ramps located by Street B, and Exchange Avenue. The underground access ramps will provide access to one-level of underground parking which includes a total (Phase 1 and 2) of 1,192 residential and visitor parking spaces, inclusive of 41 at-grade, layby parking spaces.

All services (loading/unloading and waste collection) are proposed internal to the Development (accessed via the private driveway) with each loading/unloading bay located within its respective building, to minimize the vehicular impacts on the site and maximize the pedestrian and cycling activities. There are bicycle facilities located at-grade (bike racks) and 795 short and long-term parking spaces integrated within the underground parking structure.

c) Landscape

The Development is centered on a 15 m wide pedestrian mews to support a fine-grain street network in the VMC, as shown on Attachment 3, and provide connectivity to the surrounding planned open spaces and community facilities in the quadrant. The proposed mews offers a generous pedestrian zone, with enhanced lighting, feature landscape elements, and street furnishings to provide amenities and gathering space at the heart of the Development. The mews is anchored by a central plaza that connects with a secondary pedestrian spine running north-south through the Development. Together, these linkages provide access throughout the site, and direct residents to the feature play areas and various open spaces and amenity areas. Staff recommend additional seating and low planters be included to enhance gathering, reduce visual barriers and improve connectivity to the main pavilion at the Building 1 and 2 entrances.

A large public open space is located at the south-west corner of Interchange Way and Street B (Millway Avenue). This area is intended to serve as a gateway and community hub for the neighbourhood, animated by a corner retail unit located in Building 2. The proposed signage wall within the plaza, as shown on Attachment 3, currently provides a slight barrier-like condition. Staff recommend that the height of the proposed signage be reduced to seating level or relocated to ensure that it is appropriately scaled for the residential development. The Owner must

also submit an updated photometric lighting plan which shall demonstrate acceptable lighting levels at all building entrances. This landscape plan also proposes a dog relief area immediately south of Building 3. Staff recommend the implementation of an irrigation strategy to maintain this area. A condition to this effect is included in the Recommendations of this report.

The Owner will be required to provide updated streetscape and open space construction drawings following the City's level of service requirements, prior to the final approval of the related Draft Plan of Subdivision (File 19T-18V008).

***Cash-in-Lieu of trees to be removed is required in accordance with the Tree Protection Protocol***

Vaughan Council on March 20, 2018, enacted Tree By-law 052-2018 and Tree Protection Protocol 2018, which requires the City and the Owner to enter into a Tree Protection Agreement for the preservation and protection of private and public trees, prior to the execution of the Site Plan Agreement. The following condition is included as a Recommendation of Site Plan approval:

"The Owner is required to enter into a Tree Protection Agreement, prior to the execution of the Site Plan Agreement which includes a security for trees to be preserved and protected in accordance with the approved Arborist Report. The value of the security associated with the City's Tree Protection Agreement is determined through the following:

- Tree compensation formula provided in the Arborist Report based on the City Tree Replacement Requirement
- The costs associated with tree protection measures (i.e. tree protection fencing, silt barriers etc.)
- The costs associated with actual tree removals"

The Owner has submitted an Arborist Report which documents a total of three existing trees on the Subject Lands that are to be removed to facilitate the Development. The Owner shall provide cash-in-lieu payment in accordance with the City's Tree Protection Protocol, should the Application be approved. A condition to this effect is included in the Recommendations of this report.

d) Building Elevations

The residential apartment building elevations are comprised of materials such as brick, glass, stucco, architectural stone and precast panels, which are proposed to be distinguished and articulated through high-quality designs, as shown on Attachments 4 through 13. These buildings contain four-storey podiums with common amenity areas, and residential units.



All primary lobby entrances are located at-grade and are clearly visible and accessible to the public realm to activate street frontages and promote vibrant and pedestrian friendly environments. The north-east corner of the Development is articulated with a retail component and public open space which will animate and enhance this entry feature as a gateway into the site and provide an interesting street frontage. Buildings 1 and 2 are proposed to be connected by a two-storey entrance pavilion that will provide a transition point and recess in the street wall, and will feature curtain wall glazing to create a sense of transparency to accentuate the midblock connection through the site. The Owner has also incorporated bird-friendly design window treatments on Buildings 1, 2 and 3.

The proposed townhouse building elevations are comprised of materials consisting of architectural stone or pre-cast paneling, glass, brick and dryvit to create a residential character to the neighbourhood. Metal doors on the residential units are proposed to satisfy fire rating requirements but are painted to add a quality of warmth for the Development.

The Urban Design division of the VMC Program has reviewed the Development as shown on Attachments 4 to 13, and is continuing to work with the Owner to refine the building elevations to demonstrate the appropriate treatment and articulation of the built-form. The final site plan, building elevations, landscape plan, landscape cost estimate, wind tunnel model and sun/shadow analysis, 3D digital model, wayfinding/signage design plan, and photometric lighting plan must be approved prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

***The Owner is required to submit a 3D Digital Model of the Development***

The Owner is required to submit a 3D digital model of the Development including accurately geo-referenced digital data, as outlined in the VMC Submission Protocol, to the satisfaction of the Planning and Growth Management Portfolio, VMC Program. However, if the 3D digital model is not completed by the Owner and provided to the City prior to the execution of the Site Plan Agreement, the Owner must provide a separate Letter of Credit in a format satisfactory to the City of Vaughan in the amount of \$15,000.00 to guarantee the completion of the final 3D digital model. A condition to this effect is included in the Recommendations of this report.

***The Owner has addressed the Vaughan Design Review Panel's comments***

The Design Review Panel (the 'Panel'), on January 26, 2018, and September 27, 2018, considered the Development.

At the January 26, 2018 meeting, the Panel commented on the lack of variety of public spaces, amenities and streets within the project. A greater diversity in building form, height and use was recommended. Panel commented that the repetitive alignment of the townhouse units along the mews could be improved by introducing different setbacks to support placemaking. The Panel recommended providing areas as main gateways to easily access the site and provide better circulation and wayfinding for pedestrians. The proposed buildings were deemed too similar in building height and could potentially support higher massing along the Millway Avenue frontage. The Panel strongly encouraged the addition of other building typologies to allow for more ground floor space to be freed up.

The Panel also commented on the lack of an overall neighbourhood concept and associated gathering spaces to anchor the Development. To improve connectivity, the Panel recommended that a strong entry point from the pedestrian mews be connected to the linear park, where careful consideration to programming be undertaken. The Panel noted the need to ensure that the Development be self-sufficient to function as a stand-alone community in the initial build-out of the VMC, by providing greater diversity of uses, built form and provision of public space.

At the September 27, 2018 meeting, the Panel reiterated the comment on the lack of meaningful open space proposed within the Development and raised concerns about the linear park becoming an orphaned space. The Panel recommended that a variation of expression and form be proposed for the open space, building massing and architecture, and that the mid-rise transition to the proposed high-rise buildings be improved. The Panel also encouraged the Owner to explore a building connection between the two buildings facing Interchange Way. Finally, the Panel recommended that more details be provided to resolve the ground-related context and functions such as the extent of privately-owned and publicly accessible spaces, building facades, and threshold conditions (i.e. resolving grade separations through use of porch stoops).

The Owner has responded to the Panel's comments by proposing three mid and high-rise apartment buildings with staggered building heights of 13, 15, and 18-storeys, and 22 townhouse blocks comprised of four-storey stacked, back-to-back and traditional townhouse dwelling units. The programming and design of the open space, amenity areas and pedestrian mews has been refined with widened landscaped areas running north-south between the townhouse blocks to offer opportunities for the central plaza, family zones and parkettes to interconnect with the enhanced pedestrian mews. Treatment of the main pedestrian connections extend across the private road to provide a seamless design of the public realm from the centre of the site to the peripheral streets and enhanced wayfinding through the Development. The apartment building designs incorporate a three-storey podium and tower step backs which provides an appropriate

massing and offers a transition to the proposed townhouse dwellings. The townhouse blocks are also improved with a greater variety in building type, architectural materiality and wider separation between blocks. Following a series of design workshops to prioritize design matters raised by the Panel and Staff, VMC Program staff are satisfied that the Owner has addressed the main comments of the Panel through refinements in the Development subject to the Recommendations in this report.

***The Cultural Heritage Division of the Development Planning***

***Department supports the approval of the Development, subject to conditions***

In areas that have been cleared of concern for archaeological resources, the Owner is advised that:

- a) Should archaeological resources be found on the property during construction activities, all construction activity and work must cease and the Owner shall notify the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division immediately; and
- b) If human remains are encountered during construction activities, the Owner must cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer Services, and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division.

A condition to include the above clauses in the Site Plan Agreement is included in the Recommendations of this report.

***Cash-in-Lieu of Parkland is required for this Development***

The Legal Services, Real Estate Department has advised that parkland shall be dedicated in accordance with By-law 139-90, as amended by By-law 205-2012 and the policies outlined in Section 7.3.3 of VOP 2010 Parkland Dedication. The Owner will be required through the draft-approved related Plan of Subdivision File 19T-18V008 to dedicate parkland and/or pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland at a rate of 1 ha per 500 units, or at a fixed rate, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's cash-in-lieu Policy. Parkland credit calculation will be affected by any existing and/or proposed land encumbrances. The Real Estate Department will assess the credits based on any present easements and/or other types of encumbrances. A clause will be included in the implementing Site Plan Agreement. A condition this effect is included in the Recommendations of this report.

***Parks Planning Staff, VMC Program have no objection to the Application***

The Parks Planning Staff has reviewed the Application and has no objection to the proposal.

The Owner proposes to extend the Millway Avenue Linear Park to the east of the new public road (Street B), from Interchange Way south to Exchange Avenue. The proposed extension of the Millway Avenue Linear Park would add to the planned parkland network within the VMC. The Owner is working with Parks Planning staff, VMC Program on the design of the Millway Avenue Linear Park. The conveyance of the Linear Park extension is partially encumbered by the existing easement in favour of the Toronto Transit Commission ('TTC') subway tunnel. The Linear Park Extension will remain in an interim condition until the property to the east (Teledyne Optech) redevelops and conveys additional lands to obtain an overall 25 m width for the corridor.

Prior to final approval of the draft-approved Plan of Subdivision, the Owner shall agree to develop the base requirements for Park Blocks 5, 6, and 7 (the Millway Avenue Linear Park) to the satisfaction of the City. The development of the Millway Avenue Linear park shall be coordinated with the residential development to provide park facilities to the residents in a timely manner. The timing of these works shall be completed no later than occupancy of Phase 1 so that the Millway Avenue Linear Park is open to the public.

***The Development Engineering Staff, VMC Program has no objection to the Development, subject to the conditions of approval in this report***

The Development Engineering ('DE') Staff, VMC Program have reviewed the Site Development Application and have no objection to the Development in-principle. The final grading plan, servicing plan, erosion sediment control plan, Functional Servicing Report and Stormwater Management Report, Environmental Noise and Vibration Feasibility Study, and Traffic Impact Study and Transportation Demand Management Plan must be approved to the satisfaction of the DE Staff, along with any outstanding review fees that must be paid prior to execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

The following comments are provided below:

**Road Network**

The Subject Lands are bounded by Interchange Way, Exchange Avenue, and Jane street. The related draft-approved Plan of Subdivision (File 19T-18V008) identified new north/south roads (Streets B and C) and an east/west road (Street A). The proposed ROW widths and cross-section details were established to the satisfaction of the City, in

accordance with the draft plan engineering submission review and VMC Secondary Plan.

A private condominium road accessed off the surrounding public road network will service the apartment buildings and townhouse blocks. A pedestrian mews bisecting the site will run east-west and provide pedestrian linkage to the Millway Avenue Linear Park east of the Subject Lands.

### Parking

The Owner has submitted a Traffic Impact Study, which has been reviewed to the satisfaction of the Transportation Division of the DE Department. The Owner is proposing one-level of underground parking consisting of 1,192 residential and visitor parking spaces (inclusive of at-grade layby parking spaces), which complies with the Zoning By-law requirements pursuant to By-law 052-2019 as enacted by Vaughan Council on May 1, 2019. The Transportation Division of the DE Department has reviewed the underground parking plan and recommends that the visitor and residential parking spaces be physically separated, whereas visitor and residential parking is mixed throughout the underground garage. The Owner must also confirm that vertical clearances for all underground garage ramps can accommodate parking for vehicles.

A midblock pedestrian crossing on Millway Avenue is proposed but is not currently warranted by the TIS, as shown on Attachments 2 and 3. Staff advise that the proposed pedestrian crossing does not meet the provincial OTM Book 15 warrants and recommends that the midblock location be monitored after the construction and occupancy of the Phase 1 development and have requested that the Owner report back on the results of the monitoring as part of the Phase 2 development. Short-term bicycle parking spaces is currently centralized at the main entrances. Staff recommend that these bicycle parking spaces be proposed along the north-south pedestrian connections, and east-west mews, including the Linear Park east of Millway Avenue. The final Transportation Impact Study and Transportation Demand Management Plan must be approved to the satisfaction of the City. A condition to this effect is included in the Recommendations of this report.

### Noise and Vibration Assessment

The Owner has submitted an Environmental Noise and Vibration Study, prepared by HGC Engineering ("HGC") dated July 24, 2018 to verify the noise sources surrounding the Development, which identified the noise control measures for the Development itself. The analysis considered the traffic on Highway 407, Jane Street, Highway 400, Interchange Way, Regional Road 7, Exchange Avenue, and the numerous surrounding employment, commercial and industrial uses.

The Owner and IKEA have entered into a Minutes of Settlement Agreement to ensure the appropriate noise mitigation measures and designs are implemented and maintained in the site plan to provide for compatibility between the residential development and IKEA with respect to noise. The Owner has subsequently filed Site Development File DA.19.048 which proposes a 4 m high and 30 m wide noise wall, that will be further screened by landscape plantings. The proposed noise wall has been reviewed and approved to the satisfaction of the City. Accordingly, the Owner has fulfilled their requirements pertaining to the noise wall.

Prior to execution of the Site Plan Agreement, the Owner shall provide a final Environmental Noise and Vibration Impact Study for review and approval by the City, and the Owner shall agree in the Site Plan Agreement to implement all recommendations of the final Environmental Noise and Vibration Impact Study to the satisfaction of the City.

#### Municipal Servicing

The City has completed a Municipal Servicing Master Plan which identifies the preferred strategy for water, wastewater and stormwater servicing for the planned growth in the VMC Secondary Plan Area. The Master Environmental Servicing Plan ('MESP') update is being undertaken based on the proposed in current and future development applications. This updated MESP will further analyze sewer capacities and make recommendations for upgrades/improvements to City infrastructure considering the overall increased densities proposed in the VMC.

The Owner has submitted a Functional Servicing and Stormwater Management Report ('FSR'), prepared by Stantec Consulting Ltd., dated July 2018. The DE Staff, VMC Program must approve the final FSR and SWM Report. A condition to this effect is included in the Recommendation of this report. The following comments are provided:

a) Water Supply

The Development lies within Pressure District 6 (PD6) of the York Water Supply System. In accordance with the VMC Servicing Strategy Master Plan, the servicing strategy for the proposed development includes new service connections installed at the Owner's expense to the existing and new 300mm-dia municipal watermain.

b) Sanitary Servicing

In keeping with the VMC Servicing Strategy Master Plan and informed by the updated MESP, the Development has triggered the requirement to replace the existing sanitary sewer on Interchange Way. The servicing strategy and the submitted FSR for the Development recommends the installation of a new

600mm-dia to 900mm-dia sanitary sewer along Interchange Way to service this Development:

- Between Regional Road 7 and Street C (local road)
- Along Street C (local road) between Interchange Way and Street A (Exchange Avenue)
- Along Street A (Exchange Avenue) between Street C (local road) and Street B (Millway Avenue)

The proposed sanitary sewer system will be connected and discharged into the existing Jane Street Trunk sewer. The Owner will participate in the Development Agreement to complete these infrastructure works. The Subject Lands will be serviced by a new sanitary sewer service connection to the upgrade sanitary sewer on Street "C".

c) Storm Drainage

The VMC Master Servicing Strategy ('VMCMSS') identified that the existing SWM facility (the 'Interchange Pond') located within the south-west quadrant of the VMC is proposed to be retrofitted in the future to accommodate development within the VMC, which would provide water quality, quantity and erosion control of the southwest quadrant of the VMC, including the Subject Lands. As part of the overall VMC development, a stormwater management treatment train approach has been adopted; as such, stormwater quantity and water balance controls are required on site.

The proposed development will be serviced by a new connection to the proposed 600mm-dia storm sewer on Street C. An on-site storm quantity control facility (underground storage tank) will be provided to achieve the TRCA Humber River Unit Flow Rates.

The MESP will state the trigger for when the Interchange Pond retrofit will occur. It will analyze the stormwater management strategy for the south-west quadrant and make recommendations for retrofit/upgrades/improvements to the stormwater sewer system and any introduction of low impact development measures.

Environmental Site Assessment

The Owner submitted Phase One and Two Environmental Site Assessment ('ESA') reports for the Development, including an assessment of the road and parklands to be conveyed to the City. The ESA reports were reviewed by DE Staff and no environmental impacts were identified. A condition prior to the execution of the site plan and

subdivision agreement will require the Owner to submit finalized ESA reports and a copy of the MECP Record of Site Condition ('RSC') for the park blocks (private and public) due to its change to a more sensitive land use. A condition to this effect is included in the Recommendations of this report.

#### Geotechnical and Hydrogeological Report

The Owner shall update the final Geotechnical and Hydrogeological Investigation Report for the Development. The Report shall recommend the ground water control measures that need to be implemented during the design and construction of the buildings and municipal services, and assessment of potential water quantity/quality effects due to dewatering activities on the proposed and existing development. A condition to this effect is included in this report.

#### Servicing Allocation

On February 21, 2018, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. Further, it is expected that York Region will be assigning short-term growth capacity (2019-2026) to Vaughan in Q3-2019.

Therefore, the following resolution to allocate capacity to the subject development may be recommended for Council approval:

"THAT Site Development Application DA.18.056 be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 1,148 residential units (2,875 persons equivalent). The allocation of said capacity may be revoked by Council resolution and/or in accordance with the City's current Servicing Capacity Distribution Protocol in the event that (at the discretion of the City) the development does not proceed with a building permit construction program within a reasonable timeframe."

The above noted resolution is included in the Recommendations section of this Report.

#### ***The Environmental Services Department, Solid Waste Management Division, has no objection to the Development***

The Environmental Services Department, Solid Waste Management Division has advised that upon a successfully completed application, site inspection and executed agreement as determined by the Vaughan Environmental Services Department, Solid Waste Management Division, the future condominium corporation(s) will be eligible for municipal waste collection services. Should the future condominium corporation(s) be deemed ineligible by the City or chose not to enter into an agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the future condominium corporation(s).



***The Ministry of Transportation Ontario has no objection to the Applications***

The Ministry of Transportation Ontario (the 'MTO') has indicated no objection to the Application. The Development is located within the MTO Permit control area, and therefore; the *Public Transportation and Highway Improvement Act* regulations apply. The MTO requires that any new buildings or structures, including internal roads and detention ponds, above and below ground, be setback a minimum distance of 14 m from the Highway 407 property line. MTO permits are required for all buildings, infrastructures and roads located within 46 m from the Highway 407 property line and a radius of 396 m from the centerline of Highway 407 and Jane Street, prior to any construction being undertaken. The Owner must satisfy all requirements and obtain a Building and Land Use Permit from the MTO. A condition to this effect is included in the Recommendations of this report.

***The Toronto Transit Commission ('TTC') has on objection to the Application subject to conditions of approval***

The Subject Lands are located within the development review zone of the Yonge-University Subway Line (Line 1) and is directly adjacent to the existing subway tunnel and an emergency exit building (Building 7) and existing subway tunnel. The final site plan, site servicing plans, and building sections are subject to review and approval by the TTC. The TTC has provided draft comments, Notice of Approval Conditions ("NOAC"), and the pre-approval NOAC for the Development, dated October 1, 2018. The Owner shall be required to work with TTC on the technical review of the Development to satisfy all requirements of the TTC. A condition to this effect is included in the Recommendations of this report.

***The Canadian National ('CN') Railway has no objection to the Development***

The Subject Lands are within the review area of CN. CN has reviewed the Owner's Noise and Vibration Feasibility Study. In a letter dated March 6, 2019 CN advised that they have no objection to the Development.

***NavCanada and Bombardier Aerospace have no objection to the Development***

NavCanada, a private sector, non-share Capital Corporation that owns and operates Canada's civil air navigation service and Bombardier Aerospace, owner and operator of the Toronto Downsview Airport, has advised in a letter dated February 26, 2019, of no objection to the Development.

***The various utilities have no objection to the Development***

Alectra Utilities Corporation, Enbridge Gas Inc., Rogers Communication Inc. and Bell Canada have indicated no objection to the Development. The Owner will be responsible for contacting these agencies with respect to their clearance and service requirements.

## **Financial Impact**

There are no financial impacts associated with this Application.

## **Broader Regional Impacts/Considerations**

York Region has reviewed the application and has no objection to the Development in-principle. York Region shall approve the final dewatering plan, Transportation Demand Study (the 'Study'), dewatering permits and written confirmation from the City confirming allocation. York Region has identified the following comments to be addressed prior to execution of the Site Plan Agreement:

### **Source Water Protection**

The Owner is advised that high groundwater levels and confined aquifer conditions have been identified in the general vicinity of the site and appropriate precautions should be taken to prevent impacts to the Development.

### **Servicing Allocation**

The Owner must provide a Council resolution confirming that the City of Vaughan has allocated servicing capacity, and that the allocation of the Development remains valid at the time of the request for regional clearance.

### **Transportation**

The Owner has submitted a Transportation Impact Study that must be approved to the satisfaction of York Region. The final Study must address the impacts of 300+ pedestrian trips on the Regional Road 7 intersections and how exclusive Rapid Transit phase is to be incorporated in the synchro analysis for intersections located on Regional Road 7.

### **Dewatering**

The Owner shall submit a Dewatering Plan to assess the proper design and supervision of permanent and temporary construction dewatering on the Subject Lands. The Owner must confirm to York Region that they have received, where necessary, from Ontario Ministry of Environment (MOE) permits.

The Owner shall satisfy all requirements of York Region. A condition to this effect is included in the Recommendation of this report.

## **Conclusion**

The Planning and Growth Management Portfolio, VMC Program has reviewed Site Development Application File DA.18.056 in consideration of the policies of the Provincial Policy Statement, the Growth Plan, the York Region and City Official Plan

policies, the requirements of Zoning By-law 1-88, comments from City Departments, external public agencies, the public and the surrounding area context. The Development is consistent with the policies of the PPS, conforms to the Growth Plan, York Region Plan and implements the VMC Secondary Plan. On this basis, the Planning and Growth Management Portfolio, VMC Program can support the approval of Site Development File DA.18.056 subject to the Recommendations in this report.

**For more information**, please contact Natalie Wong, VMC Senior Planner, Extension 8866.

### **Attachments**

1. Location Map
2. Proposed Site Plan
3. Proposed Landscape Plan
4. Proposed Apartment Building Elevations (Buildings 1 and 2)
5. Proposed Apartment Building Elevations (Building 3)
6. Back-to-Back Townhouse Elevations Blocks 9 to 12, 21 and 22 (Colour Scheme 1)
7. Back-to-Back Townhouse Elevations Block 9 to 12, 21 and 22 (Colour Scheme 2)
8. Traditional Townhouse Elevations Blocks 1 to 4
9. Stacked Townhouse Elevations Blocks 5 to 8, 13 to 18 (Colour Scheme 1)
10. Stacked Townhouse Elevations Blocks 5 to 8, 13 to 18 (Colour Scheme 2)
11. Perspective Renderings - View of Apartment Buildings
12. Perspective Renderings - View of Townhouse Blocks
13. Perspective Renderings - View of Entrance Pavilion and Corner Plaza

### **Prepared by**

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