

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 29, 2020

Item 1, Report No. 22, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on June 29, 2020, as follows:

By approving the following in accordance with communication C25, from the Acting Deputy City Manager, Planning and Growth Management, dated June 29, 2020:

- 1) ***That the following be added to condition 1 of Item 4, Report No. 22 of the June 9, 2020, Committee of the Whole:***
 - “e) To permit a publicly accessible pedestrian mews with a localized pinch-point of 10 m towards Highway 7, whereas the balance of the mews shall have generally a minimum width of 15 m;***
 - f) To permit a minimum floor to floor height of 3.3 m where residential units are located on the ground floor of buildings.”***

1. **2748355 CANADA INC. (QUADREAL BLOCK 3N) OFFICIAL PLAN AMENDMENT FILE OP.19.006 ZONING BY-LAW AMENDMENT FILE Z.19.017 SITE DEVELOPMENT FILE DA.18.075 3301 HIGHWAY 7 VICINITY OF REGIONAL ROAD 7 AND INTERCHANGE WAY MOBILIO DEVELOPMENTS LTD. FILE Z.19.018**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Acting Deputy City Manager, Planning and Growth Management, dated June 9, 2020, be approved; and**
- 2) **That the deputation of Stephen Albanese, IBI Group, St. Clair Avenue W, Toronto, on behalf of the applicant, be received.**

Recommendations

1. THAT Official Plan Amendment File OP.19.006 (2748355 Canada Inc.) BE APPROVED; to amend Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of VOP 2010, specifically the Vaughan Metropolitan Centre Secondary Plan (VMCSP), to add a new Site-Specific Policy Area on Schedule 'K' to permit the following:
 - a. An increase to the maximum permitted building height from 30-storeys to a maximum building envelope not exceeding 59-storeys in height, in which each individual tower shall be limited to and not exceed the maximum geodetic height permissions prescribed in the Zoning By-law.
 - b. No minimum building heights apply for stand-alone commercial and accessory buildings and/or structures.
 - c. An increase to the maximum permitted density (Floor Space Index (FSI)) from 5.0 times the area of the lot to an FSI of 7.8

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times the area of the lot.

- d. An increase to the maximum permitted tower floor plate size from 750 m2 to 820 m2.
2. THAT Zoning By-law Amendment File Z.19.017 (2748355 Canada Inc.) and Zoning By-law Amendment File Z.19.018 (Mobilio Developments Ltd.) BE APPROVED; to amend By-law 1-88, as amended, as shown on Attachment 1 to permit:
- a. the transfer of 55,741.82 m2 of unused Gross Floor Area from the Donor Site to the Receiver Site.
 - b. a maximum permitted Gross Floor Area of 105,177.48 m2 on the Donor Site.
3. THAT Zoning By-law Amendment File Z.19.017 BE APPROVED to:
- a. amend By-law 1-88, as amended, in the manner shown on Attachment 2, together with the site-specific zoning exceptions as generally identified in Table 1 of this report.
 - b. permit the bonusing for increased building height and density for the proposed development shown on Attachments 2 to 18 in return for the following provision of off-site community benefits totaling \$1,093,781.00, pursuant to the Planning Act, the policies of VOP 2010 and the VMCSPP, and the City of Vaughan Guidelines for the Implementation of Section 37 of the Planning Act:
 - i. \$377,000.00 related to enhancements to the Millway Avenue Linear Park between Interchange Way and Exchange Avenue; and
 - ii. \$716,781.00 towards a reserve for a future cultural / community hub located south of the Subject Lands.
4. THAT prior to the enactment of the implementing Zoning By-law, the Mayor and the City Clerk be authorized to execute the Section 37 Density Bonusing Agreement, pursuant to Section 37 of the Planning Act, for the implementation of the community benefits identified in Recommendations 3b. The Owner shall pay to the City the Section 37 Agreement surcharge fee in accordance with the Tariff of Fees By-law 191-2019 for Planning Applications, prior to the execution of the Section 37 Agreement.

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5. THAT prior to the enactment of the implementing Zoning By-law, the Owner submit all outstanding and applicable planning fees to the satisfaction of the VMC Program.
6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into effect to permit adjustments to the implementing Zoning By-law.
7. THAT Site Development File DA.18.075, BE DRAFT-APPROVED SUBJECT TO THE CONDITIONS identified on Attachment 20, to the satisfaction of the VMC Program to permit the proposed development.
8. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:
 - a. “THAT Site Plan Development Application DA.18.075 (Phase 1) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 1,295 residential apartment units (2,862 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Allocation of Servicing Capacity Policy in the event that the development does not proceed to registration and/or building permit issuance within 36 months.”
 - b. “THAT Site Plan Development Application DA.18.075 (Phase 2) be reserved servicing capacity from the York Sewage Servicing / Water Supply System for a total of 1,175 residential apartment units (2,597 persons equivalent). At the discretion of the City, this reservation shall automatically be revoked after a period of twelve (12) months in accordance with the City’s Allocation of Servicing Capacity Policy.”

Committee of the Whole (1) Report

DATE: Tuesday, June 09, 2020

WARD(S): 4

**TITLE: 2748355 CANADA INC. (QUADREAL BLOCK 3N)
OFFICIAL PLAN AMENDMENT FILE OP.19.006
ZONING BY-LAW AMENDMENT FILE Z.19.017
SITE DEVELOPMENT FILE DA.18.075
3301 HIGHWAY 7
VICINITY OF REGIONAL ROAD 7 AND INTERCHANGE WAY**

**MOBILIO DEVELOPMENTS LTD. (DENSITY TRANSFER)
ZONING BY-LAW AMENDMENT FILE Z.19.018
VICINITY OF REGIONAL ROAD 7 AND INTERCHANGE WAY**

FROM:

Bill Kiru, Acting Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole to facilitate a mixed-use development in the Vaughan Metropolitan Centre (VMC) consisting of 2,470 residential units within 4 towers, ranging from 40-storeys to 59-storeys in height and with 8,172 m² of commercial uses, as shown on Attachments 2 to 18. In addition, to permit the transfer of density from the lands identified as the “Donor Site” to the lands identified as the “Receiver Site”, as shown on Attachment 1.

Report Highlights

- The applicant proposes to develop the subject lands in two phases. The proposal consists of 2,470 residential units within 4 towers (40, 46, 55 and 59-storeys) and 8,172 m² of commercial uses, a central pedestrian mews and a privately owned-publicly accessible space (POPS), served by 1,581 parking spaces within 3 levels of underground parking.
- The proposal includes a request to transfer unused density from the Donor Site to the Receiver Site.
- Subject to the approval of the density transfer, the proposed mixed-use development is required to provide Section 37 contributions in exchange for the remaining increased density.
- The Planning and Growth Management Portfolio, VMC Program supports the approval of the proposed development and the requested density transfer as the applications are compatible with the existing and planned uses of the surrounding area and represent good planning, subject to the recommended conditions of this report.

Recommendations

1. THAT Official Plan Amendment File OP.19.006 (2748355 Canada Inc.) BE APPROVED; to amend Vaughan Official Plan 2010 ('VOP 2010') and Volume 2 of VOP 2010, specifically the Vaughan Metropolitan Centre Secondary Plan (VMCSP), to add a new Site-Specific Policy Area on Schedule 'K' to permit the following:
 - a. An increase to the maximum permitted building height from 30-storeys to a maximum building envelope not exceeding 59-storeys in height, in which each individual tower shall be limited to and not exceed the maximum geodetic height permissions prescribed in the Zoning By-law.
 - b. No minimum building heights apply for stand-alone commercial and accessory buildings and/or structures.
 - c. An increase to the maximum permitted density (Floor Space Index (FSI)) from 5.0 times the area of the lot to an FSI of 7.8 times the area of the lot.
 - d. An increase to the maximum permitted tower floor plate size from 750 m² to 820 m².
2. THAT Zoning By-law Amendment File Z.19.017 (2748355 Canada Inc.) and Zoning By-law Amendment File Z.19.018 (Mobilio Developments Ltd.) BE APPROVED; to amend By-law 1-88, as amended, as shown on Attachment 1 to permit:
 - a. the transfer of 55,741.82 m² of unused Gross Floor Area from the Donor Site to the Receiver Site.

- b. a maximum permitted Gross Floor Area of 105,177.48 m² on the Donor Site.
- 3. THAT Zoning By-law Amendment File Z.19.017 BE APPROVED to:
 - a. amend By-law 1-88, as amended, in the manner shown on Attachment 2, together with the site-specific zoning exceptions as generally identified in Table 1 of this report.
 - b. permit the bonusing for increased building height and density for the proposed development shown on Attachments 2 to 18 in return for the following provision of off-site community benefits totaling \$1,093,781.00, pursuant to the *Planning Act*, the policies of VOP 2010 and the VMCS, and the City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act* :
 - i. \$377,000.00 related to enhancements to the Millway Avenue Linear Park between Interchange Way and Exchange Avenue; and
 - ii. \$716,781.00 towards a reserve for a future cultural / community hub located south of the Subject Lands.
- 4. THAT prior to the enactment of the implementing Zoning By-law, the Mayor and the City Clerk be authorized to execute the Section 37 Density Bonusing Agreement, pursuant to Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendations 3b. The Owner shall pay to the City the Section 37 Agreement surcharge fee in accordance with the Tariff of Fees By-law 191-2019 for Planning Applications, prior to the execution of the Section 37 Agreement.
- 5. THAT prior to the enactment of the implementing Zoning By-law, the Owner submit all outstanding and applicable planning fees to the satisfaction of the VMC Program.
- 6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into effect to permit adjustments to the implementing Zoning By-law.
- 7. THAT Site Development File DA.18.075, BE DRAFT-APPROVED SUBJECT TO THE CONDITIONS identified on Attachment 20, to the satisfaction of the VMC Program to permit the proposed development.
- 8. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:
 - a. "THAT Site Plan Development Application DA.18.075 (Phase 1) be allocated servicing capacity from the York Sewage Servicing / Water

Supply System for a total of 1,295 residential apartment units (2,862 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City's Allocation of Servicing Capacity Policy in the event that the development does not proceed to registration and/or building permit issuance within 36 months."

- b. "THAT Site Plan Development Application DA.18.075 (Phase 2) be reserved servicing capacity from the York Sewage Servicing / Water Supply System for a total of 1,175 residential apartment units (2,597 persons equivalent). At the discretion of the City, this reservation shall automatically be revoked after a period of twelve (12) months in accordance with the City's Allocation of Servicing Capacity Policy."

Background

Receiver Site / Subject Lands

The Receiver Site, also referred to as the Subject Lands throughout this Report, is located on the south side of Highway 7, between Commerce Street and Interchange Way in the VMC, as shown on Attachment 1. The Receiver Site is proposed to be developed with a mixed-use development constructed in two phases, as shown on Attachments 2 to 18.

Donor Site

The Donor Site is located on the southeast corner of Interchange Way and Exchange Avenue as shown on Attachment 1. The Donor Site has been approved for a mixed-use development consisting of 1,148 residential units and retail at-grade (Site Development File DA.18.056). For more details regarding this proposal, refer to the Previous Reports/Authority Section below.

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

On October 11, 2019, a Notice of Public Hearing was circulated to all property Owners within 150 m of the Subject Lands and posted online as follows:

- a) the City's Online Calendar in October and November 2019
- b) On the City Page, which was posted on the City's website in October 2019

Three Notice Signs were installed along the periphery of the Receiver Site for Files OP.19.006; Z19.017 and Z.19.018 (Highway 7, Interchange Way and Commerce Street). Three Notice Signs were also installed along the frontages of the Donor Site for File Z.19.018 (Interchange Way, and at two locations along Exchange Avenue), in

accordance with the City's Notice Sign Procedures and Protocols. At the November 5, 2019, Public Hearing, no deputations or written submissions were received.

Official Plan and Zoning By-law Amendments have been submitted to permit the Development and a density transfer from the "Donor Site" to the "Receiver Site"

The proposed mixed-use development (the 'Development') is shown on Attachments 2 to 18, and consists of the following:

- a) Four towers with building heights of 59-storeys (Tower A), 46-storeys (Tower B), 55-storeys (Tower C) and 40-storeys (Tower D) located on podiums generally 4-5 storeys in height, with retail uses at-grade, along with additional 1-storey stand-alone commercial buildings and commercial flex space located in a large privately-owned publicly accessible open space;
- b) 2,470 residential units;
- c) Gross Floor Area ('GFA') of 181,014.60 m², including 172,842.6 m² of residential and 8,172 m² of commercial uses;
- d) 1,581 parking spaces provided in three levels of underground parking, of which 1,112 spaces are allocated for residential uses, 370 spaces for residential visitors and 99 spaces for commercial uses;
- e) 1,505 bicycle spaces (261 short-term and 1,244 long-term);
- f) 6,581 m² of amenity area (5,029 m² indoor and 1,552 m² outdoor);
- g) 15 m wide north-south publicly accessible pedestrian mews located along the mid-point of the site, and flanked with retail uses;
- h) New east-west local road with a 22-metre wide right-of-way (ROW) known as Street A; and
- i) Road widening to facilitate the ultimate 33-metre wide ROW of Interchange Way.

Density Transfer

The proposed density transfer from the "Donor Site" to the "Receiver Site" would result in the transfer of 55,741.82 m² of unused GFA from the Donor Site to the Receiver Site. A site-specific cap will be applied to the Donor Site having a maximum permitted GFA of 105,177.48 m² and maximum building heights which would not exceed the approved development as per the Vaughan Council approved Site Development File DA.18.056 and VMCS Policy 8.1.24.

The Owner has submitted the following applications (the 'Applications') for the Subject Lands (Receiver Site) and Donor Site, as shown on Attachment 1, to permit the Development and density transfer:

1. Official Plan Amendment File OP.19.006 to amend VOP 2010 and Volume 2 of VOP 2010, specifically the VMCSF to add a new Site-Specific Policy Area on Schedule 'K' to permit the following:
 - a. An increase to the maximum permitted building height from 30-storeys to a maximum building envelope not exceeding 59-storeys in height, in which each individual tower shall be limited to and not exceed the maximum geodetic height permissions prescribed in the Zoning By-law.
 - b. No minimum building heights for stand-alone commercial and accessory buildings and/or structures.
 - c. An increase to the maximum permitted density FSI from 5.0 times the area of the lot to an FSI of 7.8 times the area of the lot.
 - d. An increase to the maximum permitted tower floor plate size from 750 m² to 820 m².
2. Zoning By-law Amendment File Z.19.017 to amend Zoning By-law 1-88, as amended, in the manner shown on Attachment 2, together with the site-specific zoning exceptions as generally identified in Table 1 of this report.
3. Zoning By-law Amendment File Z.19.018 to transfer unused density from the Donor Site to the Receiver Site and to cap the maximum gross floor area permissions on the Donor Site.

Previous Reports/Authority

Previous reports relating to these applications can be found at the following links:

[Item 2, Committee of the Whole \(Public Hearing\) Report No. 35 \(November 19, 2019\)](#)

[Item 3, Committee of the Whole Report No. 34 \(May 1, 2019\) Site Development File DA.18.056](#)

Analysis and Options

The Development is consistent with the Provincial Policy Statement 2020, subject to the recommendations in this report

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure
- ensuring the sufficient provision of housing to meet changing needs and affordable housing
- ensuring opportunities for job creation

- ensuring that appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs
- protecting people, property and community resources by directing development away from natural or human-made hazards

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. The Development is consistent with the following policies of the PPS:

- Section 1.1.1. by contributing to healthy, liveable and safe communities
- Section 1.1.3.2 by focusing growth and development on settlement areas and promoting a density and mix of land uses that are transit supportive
- Section 1.1.3.6 by allowing new development within designated growth areas having a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public services facilities
- Section 1.4.1 and 1.4.2 by providing an appropriate range and mix of housing options and densities required to meet project requirements of current and future residents of the regional area
- Section 1.5.1 by promoting a healthy and active community by planning public streets and spaces to be safe and meets the needs of pedestrians and foster social interaction and facilitate active transportation and community connectivity
- Section 1.6.3 by using and optimizing on existing infrastructure and public service facilities
- Section 1.7.1 by supporting the long-term economic prosperity and providing necessary housing supply and range of housing options for a diverse workforce, enhancing the vitality of the downtown and encouraging a sense of place by promoting well-designed built form and cultural planning

The Development is located on a vacant site that is within a designated settlement area within the VMC, the City's emerging downtown, which would support the existing and planned commercial, office and cultural uses of the 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 promotes the efficient use of the lands, reduces land consumption and servicing costs. The design and built form of the proposal, including the provision of a pedestrian mews flanked by retail uses, will enhance the sense of place and vitality of the City's emerging downtown.

The Development utilizes municipal infrastructure that is existing, under construction, and/or planned. It would efficiently utilize resources at a density in a designated growth area that would support the surrounding transit investments within the VMC including the SmartVMC Bus Terminal, the VMC Subway Station, and the VivaNext Bus Rapid

Transit ('BRT') along Highway 7 (the 'higher order transit'). The Development would support modes of active transportation such as transit, cycling, and walking.

The Development is within a 10-minute walking distance to the Black Creek Renewal Corridor in the southeast quadrant, the proposed Central Park in the northwest quadrant and a 15-minute walk to Edgeley Pond and Park in the northeast quadrant. The Owner proposes to contribute an off-site community benefit to the southern extension of the Millway Avenue Linear Park within the southwest quadrant, which would add to the planned parkland network within the VMC. Therefore, the proposal is consistent with the policies of the PPS.

The Development conforms to the Provincial Growth Plan for the Greater Golden Horseshoe (2019)

"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. It is located near existing, under construction and/or 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 mixed-use development with a pedestrian-friendly environment located near higher order transit.

The Development contributes to a complete community by introducing a mix of unit types 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, the proposed Millway Avenue Linear Park, and the pedestrian mews. The Development represents a high-quality form that is focused on a neighborhood scale where vehicle-demand is reduced, promotes walkability and other modes of transportation which 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, More Homes More Choice Act, 2019*) within built-up areas. While a conformity exercise will be undertaken by York Region and the City, 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 would 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. Therefore, the proposal conforms to the policies of the Growth Plan.

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 by providing a mix and range of affordable housing, and smaller unit types and meeting density and intensification requirements
- Section 4.2.4 by providing 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 by providing designs that are urban, compact, pedestrian and 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 2,470 residential units ranging from bachelor suites to two-bedroom unit sizes, in a high-rise built form that would contribute to the range of housing choices in the City to meet the needs of residents and workers within York Region. While this Development does not propose a large number of family-sized units (3 bedroom+), or a wide variety of building types, the proponent owns a large proportion of the lands located within the VMC southwest quadrant, which provides increased opportunities for a mix of housing and unit types. The Owner has presented and committed to a housing strategy for the development proposal on the adjacent block to the south (PAC.20.024) that would provide a minimum of 50% family-sized units (2 bedrooms or more), with a wider range of built form typologies, including mid-rise and low-rise (townhouses) forms, on this and other neighbourhood blocks in the quadrant. The Owner has already received Council approval to build 22 urban townhouse blocks, a mid-rise building, and 2 high-rise buildings as part of the Block 2 (Mobilio) application (File DA.18.056).

The Development contributes to a mix of uses planned in the VMC and would deliver a density to support the existing employment and commercial uses that 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 provides an urban streetscape that complements 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 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. Therefore, the proposal conforms to the policies of the York Region Official Plan.

Amendments to Vaughan Official Plan 2010 and Volume 2 of Vaughan Official Plan 2010 (the VMCSPP) are required to permit the Development

The Receiver Site, or Subject Lands, is designated “Station Precinct” by the VMCSPP, which forms part of Volume 2 of VOP 2010. This designation permits a broad mix of uses, including residential dwellings, retail and service commercial. The Development includes residential and retail uses which conforms to the “Station Precinct” designation.

The VMCSPP permits a building height range of 5 to 30-storeys and an FSI range of 2.5 to 5.0 times the area of the lot on the Subject Lands. The Development proposes maximum building heights ranging from 40 to 59-storeys with a maximum density of 7.8

times the area of the lot. Therefore, an amendment to the VMCSPP is required. The following amendments to VOP 2010, specifically the VMCSPP, is required to add a new Site-Specific Policy Area on Schedule 'K' to permit the following:

- a. An increase to the maximum permitted building height from 30-storeys to a maximum building envelope not exceeding 59-storeys in height, in which each individual tower shall be limited to and not exceed the maximum geodetic height permissions prescribed in the Zoning By-law.
- b. No minimum building heights for stand-alone commercial and accessory buildings and/or structures.
- c. An increase to the maximum permitted density FSI from 5.0 times the area of the lot to an FSI of 7.8 times the area of the lot.
- d. An increase to the maximum permitted tower floor plate size from 750 m² to 820 m².

The VMC Program supports the proposed amendments to VOP 2010 and the VMCSPP

Section 1.5 of VOP 2010, The Vision for Transformation: Goals for the Official Plan, identifies the VMC as a provincially designated Urban Growth Centre (UGC), given the location along Highway 7 and the terminus of the Toronto-York Subway Extension. The VMC is Vaughan's downtown with the highest density node in the City and a focus for civic activities, business, shopping, entertainment, and living. Policy 2.1.3.2, Defining Vaughan's Transformation: Key Planning Objectives, addresses Vaughan's main land use planning challenges and the management of future growth by directing a minimum of 29,300 residential units through intensification within the built boundary, promoting public transit use by encouraging transit-supportive densities and an appropriate mix of uses along transit routes, and providing a diversity of housing opportunities.

Policy 2.2.5, Intensification Areas, identifies the VMC as the City's downtown that consists of the widest range of uses and buildings of various sizes, including the tallest buildings in Vaughan.

The proposed density and unit mix would provide housing opportunities would support public transit and housing diversity in the City.

The VMCSPP provides the following objectives for the VMC:

- 3.1 Establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and critical mass of people
- 3.5 Optimize existing and planned investments in rapid transit
- 3.6 Establish a hierarchical, fine-grain grid network of streets and pathways linked rationally to the larger road system

- 3.10 Ensure all development exhibits a high-quality of urbanity, materials and design

The Development satisfies these objectives of the VMCSPP.

The Subject Lands are designated “Station Precinct” which are envisioned to provide a broad mix of uses to support some of the highest densities within the VMC due to close proximity to the VMC subway station. The Development proposes 8,172 m² of commercial uses and 2,470 residential units which would further support the establishment of Vaughan’s emerging downtown. Although the applications exceed the VMCSPP density and height permissions, it contributes to meeting or exceeding the overall density target of 200 people and jobs per hectare by 2031 in the UGC of the VMC. Furthermore, the Subject Lands are highly accessible to higher-order transit and will optimize and encourage the use of existing transit infrastructure.

The Development would also have the effect of dedicating a new local public road and the ultimate widening of Interchange Way, road improvements to Commerce Street, and a cycling network around the Subject Lands. This would contribute to a finer grid of connectivity in the VMC while promoting multiple modes of transportation, including the use of public transit, as well as a safe environment to promote active transportation. The Development, as proposed would complement and support adjacent developments and provide access to nearby open spaces.

Highway 7 is envisioned to become an urbanized avenue that balances the movement of transit, vehicles, pedestrians, and cyclists, and to be a beautiful green street framed by commercial, residential and mixed-use buildings. The Development features a mixed-use proposal featuring four towers on podiums with retail buildings bordering the four edges of the site to provide an appropriate pedestrian-scaled environment along the public realm. Commercial uses are framed along Highway 7 and along the proposed publicly accessible pedestrian retail mews. The Development is complemented with an activated public realm that is beautiful and vibrant and would provide for social interaction. The layout, landscape design and architecture of the Development are of a high standard design and will promote a downtown that is inviting, distinct and lively. Policy 4.6.3 – Parking Policies of the VMCSPP state that transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development in the VMC and encourage non-automobile travel. Section 3.8.1 of By-law 1-88 includes specific parking requirements that reflect the VMC as a high-density and transit-oriented area. The Owner proposes a parking ratio to capitalize on the existing infrastructure that has the capacity to accommodate the Development.

Policy 8.1.2 – General Land Use and Density Policies of the VMCSPP states that the VMC is intended to accommodate a minimum of 1,500 new retail and service jobs by 2031 as street-related uses on the ground floors of mixed-use buildings. Policies 8.1.3 and 8.1.4 state that the VMC is intended to accommodate a minimum of 12,000 residential units to contribute to the projected population growth to 2031. The policies also encourage a diverse housing mix, including a significant number of households with children.

The Development accommodates for the planned residential population growth in the VMC with 2,470 new residential units of varying sizes (bachelor, 1 and 2-bedroom units). The proposed retail uses, the animated public realm areas including the pedestrian mews and POPS within the Development, together with the adjacency to nearby community facilities (e.g. VMC Mobility Hub Centre of Community, Central Park, Millway Avenue Linear Park, Edgeley Pond and Park, and Black Creek Renewal) would support the needs of varying households, including those with children.

Section 8.7 – Built Form, of the VMCSPP includes policies for building setbacks, ground floors, building height, massing, and building exteriors. Specifically, Policies 8.7.1 to 8.7.25, relate to building design that promotes pedestrian comfort through façade treatments, lobby frontages, podium and tower designs and building materiality. The Owner and the City have worked through numerous design workshops to ensure the building elevations of the Development would be well-articulated with a comfortable pedestrian realm along all frontages of the Subject Lands. This entails a well-articulated podium expression and tower massing, and the specific placement of the building entrances and lobbies at the ground level along public ROWs with high-quality streetscape treatments.

Policy 8.7.2 requires that the location, massing and design of buildings contribute to human-scaled street walls, attractive streetscapes, a varied skyline, and an active pedestrian public realm. While a maximum building height of 30-storeys is permitted within the “Station Precinct” designation on this site, City Staff are amenable to increasing the maximum building heights ranging from 40-59 storeys, due to its strategic nodal location along Highway 7 and its proximity to higher order transit. City Staff worked with the Owner to achieve a built form scale with a successful building height and streetscape relationship, while meeting the intent of Policy 8.7.2 to provide massing and design that is comfortable for pedestrians with beautiful streetscapes that will promote pedestrian activities and a varied, interesting skyline.

Policy 8.7.18 – Massing policies further require tower elements of high-rise residential buildings to be slender and spaced apart from one another to minimize shadow impacts

and the loss of sky views, maintain privacy and contribute to an interesting skyline. The maximum residential tower floor plate permitted shall be approximately 750 m², whereas the Owner proposes a maximum tower floor plate size of 820 m². The increase would have limited impact on the streetscape and skyline as the towers are separated by at least 25 metres, allowing sufficient site porosity to minimize shadow impacts and pedestrian level wind impacts. Building setbacks, material treatments, architectural features, and public realm design have been utilized to encourage a comfortable streetscape, varied streetwall, and a pedestrian-first experience.

The Development represents good planning. The Owner will provide community benefits in exchange for increased building height and density, pursuant to Section 37 of the Planning Act

To facilitate the Development, the Owner proposes to amend the VMCSPP to increase the permitted maximum building height from 30-storeys to a maximum building envelope not exceeding 59-storeys in height, in which each individual tower shall be limited to and not exceed the maximum geodetic height permissions prescribed in the Zoning By-law and to increase the maximum permitted density FSI from 5.0 times the area of the lot to an FSI of 7.8 times the area of the lot. Pursuant to Section 37 of the *Planning Act*, the policies of the VMCSPP and VOP 2010, and the “City of Vaughan Guidelines for the Implementation of Section 37 of the Planning Act”, Vaughan Council may authorize an increase in building height and/or density in return for the provision of community benefits. The Owner has agreed to provide community benefits in exchange for increased building heights and density.

Sections 10.1.2.9 of VOP 2010 and 8.1.23 of the VMCSPP include policies to permit bonusing for increased building height and density in return for the provision of community benefits in the form of facilities, services or other matters provided that the following criteria are met:

a. Good Planning

The Development must represent good planning, be consistent with the other objectives of VOP 2010 and the VMCSPP and ensure consistency with applicable built form and neighbourhood compatibility objectives.

The Development capitalizes on the VMC’s locational advantage, being the convergence of the regional bus network (the SmartVMC Bus Terminal and the VivaNext BRT) with the Spadina Subway extension into the VMC. The proximity of the Subject Lands to higher-order transit and community facilities is vital in the creation of a high-quality downtown where transit supportive residential and

employment densities are developed as vibrant places of activity and major regional destinations.

The Development is consistent with the PPS and conforms to the Growth Plan and the YROP. The increase in the maximum building height and density reflected in Development is proposed through Section 37 of the *Planning Act*. Several iterations of design development were required to ensure that the form of development proposed met the policies of the VMC Secondary Plan, to be supported as good planning.

In Section 3 of the City's Guidelines for the Implementation of Section 37 of the *Planning Act*, "good planning" includes addressing all other policies contained in the Official Plan, including urban design policies and objectives, the relationship of the Development to its context, the adjacent streets, the creation of a good public realm, improvements to the public realm adjacent to the site, including off-site improvements and adequate infrastructure. Following a series of collaborative design workshops with the Owner to ensure that the above objectives were met, the Development as shown on Attachments 2 to 18, staff have determined it represents good planning. The Development is aligned with the following objectives contained in the VMCSPP:

- i. A downtown: "to establish a distinct downtown for Vaughan by 2031 containing a mix of uses, civic attractions and a critical mass of people."
 - A critical objective of the VMCSPP is to concentrate Development in the new downtown. The Development would contribute to achieving the required critical mass that would develop a strong identity, sense of place, and a population to support the investments in the transit infrastructure and the land uses that would contribute to the diversity of land uses required to create a successful downtown.
- ii. High transit usage: "optimize existing and planned investments in rapid transit."
 - The density and proximity of the Development to higher-order transit makes the creation of a high-density downtown possible. The short walking distances to the higher-order transit through the planned network of streets and open spaces would contribute to prioritizing transit and walking as the preferred modes of daily travel in the VMC.

- iii. Design excellence: “ensure all Development exhibits a high quality of urbanity, materials and design.”
- The Development incorporates an architectural form that frames and addresses the streets. Connectivity has been integrated into the design of the development block with an enhanced pedestrian mews and a large POPS. Even though refinements will be required along the public realm edges, specifically where the built form interfaces the residential amenity areas and courtyard components, the VMC Program is satisfied with the overall built form.

The Development is considered good planning in consideration of the overall existing and planned area context. Therefore, the proposed increase in the maximum building height and density in return for the provision of community benefits is appropriate.

b. Community Benefits

The community benefits must bear a reasonable planning relationship to the increase in building height and density of the Development. In accordance with Section 37 of the *Planning Act*, Vaughan Council may authorize an increase in building height and/or density of Development otherwise permitted in Schedule I of the VMCSPP, in return for the provision of community benefits in the VMC. VOP 2010 identifies community benefits that may qualify, including:

- Public art contributions
- Cultural facilities, such as a performing arts centre, amphitheatre or museum
- Special park facilities and improvements identified by the City as desirable for the area, but which are beyond the City's standard levels of service or facilities
- Other community facilities identified by the City as desirable for the VMC, but which are not accommodated in the City's standard levels of service

In accordance with the City's “Guidelines for the Implementation of Section 37 of the *Planning Act*”, the City and the Owner have agreed to the increase in building height and density in return for a community benefit, pursuant to Section 37 of the *Planning Act*. The contribution is equivalent to \$377,000.00 related to enhancements to the Millway Avenue Linear Park between Interchange Way and Exchange Avenue and \$716,781.00 towards a reserve for a future cultural / community hub located south of the Subject Lands. This contribution is supported by the objectives of the VMCSPP and would directly benefit and service the parkland and social infrastructure needs of the population and workers in this quadrant of the VMC, and is in keeping with the vision of

attracting people from across the City and Region by establishing a unique identity and civic role for the VMC.

c. Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of the VMC through the provisions of adequate infrastructure that support the increase in building height and density. The infrastructure improvements through the nearby higher-order transit facilities that are currently built or under construction, are all infrastructure improvements that support the Development. The Owner's Section 37 contribution to the Millway Avenue Linear Park and future cultural / community hub would benefit the future residents of the Development and the visitors to the VMC. The City's goal is to achieve a complete community within a true mixed-use downtown. Should the Applications be approved, the Owner and the City shall execute a Section 37 Density Agreement to permit an increase in the maximum permitted building height and density, prior to the enactment of the implementing site-specific Official Plan Amendment and Zoning By-law Amendment. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance with the Tariff of Fees By-law for Planning Applications. A condition to this effect is included in the Recommendations of this report.

Amendments to By-law 1-88 are required to permit the Development

The Subject Lands are zoned "C9 Corporate Centre Zone", subject to Exception 9(957) by By-law 1-88, as amended. The majority of the Lands, with the exception of the southeast corner of the site, are also identified as a "Landmark Location" on Schedule "A2" of By-law 1-88, which has no prescribed maximum building height permissions.

The maximum building height permission on the southeast corner of the site is 25 m. The Development proposes a building height of 40-storeys (140 m) on the southeast corner of the site, and therefore requires an amendment to By-law 1-88 to facilitate the Development. The Zoning By-law Amendment would also have the effect of deleting the "Landmark Location" overlay from the Receiver Site / Subject Lands to be replaced with maximum building heights specific to each tower. The Zoning By-law Amendment is further required to include the following site-specific zoning exceptions to permit the Development:

Table 1:

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements, subject to Exception 9(957)	Proposed Exceptions to the C9 Corporate Centre Zone Requirements, subject to Exception 9(957)
a.	Minimum Parking Space Size	2.7 m by 6 m	2.6 m by 5.7 m
b.	Minimum Barrier-Free Parking Space Size	Type A: 3.4 m by 6 m Type B: 2.4 m by 6 m	Type A: 3.4 m by 5.7 m Type B: 2.4 m by 5.7 m
c.	Parking Requirements	<p><u>Commercial Minimum Parking Standards</u></p> <p>2.0 spaces per 100 m² of GFA</p> <p><u>Day Nursery Minimum Parking Standards</u></p> <p>Employee spaces: 0.75 spaces per employee</p> <p>Pick-up & Drop-off/Visitor spaces: 3 spaces + 1.0 space / classroom</p> <p><u>Place of Assembly Uses Minimum Parking Standards</u></p> <p>Ranges between 1.0 – 5.0 per 100 m² of gross GFA</p> <p><u>Residential Minimum Parking Standards (Apartment Dwelling)</u></p>	<p><u>Non-Residential Minimum Parking Standards</u></p> <p>Minimum parking for non-residential uses shall be based on 1.2 spaces per 100 m² of GFA @ 8,172m² = 99 spaces</p> <p><u>Residential Uses</u></p> <p>Minimum parking for the apartment residential use shall be 0.45 parking spaces per residential unit</p>

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements, subject to Exception 9(957)	Proposed Exceptions to the C9 Corporate Centre Zone Requirements, subject to Exception 9(957)
		<p>Bachelor/One-bedroom: 0.7 space per unit @ 1,937 units = 1,356 spaces</p> <p style="text-align: center;">+</p> <p>Two-bedroom: 0.9 space per unit @ 524 units = 472 spaces</p> <p style="text-align: center;">+</p> <p>Visitor: 0.15 space per unit @ 2,470 units = 371 spaces</p> <p>Total Required Parking = 2,199 spaces</p>	<p>@ 2,470 units = 1,112 spaces</p> <p style="text-align: center;">+</p> <p>Minimum parking for residential visitor shall be based on 0.15 parking spaces per residential unit @ 2,470 units = (370.5) Rounded down to 370 spaces</p> <p>*for the purposes of calculating residential visitor spaces, notwithstanding Provision 3.8.1 b), a full parking space will not be required where an application of parking standards results in part of a parking space. The number of required parking spaces will be rounded down.</p> <p>Total Proposed Residential + Visitor Parking = 1,482 spaces</p> <p>Total Proposed Residential + Visitor + Non-residential = 1,581 spaces</p>
d.	Maximum Building Heights	<p>Per Schedule 'A2':</p> <p>Landmark Location – unrestricted Heights</p>	<p>Tower A – 190.05 m</p> <p>Tower B – 154.25 m</p> <p>Tower C – 179.55 m</p>

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements, subject to Exception 9(957)	Proposed Exceptions to the C9 Corporate Centre Zone Requirements, subject to Exception 9(957)
		25 m (southeast corner)	Tower D – 135.80 m
e.	Minimum Landscape Strip Widths	4.5 m abutting Commerce Street, per Exception 9(957) di) & dii) 6 m abutting all other Street Lines	Commerce Street – 2.0 m Highway 7 – 0 m Interchange Way – 2.0 m New East-West Street (Street A) – 2.0 m
f.	Minimum Front Yard Setback (Highway 7)	3.0 m, per Schedule 'A2', Note 8	0.0 m
g.	Minimum Exterior Side Yard Setback (Interchange Way and Commerce Street)	Per Schedule 'A2': Non-residential uses: 0.0 m Residential uses: 3.0 m	Residential uses: 2.0 m
h.	Permitted Uses	All uses permitted in the C9 Corporate Centre Zone with the exception of a Supermarket, per Exception 9(957) hi)	In addition to the uses permitted C9 Zone, the following additional uses will be permitted: <ul style="list-style-type: none"> • Day Nursery • Convenience Retail Store • Arcade • Brew pub • Micro-manufacturing • Supermarket

In addition to zoning exceptions in Table 1, to reflect the collaborative efforts between the Owner and City Staff in ensuring a successful urban project for the Subject Lands, the Owner has agreed to add site-specific zoning provisions to include the following:

- Maximum GFA of the overall project shall not exceed 181,014.60 m²
- Maximum number of residential units shall not exceed 2,470
- Minimum ground floor height of non-residential uses shall be 4.5 m
- Minimum ground floor height of residential and residential-related uses shall be 3.0 m
- Minimum amenity area (indoor and outdoor combined) shall be 6,500 m²

The VMC Program can support the zoning exceptions in Table 1 along with these additional site-specific provisions noted above on the following basis:

a) Site-Specific Development Standards

The proposed zoning standards identified in Table 1 would permit a development that creates a compact built form and pedestrian realm relationship that is supported in an intensification area with access to higher-order transit. The site-specific development standards (lot areas, setbacks, landscape strip widths, maximum GFA and ground floor) are consistent with the approved development standards related to other high density developments located in the VMC and would enable a compact and urban built form that is supported by the VMC Program.

b) Parking

The VMCSPP states that transit-supportive parking standards for residential and non-residential uses shall be adopted by the City to facilitate development in the VMC and encourage non-automobile travel. Section 3.8.1 of By-law 1-88 includes specific parking requirements that reflect the VMC as a high-density and transit-oriented area. The Owner proposes a parking ratio to capitalize on the existing infrastructure that has the capacity to accommodate the Development which is also consistent with and similar to other recently parking ratios approved in the VMC. Furthermore, the Owner has provided a parking strategy which allows for additional off-site temporary parking spaces within the quadrant and has the ability to adapt to parking transitional needs as the downtown matures and develops over time.

c) Additional Uses

The introduction of the additional uses is consistent with the policies and the permitted uses in the VMCSPP. In addition, they are considered compatible with the planned surrounding uses and provide market flexibility for the Development.

Amendments to By-law 1-88, as amended are required to permit density transfer from the Donor Site to the Receiver Site

File Z.19.018 has been submitted to facilitate a density transfer from the Donor Site to the Receiver Site, as required by the VMCSPP. Policy 8.1.24 of the VMCSPP permits unused height and / or density of one site to be transferred to another site, subject to a number of conditions, including, but not limited to both sites being located within the same quadrant.

The Donor Site is zoned “RM2 Multiple Residential Zone” subject to Exception 9(1475) to By-law 1- 88, as amended. The Donor Site has a total site area of 53,639 m², with a maximum density permission of 3.0 times the lot area. Accordingly, the Donor Site has a maximum buildable gross floor area (GFA) of 160,919.36 m². The site plan approved by Council for the Donor Site has a total GFA of 104,100.6 m², resulting in a residual unused GFA of 56,818.7 m².

The VMCSPP stipulates a maximum building height of 10-storeys on the Donor Site, with permissions of up to 15-storeys on properties fronting on arterial, major or minor collector streets, per policy 8.7.11. The development on the Donor Site approved by Council consists of 3 residential apartment buildings ranging from 13 to 18-storeys, with the 15 and 18-storey buildings fronting onto Interchange Way, a major collector street, along with 22 blocks of 4-storey townhouse units on the remainder of the Donor Site. The 18-storey building, which exceeded the maximum building height permissions of the VMCSPP, was approved by Council (Files OP.18.014 and Z.18.021) which required the Owner to provide Section 37 community benefit contributions in return for the increase in building height.

File Z.19.018 would have the effect of transferring 55,741.82 m² of unused GFA from the Donor Site to the Receiver Site and applying site-specific caps to the Donor Site with a maximum permitted GFA of 105,177.48 m² and maximum building heights which will not exceed the approved development as per File DA.18.056.

Staff recommends approval of this density transfer as it would contribute to achieving the objective of meeting and / or exceeding a density of 200-400 people and jobs per hectare in the City’s emerging downtown.

The Planning Act permits Vaughan Council to pass a resolution to permit a landowner to apply for future Minor Variance application(s), if required, within two years of a Zoning By-law coming into full force and effect.

Section 45(1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application(s) to the Vaughan Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) within two years of the passing of a by-law amendment. Should Council approve Zoning By-law Amendment File Z.19.017, the VMC Program, in recognition of the complexity of this Development, has included a recommendation to permit the Owner to apply for a

Minor Variance application(s), if required, prior to the two-year moratorium to address minor zoning deficiencies that may arise through the finalization and construction of the Development.

The VMC Program supports the Development

Site Design

The Development shown on the proposed site plan features 4 towers (40, 46, 55 and 59 storeys) located on podiums generally 4-5 storeys in height wrapping all 4 corners of the site, with commercial uses and amenity space activating the base buildings. The 2 northerly towers located along Highway 7 will be connected by a pedestrian bridge on the 4th floor to connect the outdoor rooftop amenity spaces provided in both buildings. Ground floor residential uses are proposed within the 2 southerly towers, wrapping around Interchange Way, Commerce Street and the new east-west local street and will have direct pedestrian access off these public streets.

A pedestrian mews is proposed to be located centrally to the site which is activated by several stand-alone 1-storey retail pavilions. The pedestrian mews are complemented by pedestrianized drop-off courtyard areas with feature landscape elements and Street A is designed as a flexible street to enhance the pedestrian and retail experience within the site, as shown on Attachment 2.

Phasing

The Development would be constructed in 2 phases as shown on Attachments 4 and 4A. Phase 1 would begin with the westerly portion of the site, consisting of Buildings A and B and the ground floor retail on the podium of Building A. During this phase, the area of the 2 stand-alone retail pavilions, on the westerly half of the site, would be used as temporary children's playspace and / or amenity areas appropriately designed to the satisfaction of Staff. Phase 1 would consist of 1,295 residential units.

Phase 2 would realize the vision for the balance of the Subject Lands, resulting in a conversion of the temporary children's playspace and/or amenity areas to the ultimate stand-alone retail buildings, including the retail pavilion on the east side of the site, the pedestrian mews, as well as Buildings C and D. Phase 2 would consist of 1,175 residential units.

Attachment 4 also provides a context of the interim landscape conditions when Phase 1 is constructed. Staff will continue to work with the Owner to finalize the details of both the interim and ultimate conditions of the landscape plans to ensure that the Subject Lands are maintained with an attractive and inviting environment during all phases of development.

Underground phasing will be further explored through detailed design of this proposal. Staff will ensure that access, parking needs, and safety measures are addressed prior to the final approval of the plans.

Site Access

The Development includes a new local 22 m east-west street (Street A), which is south of the Subject Lands, a road widening facilitating the ultimate 33 metre ROW of Interchange Way, Commerce Street improvements and a pedestrian mews, as shown on Attachment 2.

Vehicle access to the pick-up/drop-off courtyards, underground parking garage and loading areas are proposed via driveway connections as follows:

Phase 1 (Buildings A & B):

- A full moves driveway connecting to the new east-west local road approximately 55m east of the Commerce Street/Street A intersection, connecting to the pick-up/drop-off area for Buildings A and B and a parking garage ramp.

Phase 2 (Buildings C & D):

- A full moves driveway connecting to the Street A approximately 60m west of Interchange Way (north-south link) intersection, connecting to the pick-up/drop-off area for Buildings C and D.
- A right-in/right out only ramp connecting to Interchange Way approximately 70m south of Highway 7/Interchange Way (north-south link) intersection, providing direct access to the parking garage.

The Development provides a total of 1,581 vehicle parking spaces in a 3-level underground parking garage, including 1,112 parking spaces for use by residents, 469 parking spaces for use by non-residents (i.e. a commercial parking garage serving residential and non-residential visitors), including 4 car share spaces. The garage is interconnected below grade on all levels. The plans illustrate a total of six (6) enclosed loading areas which will provide access to residential and non-residential uses and accommodate refuse/recycling collection, moving and deliveries.

Access for pedestrians and cyclists is provided via walkways and direct lobby connections to the public sidewalks, as well as a central pedestrian mews traversing the site north-south between Highway 7 and Street A, connected to a future pedestrian mews further south.

A future pedestrian tunnel connection is also proposed through Street A to be connected to the future development block south of Street A in the 1st underground parking level. The future development block to the south is also owned by this proponent. The approval of this underground pedestrian tunnel connection will need to be further reviewed through additional detailed drawings and analysis to ensure that municipal services (water, road) under Street A and City's operations and maintenance requirements will not be adversely impacted. If this tunnel is deemed to be feasible, the Owner will be required to enter into an exclusive easement agreement with the City to allow for the encroachment of the pedestrian tunnel through a City-owned road. As per the Recommendations of this report, this agreement will need to be entered into prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report as shown on Attachment 20.

Landscape

The Development is centered on a pedestrian mews to support a fine-grain street network in the VMC, as shown on Attachment 3, and provide connectivity to the surrounding future developments in the southwest quadrant. In particular, Schedule C – Street Network of the VMC Secondary Plan envisions that this pedestrian mews extends from north of Highway 7, continuing along the entire stretch of the southwest quadrant ending at Exchange Avenue to the south. The proposed mews and surrounding POPS, which includes an urban grove and sunken lawn, offers a generous pedestrian zone which will anchor retail pavilions, and enhanced feature landscape elements, and street furnishings to provide amenities and gathering space at the heart of the Development. Together, these linkages provide access throughout the site, and direct residents to the feature play areas and future developments to the south.

Special paving pattern designs will be installed to enhance wayfinding throughout the site and to ensure a pleasant and pedestrian friendly environment within and along the perimeters of the Subject Lands. High-quality landscape is proposed throughout the mews and along the perimeters of the site. In particular, the Highway 7 boulevard will be lined with a double row of trees to enhance its role as a special avenue that is vibrant and beautiful and improve the scale of the corridor. Interchange Way, Commerce Street and Street 'A' will have urban boulevards reflecting the pedestrian oriented vision for the downtown.

In addition, a dog relief area is proposed on the 5th floor of Tower C. Staff recommend the implementation of an irrigation strategy to maintain this area. The final landscape plans, photometric analysis drawings and wayfinding/signage design must be approved by VMC Program. A condition to this effect is included in the Recommendations of this report as shown on Attachment 20.

Building Elevations

The residential apartment building elevations are comprised of materials such as masonry, metal, glass, stucco, architectural stone and precast panels, which are proposed to be distinguished and articulated through high-quality designs, as shown on Attachments 5 through 11. The 4 buildings contain podiums with generally 4-5 storeys in height with residential units, commercial uses at-grade and common amenity areas. 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. Commercial uses are proposed at-grade along Highway 7, further activating the Highway 7 streetscape.

Towers A and C are proposed to be connected by an internal pedestrian bridge on the 4th floor. The bridge provides an interesting street element and gateway 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 mid-block connection through the site. The bridge also acts as an entry feature connecting into the pedestrian mews and inviting visitors into the larger site. The Owner has also incorporated bird-friendly design window treatments on all 4 buildings.

Along the pedestrian mews are 3 stand-alone 1-storey pavilions. With the exception of the temporary commercial market space which would act as a “pop-up” commercial unit in a form of steel shipping containers, the retail/food-service related pavilions frame the retail courtyard with proposed green roofs. The 3 pavilions are made of different materials including cladding and architectural finishes, various types of metal, glazing, concrete and cement. Each pavilion has its own unique design and finishes which further accentuate the retail courtyard for an interesting retail experience along the pedestrian mews.

Urban Design and Planning Staff of the VMC Program have reviewed the Development as shown on Attachments 5 to 11 and are continuing to work with the Owner to refine the building elevations to demonstrate the appropriate treatment and articulation of the built-form, as well as reviewing additional details related to the temporary commercial market structure. The final interim and ultimate site plans, building elevations, interim and ultimate landscape plans, landscape cost estimate, wind tunnel model, 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 as shown on Attachment 20.

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 the removal of 2 existing trees on the Subject Lands and 14 trees on the City's ROW to facilitate the Development. Existing trees that are located west of Commerce Street within the boulevard may potentially be affected by construction. Should any trees be removed, tree compensation/cash-in-lieu will be required. 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.

Existing trees on the west side of Commerce Street are also proposed to be removed in order to construct an interim streetscape condition to implement new tree standards. A condition to this effect is also included in the Recommendations of this report as shown on Attachment 20.

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 \$12,000.00 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 September 27, 2018, and March 28, 2019, considered the Development.

At the September 27, 2018 meeting, the Panel commended the vision and ambition of the project and advised that an integrated approach must be considered to ensure the full context of future developments in the surrounding area. The Panel commented that while there is a strong notion of variance in the architecture within the site, there is a need to look at the larger scale to ensure that repetition in context is avoided by varying the expression of the towers as the design further evolves. The Panel raised that the podium heights were too tall which did not contribute to a pedestrian-scaled character.

There were also concerns regarding the symmetrical scheme of the proposal and Panel recommended that the symmetry of the plan be broken down to create a finer grain quality to improve the functionality of the site. The Panel advised that the success and vision of creating a true destination would depend on the character of the retail strategy, as well as programming of the central mews to ensure that the design compliments the proposed retail uses. The Panel encouraged that the quality of the courtyards be refined to ensure that a different character is created from the central mews to capitalize on opportunities to programme them as gathering spacing for people with strong frontages rather than just as a drop-off and vehicular circulation area.

At the March 28, 2019 meeting, the Panel reiterated that the project should consider breaking up the symmetry of the site to increase interest and diversity. The Panel recommended that such a large-scale development should be served by a substantial amenity for both residents and visitors alike. The Panel further suggested that at least a portion of the mews retail functions be opened towards the residential drop-off courtyards to encourage social interaction and promote the use of public spaces, such as the public sitting areas. The public sitting areas at the drop-off should be programmed and designed to balance the functional and operational drawbacks of the vehicular traffic of the drop-off courtyards.

The Panel advised that the podium architecture be revisited to promote more pedestrian activities along Highway 7 and should be designed as an anchor to transition into a finer grain environment as it moves towards the mid-point of the site. The Panel also recommended connecting the east and west rooftop amenity area with an animated

bridge that spans across the mews to further create an inviting setting that attracts activity into the site and the mews.

The Owner has responded to the Panel's comments by proposing four high-rise towers with varied heights of 40, 46, 55 and 59-storey buildings which would contribute to an interesting skyline.

The pedestrian mews is complemented by retail pavilions designed with individual architectural expressions to create an interesting experience for pedestrians along corridor, yet unified by a cohesive landscape and public realm creating a continuous pedestrian experience from Highway 7 south to future developments, including the future cultural/community hub, public park and public school. The architectural expressions of all four towers are more distinct, with fine-grained materiality and detailing. The symmetry of the site has been improved by intruding more variance with the retail and landscape elements, and by providing a variety of different ground floor programming.

Podium heights have been reduced which are more in keeping with the intended human scale of the neighbourhood's residential character. The Development now includes a bridge connecting the two buildings along Highway 7 on the fourth floor and linking the rooftop amenity areas of both buildings spanning across the entrance of the mews.

The drop-off courtyards are complemented with seating areas, pergolas and planting to provide opportunities for gathering to add vibrancy to these more service-oriented spaces that would normally be dominated by vehicles.

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.

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

The VMC Program has reviewed the Applications and have no objection to the Development in-principle. Final engineering plans and reports including the grading, servicing, erosion sediment control plans, Functional Servicing Report, Stormwater Management Report, Geotechnical and Hydrogeological Investigation Report, Noise Impact Study, Traffic Impact Study and Transportation Demand Management Plan must be approved to the satisfaction of the VMC Program, 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 as shown on Attachment 20. The following comments are provided below:

Water Supply

The Subject Lands are located within the City of Vaughan Pressure District 6 (PD6). There is a municipal watermain (300mm diameter) adjacent to the site on Interchange Way. The Owner proposes to construct a new municipal watermain (400mm diameter) on Commerce Street and a new municipal watermain (300mm diameter) on proposed Street A. To service the Development, the Owner proposes to connect Tower A to the proposed watermain on Commerce Street, Towers B and D to the proposed watermain on Street A, and Tower C to the existing watermain on Interchange Way. There are sufficient sources of potable water to support the development.

Sanitary Sewer

The Functional Servicing and Stormwater Management Report ('FSR'), prepared by Stantec Consulting Ltd., dated January 2020 submitted in support of the Development recommends the following upgraded infrastructure as part of this development:

- Upgraded sanitary sewer on Commerce Street from 250mm diameter to newly constructed 300mm diameter. Tower A is to be serviced directly to this proposed sanitary sewer

- Newly constructed sanitary sewer on Street A ranging from 300mm diameter to 450mm diameter. Towers B and D are to be serviced directly to this proposed sanitary sewer

The above proposed municipal sanitary sewers connect to the upgraded Interchange Way Sanitary Sewer (900mm diameter) which is being built by others. Tower C is to be serviced directly to the 900mm diameter sanitary sewer on Interchange Way.

The Owner is required to enter into a Development Agreement with the City for the design and construction of the proposed municipal sanitary sewers to the satisfaction of the City. The Owner shall design the sewer to be able to accommodate the flows from the entire lands and any associated external flows. A condition to this effect is in the Recommendations of this report.

Storm Sewer

The FSR demonstrates that the post-development flows will be controlled to the existing flows by proposing underground tanks and orifice controls. In addition, there are proposed municipal storm sewers for Street A to Commerce Street ranging from 300mm-675mm diameter connecting to an existing storm sewer system through a municipal easement. Ultimately, minor and major flows from the site are conveyed to an existing storm water management (SWM) facility (Interchange Pond) located within the south-west quadrant of the VMC. This existing SWM pond is proposed to be retrofitted in the future to accommodate development within the VMC, which would provide water quality, quantity and erosion control for 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 City has completed a Municipal Servicing Master Plan (MESP) which identifies the preferred strategy for water, wastewater and stormwater servicing for the planned growth in the VMC Secondary Plan Area. A future MESP update 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.

Road Network

The Subject Lands are bound by Highway 7, Interchange Way and Commerce Street. The VMCSPP identifies the requirement for a new east-west local street to the south of the Subject Lands. The proposed east-west local street (Street A) shall be designed to a

standard 22 m right-of-way and may be constructed to an interim condition (south boulevard) until such time as the future development to the south redevelops. The Owner has expressed interest to the City in a potential reconstruction of an underground pedestrian tunnel crossing beneath the local road, which proposes to connect the underground parking garage to a future parking garage to the south, which is subject to further review between the Owner and the City. A condition to this effect is included in the Recommendations of this report.

A widening on Interchange Way to accommodate a minimum 33 m right-of-way is required to support future development growth in the VMC. The Owner will be required to design and construct road improvements and the ultimate streetscape along the west side of Interchange Way from Highway 7 to the proposed Street A at a standard urban level of services. Roadworks and streetscape improvements are required to the west side of Commerce Street. The Owner will be required to design and construct road improvements and the ultimate streetscape on the east side of Commerce Street from Highway 7 to the proposed Street A at a standard urban level of service. The Owner will also design and construct the west side (boulevard) of Commerce Street to an interim condition with ultimate elements from the sidewalk to the road curb including trees/planters, streetlights, utilities, cycle track, curb with ledge for future bridge slab and full road curb. During an interim condition from the trees/planters to the west property line, the sidewalk will be temporary asphalt and sodded between trees with unit pavers reserved for the ultimate condition. Development Charge reimbursement for the ultimate roadworks and streetscape improvements are applicable.

Active Transportation

Pedestrian and cycling infrastructure improvements including traffic calming measures and urbanization of pedestrian facilities are proposed. Two (2) m wide sidewalks are proposed on both sides of all surrounding roads. The mid-block pedestrian mews is designed with high quality unit-pavers, and the Development includes the introduction of dedicated uni-directional cycling facilities along the road network, including existing facilities on Highway 7. A total of 1,505 bicycle parking spaces are proposed on-site, including 1,244 long-term spaces in the form of secure lockers and 261 short-term at-grade access spaces in the form of bicycle rings.

Parking

The Owner has submitted a Transportation Impact Study, which has been reviewed to the satisfaction of the VMC Program. The Owner is proposing three levels of underground parking consisting of 1,581 parking spaces of which 1,112 spaces are allocated for residential uses, 370 for residential visitors and 99 for commercial uses.

These parking spaces are proposed at reduced rates at 0.45 spaces/unit for residential, 0.15 spaces/ unit for residential visitors and 1.20 spaces for commercial uses.

In order to further supplement additional parking spaces to serve the proposed commercial uses on the Subject Lands, the Owner is proposing 90 parking spaces shall be provided off-site in adjacent blocks to the south of the Subject Lands, on a temporary basis, to accommodate residual parking demand, if needed in the near term. The resultant non-residential parking supply is therefore a blended parking ratio of 2.3 spaces per 100 m² GFA in the near term. This strategy allows for the off-site temporary parking spaces to be allocated on different sites as development proceeds and the active transportation network in the VMC evolves over time. The off-site temporary parking spaces may be removed subject to a monitoring study after occupancy, if it can be demonstrated that the 90 parking spaces are not required to serve the site. A condition to this effect has been recommended to be included in the Site Plan Agreement.

Residential visitor and non-resident parking spaces are proposed to be shared as permitted by City By-law 1-88 for mixed-use developments in the VMC. Vehicular parking, including pick-up/drop-off activity, is proposed to be accommodated on-site. Future on-street parking may be considered for the local east-west street which has been designed to accommodate on-street parking on both sides of the road.

The proposal will be constructed in several phases. The Owner is required to submit a Construction Management Plan to reflect the proposed development phasing. A condition to this effect has been added to the Recommendations of this report.

Noise Impact Study

The Owner has submitted a Noise Impact Study, prepared by HGC Engineering dated October 21, 2019, which has been reviewed by Staff. The analysis considered the traffic on Commerce Street, Interchange Way, Highway 7, Jane Street, Highway 400, Highway 407, CN Railway yard, and the surrounding uses.

The Owner shall incorporate the recommended noise attenuation measures from the approved noise report into the design and construction of the proposed buildings within the site including, but not limited to, upgraded façade windows.

Prior to final Site Plan approval, the Owner shall submit a final Environmental Noise and Vibration Impact Study for review and approval by the City. The Owner shall agree in the implementing Site Plan Agreement to implement all recommendations of this study

to the satisfaction of the City. A condition to this effect is included in the Recommendations of this report.

Environmental Site Assessment

The Owner submitted a Phase One Environmental Site Assessment (ESA) report which was reviewed by the Development Engineering Department. No areas of potential environmental concern were identified.

Geotechnical and Hydrogeological Investigation 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. The final Report must be approved to the satisfaction of the City. A condition to this effect is included in the Recommendation of this report.

Area Specific Development Charges (ASDC)

The Development is subject to the applicable development charges which include the ASDC, for the infrastructure improvements work resulting from this Development. The City is working with the northwest and southwest VMC quadrant landowners to coordinate servicing and road improvement works with the objective of establishing a coordinated servicing strategy and cost-sharing agreement. Financial commitments shall be secured through a Development Agreement and will be based on the City's latest available cost estimate for the required infrastructure improvements. The Owner will be required to enter into a Development Agreement with the City. The Owner will be required to enter/participate into the Interchange Way trunk sanitary sewer spine services cost-sharing agreement with the City. A condition to this effect is included in the Recommendations of this report.

Sewage and Water Allocation

On December 17, 2019, Vaughan Council endorsed its Allocation of Servicing Capacity Annual Distribution and Update and Allocation of Servicing Capacity Policy. The intention is to provide Council its next update in December 2020. Accordingly, servicing capacity to Site Plan DA.18.075 (Phase 1) is available and unrestricted at this time. Servicing capacity for DA.18.075 (Phase 2) will be reserved in conjunction with the site plan approval. Per the Policy, a reservation automatically expires after 1-year or at the City's discretion may be extended. Therefore, in order to better align reservation to DA.18.075 (Phase 2) with annual reporting, the Owner shall formally request an extension, in writing, at least three (3) months prior to the City's anticipated annual update in December 2020. Moving forward, prior to Phase 2 approval and amending the

Site Plan Agreement, the Owner will be required to request formal servicing capacity (to allocate) from the City. As typical, the City will assess the availability of servicing capacity for the site and will formally allocate servicing capacity accordingly.

The following resolution to allocate servicing capacity to DA.18.075 (Phase 1) and reserve servicing capacity to DA.18.075 (Phase 2) of the subject development is recommended for Council approval:

“THAT Site Plan Development Application DA.18.075 (Phase 1) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 1,295 residential apartment units (2,862 persons equivalent). The allocation of said capacity may be revoked by Council resolution and/or in accordance with the City’s Allocation of Servicing Capacity Policy in the event that (at the discretion of the City) the development does not proceed to registration within a reasonable timeframe.” and;

“THAT Site Plan Development Application DA.18.075 (Phase 2) be reserved servicing capacity from the York Sewage Servicing / Water Supply System for a total of 1,175 residential apartment units (2,597 persons equivalent). At the discretion of the City, this reservation shall automatically be revoked after a period of twelve (12) months in accordance with the City’s Allocation of Servicing Capacity Policy”.

Staff recommends that prior to the execution of the Site Plan Agreement for Phase 2, the Owner shall formally request servicing capacity (allocation) from the City’s Development Engineering Department, and that the allocation for servicing capacity be approved by City Council for a total of 1,175 units. A condition to this effect has been added to the Recommendations of this report.

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

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

The Financial Planning and Development Finance Department has no objection to the Development

The Owner shall pay to the City the 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.

Office of the City Solicitor, Real Estate Department has provided comments

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 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.

Building and Land Use Permits are required from the Ministry of Transportation Ontario

The Development is located within the Ministry of Transportation Ontario (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, and Highway 400 property lines. MTO Building and Land-Use 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.

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 December 18, 2019, of no objection to the Development.

Canada Post has no objection to the Development

Canada Post has indicated that it is the Owner's responsibility to contact Canada Post to discuss a suitable mailbox/mailroom location and ensure that Canada Post specifications are met. The Owner is required to supply, install and maintain a centralized mailbox facility. A condition to this effect is included in the Recommendations of this report.

The School Boards have no objection to the Development

The York District School Board has advised that they will not require a public elementary school site within the Development. The York Catholic District and the French School Boards have no comments or objections to the Development.

The various utilities have no objection to the Development

Alectra Utilities Corporation has indicated it has no objection to the approval of the Development. It is the Owner's responsibility to contact Alectra and discuss all aspects of the Development with respect to electrical supply, transformer locations, and temporary service requirements.

Enbridge Gas Inc. has no objection to the Development and has advised that it is the Owner's responsibility to contact Enbridge Gas Inc. with respect to the installation and clearance requirements for service and metering facilities. Conditions to this effect is included in the Recommendations of this report.

Bell Canada ('Bell') has no conditions or objections the Development. The Owner is required to contact Bell prior to commencing any work to confirm that enough wire-line communication/telecommunication infrastructure is available. If such infrastructure is unavailable, the Owner shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. A condition to this effect is included in the Recommendations of this report.

Rogers Communication Inc. has no objection to the Development.

Financial Impact

There are no requirements for new funding associated with these Applications.

Broader Regional Impacts/Considerations

York Region has reviewed the application and has no objection to the Development in-principle. York Region has advised, in their letter dated April 1, 2020, that they have no objection to the Development, in principle, subject to addressing York Region's outstanding comments.

Prior to site plan approval, the Owner is required to address York Region Comments dated April 1, 2020. The Owner is also required to enter into a Site Plan Agreement with York Region. York Region's comments and conditions are included in Attachment 19, which must be addressed prior the execution of the Site Plan Agreement and in accordance with the Recommendations of this report.

Conclusion

The VMC Program has reviewed Official Plan and Zoning By-law Amendment Files OP.19.006, Z.19.017 and Z.19.018, and Site Development File DA.18.075 in consideration of the policies of the Provincial Policy Statement, the Growth Plan, the York Region and City Official Plan policies, the requirements of 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 and the York Region Official Plan, and implements the VMCSPP.

The VMC Program is satisfied that the Development represents good planning for the reasons identified in this report, and that the Owner's contribution of community benefits is appropriate. Accordingly, the VMC Program supports the approval of the Applications, subject to the conditions included in the Recommendations of this report.

For more information, please contact Jessica Kwan, VMC Senior Planner, Extension 8814

Attachments

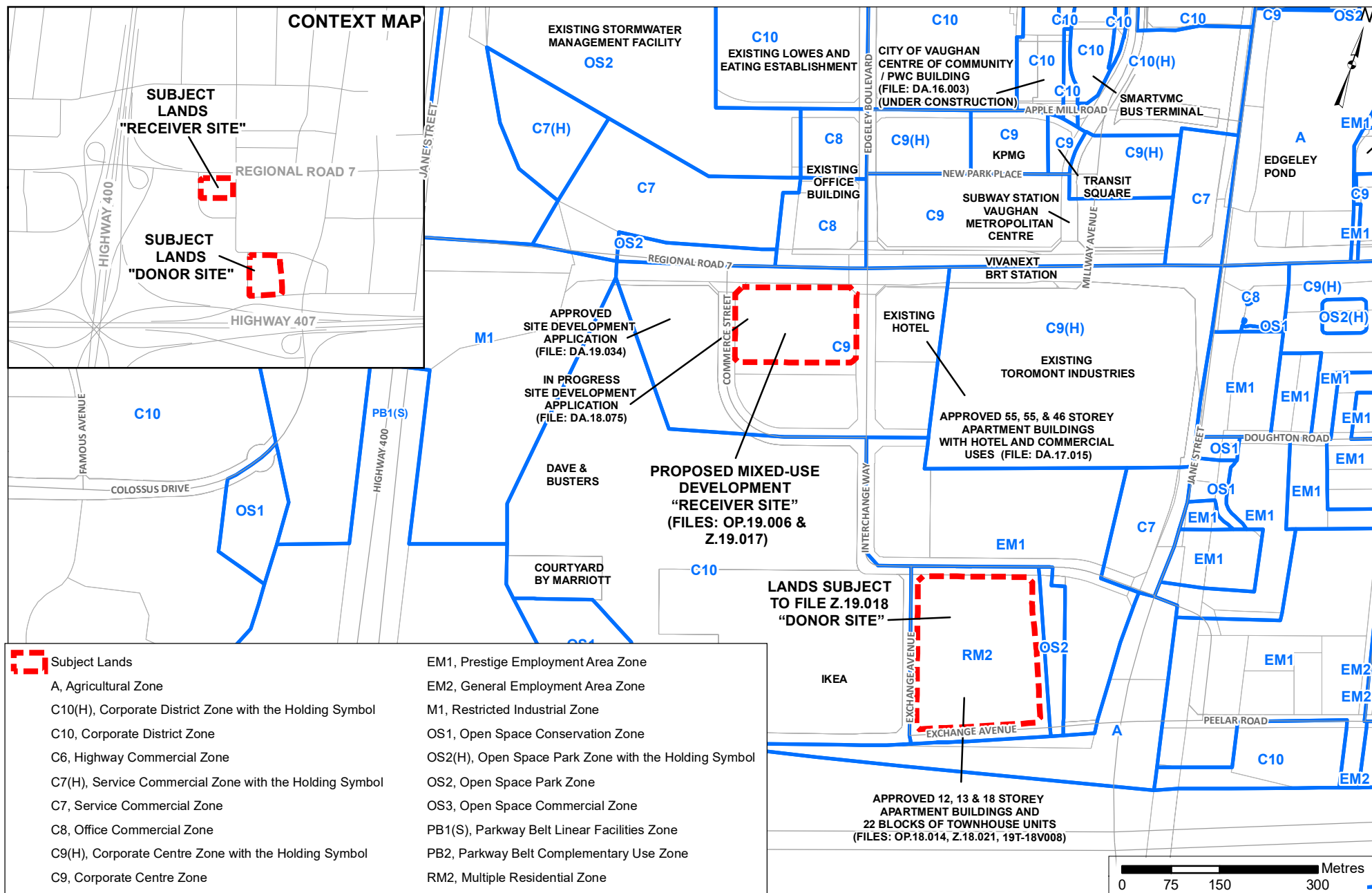
1. Context and Location Map
2. Proposed Ultimate Site Plan
3. Proposed Ultimate Landscape Plan
4. Proposed Phasing & Interim Landscape and Site Plan - Phase 1
- 4A. Proposed Phasing & Interim Landscape and Site Plan - Phase 2
5. Proposed North Elevation – View from Highway 7
6. Proposed East Elevation – View from Interchange Way
7. Proposed West Elevation – View from Commerce Street
8. Proposed South Elevation - View from Proposed Street 'A'
9. Proposed View Looking East from Development
10. Proposed View Looking West from Development
11. Proposed View Looking North from Development
12. Perspective Rendering – Pedestrian Mews and Privately-Owned Public Space
13. Perspective Rendering – Southeast View of Development from Highway 7
14. Perspective Rendering – Podium View from Highway 7 Looking East
15. Perspective Rendering – Entrance to Pedestrian Mews from Highway 7
16. Perspective Rendering – Courtyard View from Street 'A'
17. Perspective Rendering – Residential Courtyard, Phase 1
18. Perspective Rendering – Residential Courtyard, Phase 2
19. York Region Comments – April 1, 2020
20. Conditions of Site Plan Approval (City of Vaughan)

Prepared by

Jessica Kwan, VMC Senior Planner ext. 8814

Amy Roots, Senior Manager - VMC, extension 8035

Christina Bruce, Director, VMC Program, extension 8231



Context and Location Map

LOCATION:
Part of Lots 4 & 5, Concession 5
3301 Regional Road 7 & 250 Interchange Way

APPLICANT:
2748355 Canada Inc. & Mobilio Developments Ltd.

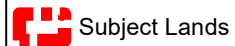


Attachment

FILE:
OP.19.006, Z.19.017,
Z.19.018 & DA.18.075

DATE:
June 9, 2020

1



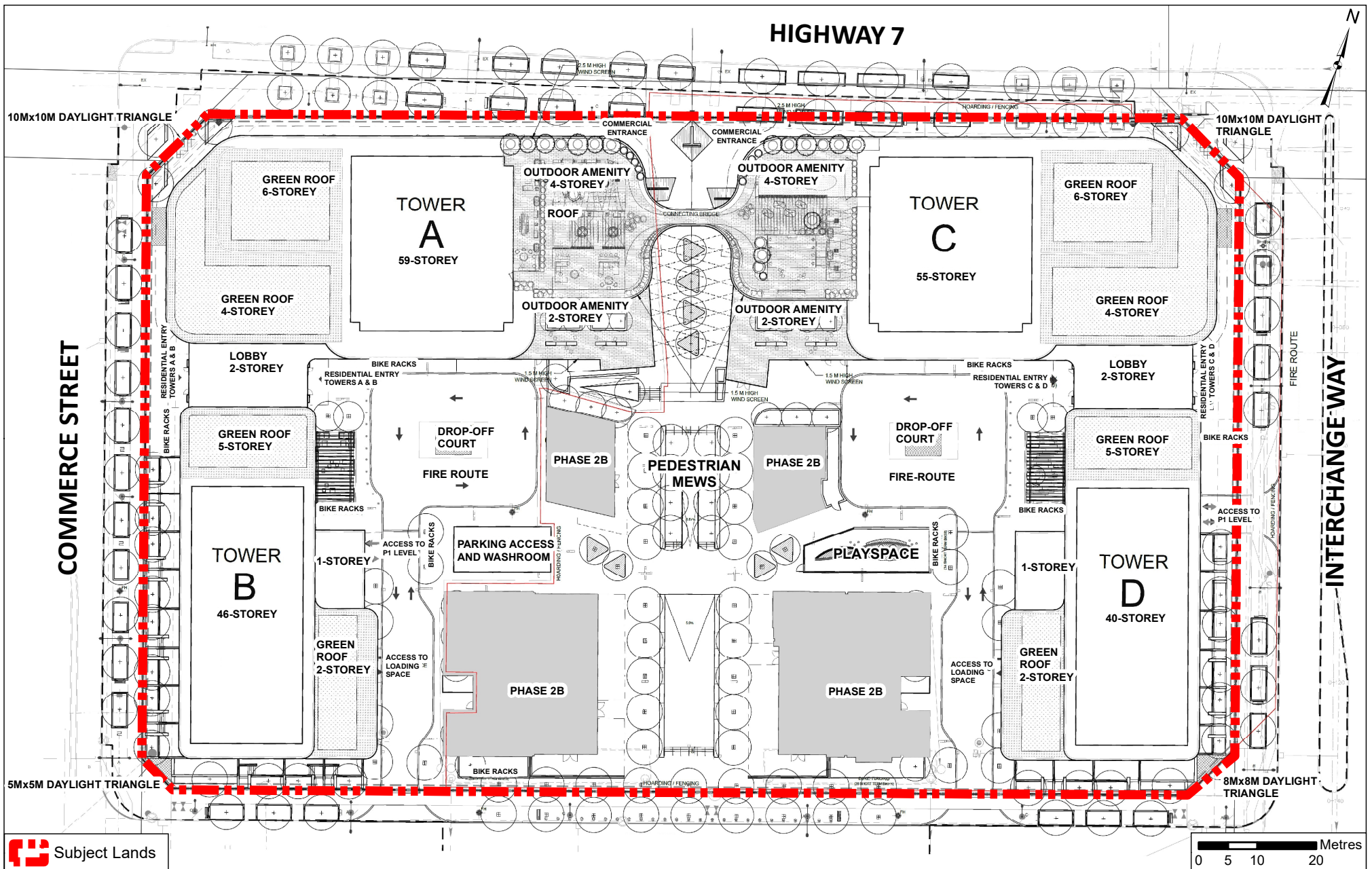
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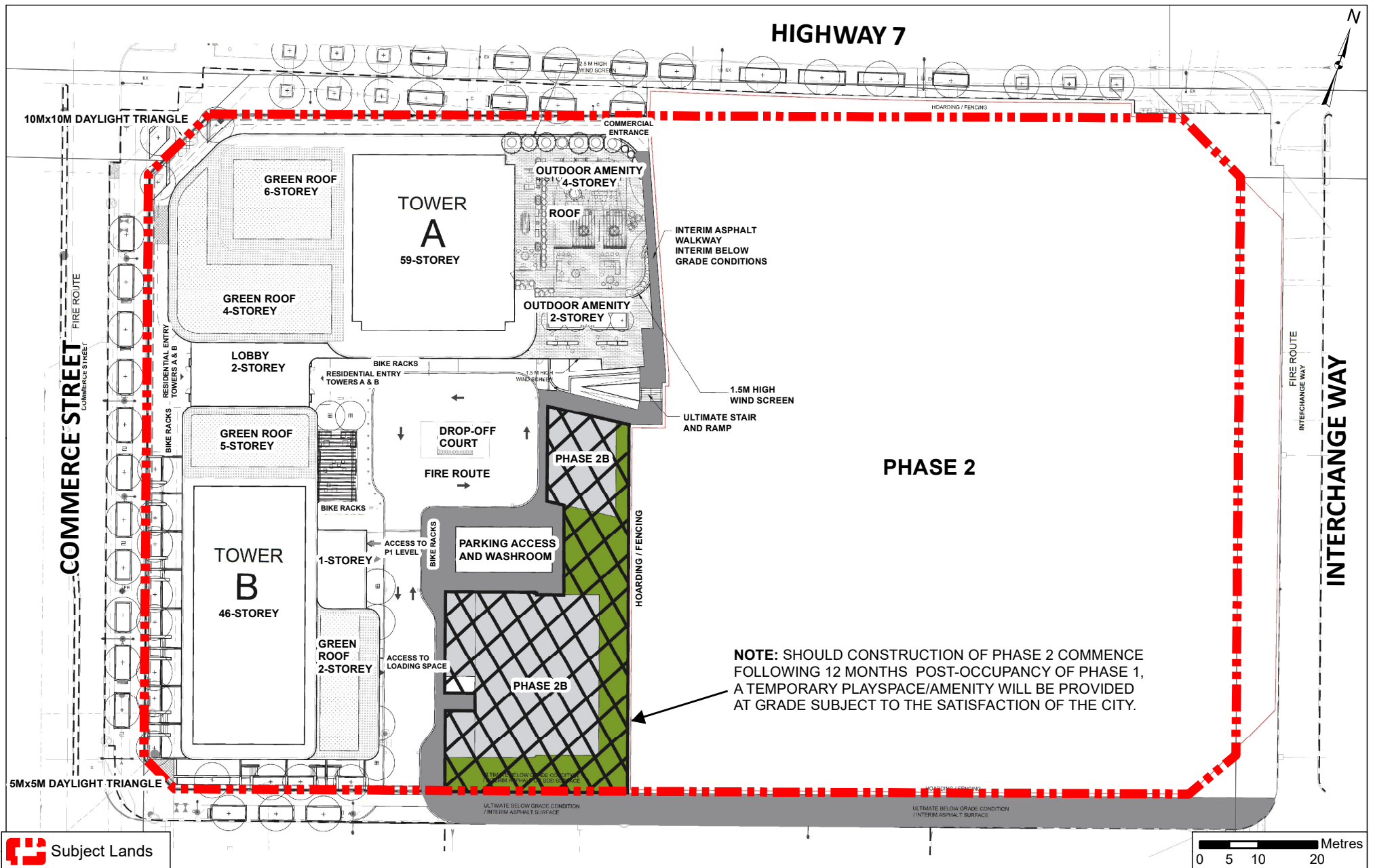


VAUGHAN
Development Planning

FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020





Proposed Phasing & Interim Landscape and Site Plan - Phase 1

Attachment

LOCATION:
Part of Lot 5, Concession 5, 3301 Regional Road 7

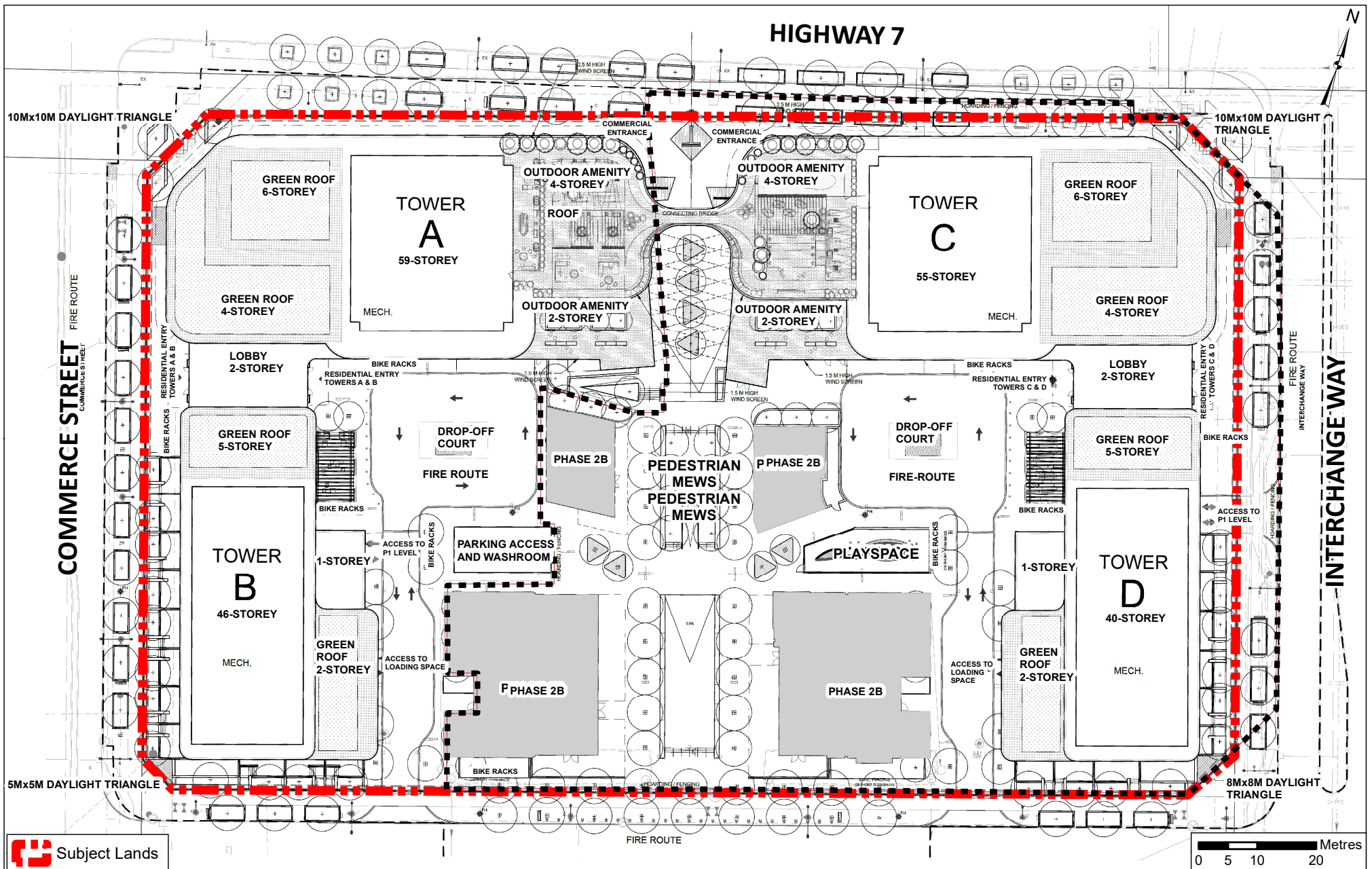
APPLICANT:
2748355 Canada Inc.



FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020

4

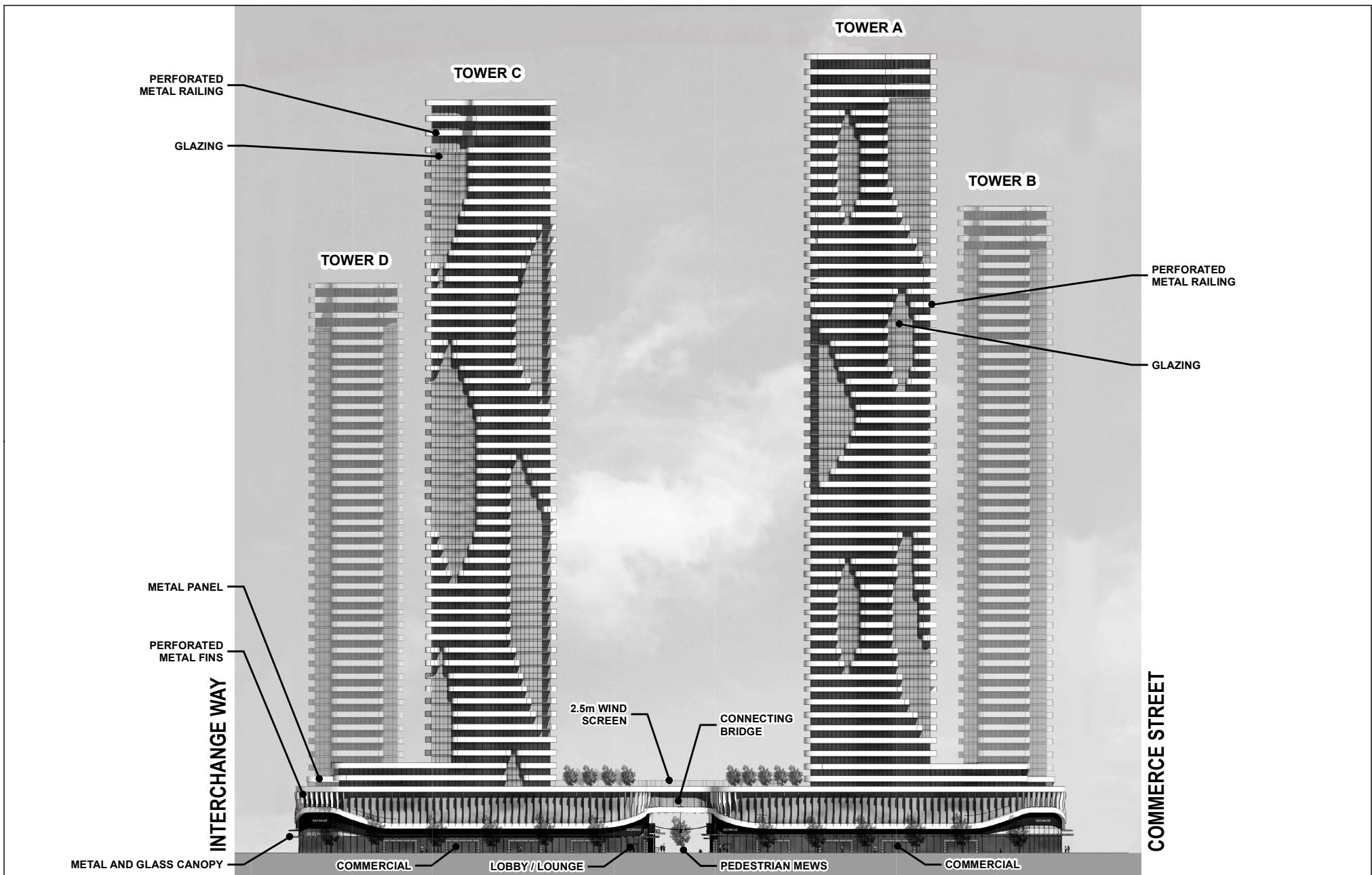


Proposed Phasing & Interim Landscape and Site Plan - Phase 2

Attachment

LOCATION:
Part of Lot 5, Concession 5, 3301 Regional Road 7

APPLICANT:
2748355 Canada Inc.



Proposed North Elevation - View from Highway 7

LOCATION:
Part of Lot 5, Concession 5; 3301 Highway 7

APPLICANT:
2748355 Canada Inc.

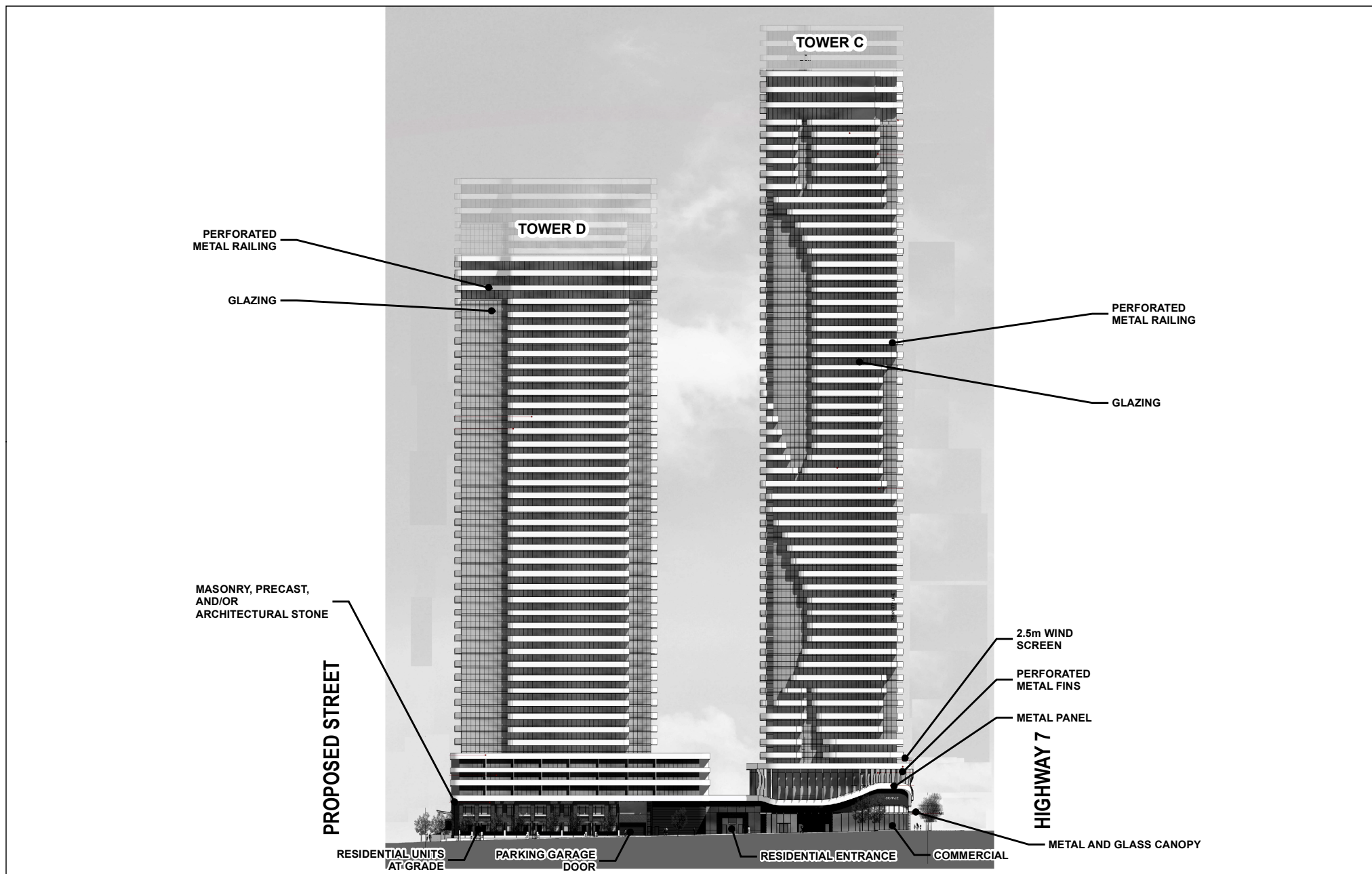


Attachment

FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020

5



Proposed East Elevation - View from Interchange Way

LOCATION:
Part of Lot 5, Concession 5; 3301 Highway 7

APPLICANT:
2748355 Canada Inc.

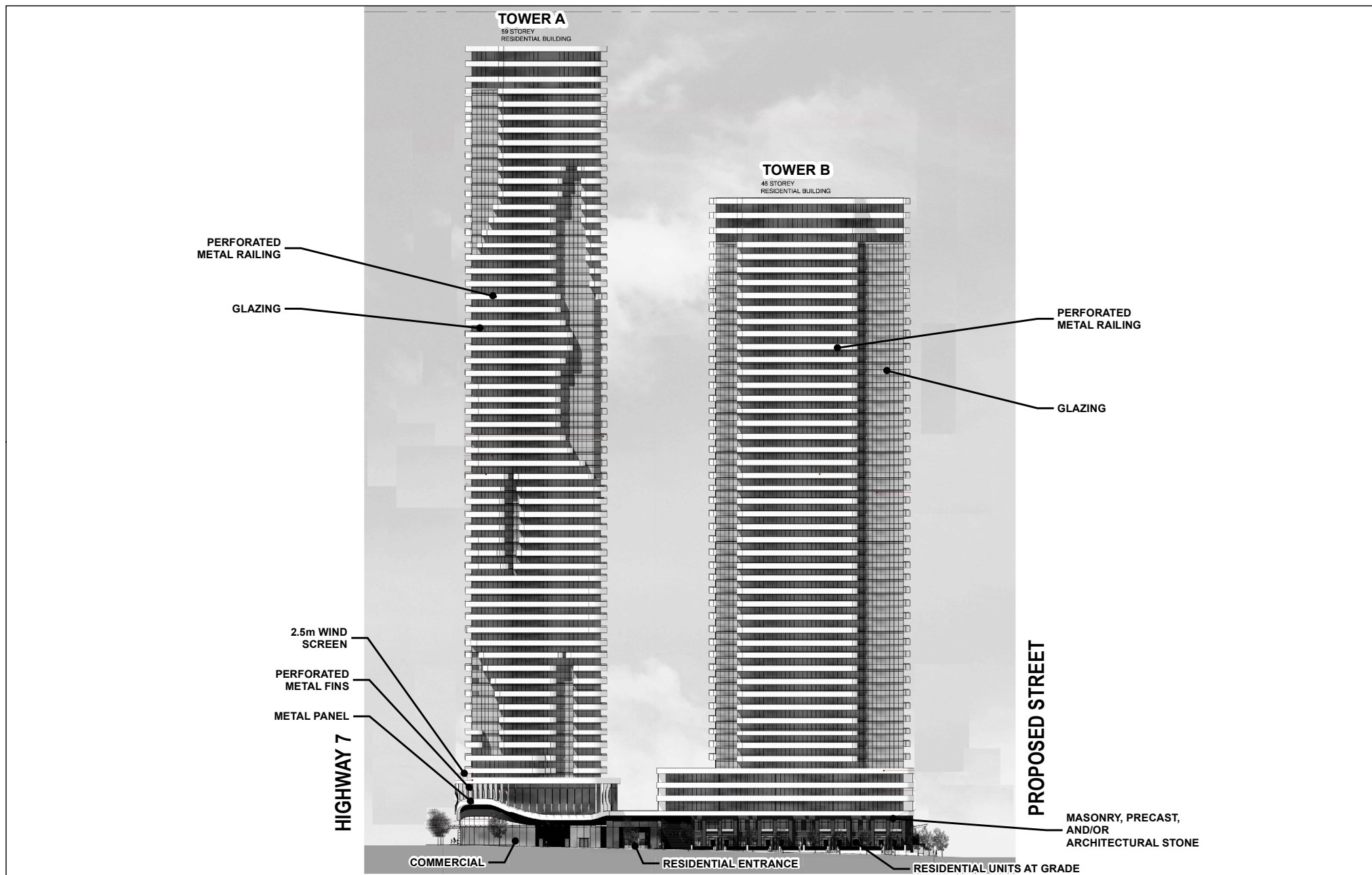


Attachment

FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020

6



Proposed West Elevation - View from Commerce Street

LOCATION:
Part of Lot 5, Concession 5; 3301 Highway 7

APPLICANT:
2748355 Canada Inc.



Attachment

FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020

7



Proposed South Elevation - View from Proposed Street 'A'

Attachment

LOCATION:
Part of Lot 5, Concession 5; 3301 Highway 7

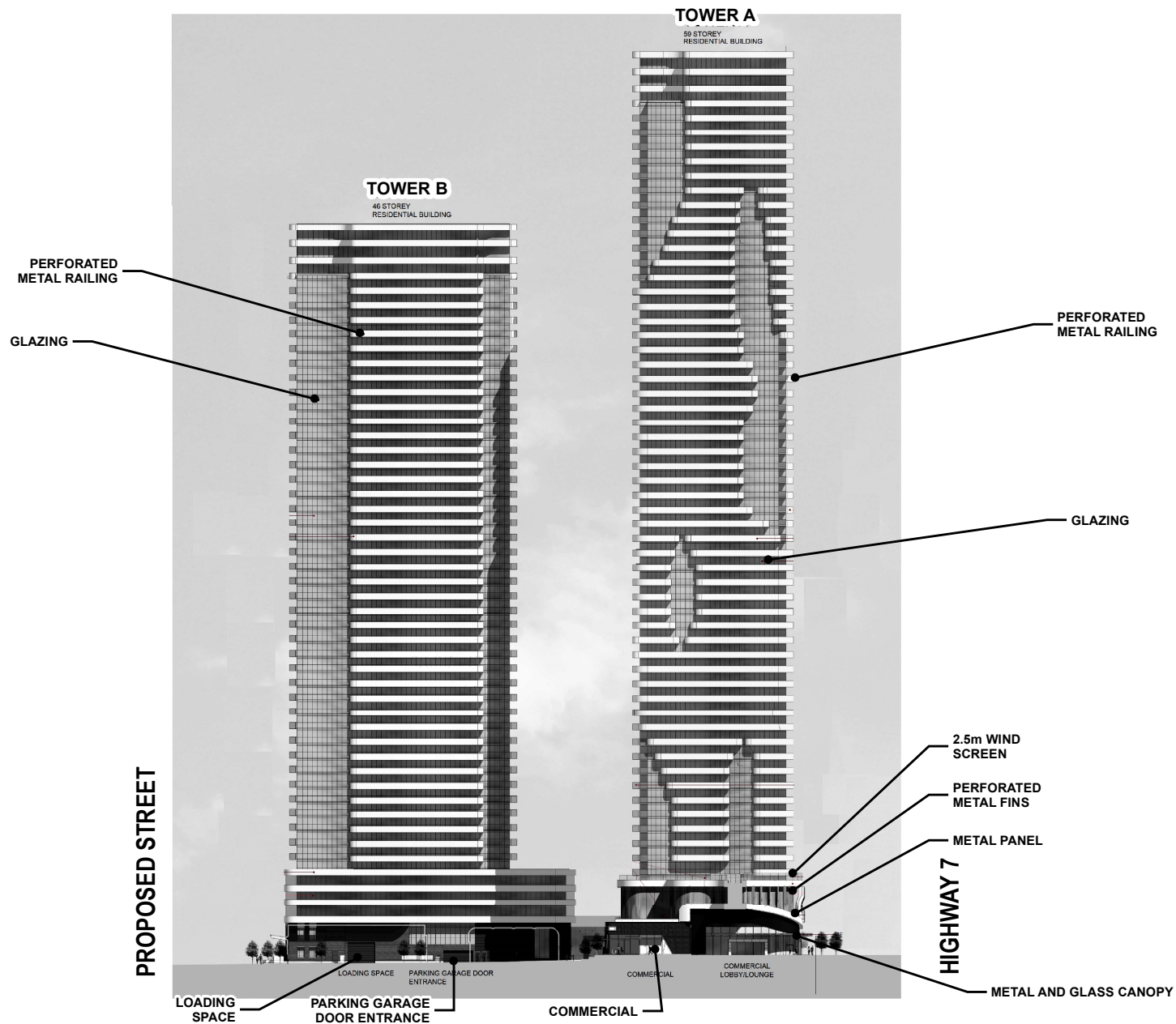
APPLICANT:
2748355 Canada Inc.



FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020

8



Proposed View Looking East from Development

LOCATION:
Part of Lot 5, Concession 5; 3301 Highway 7

APPLICANT:
2748355 Canada Inc.

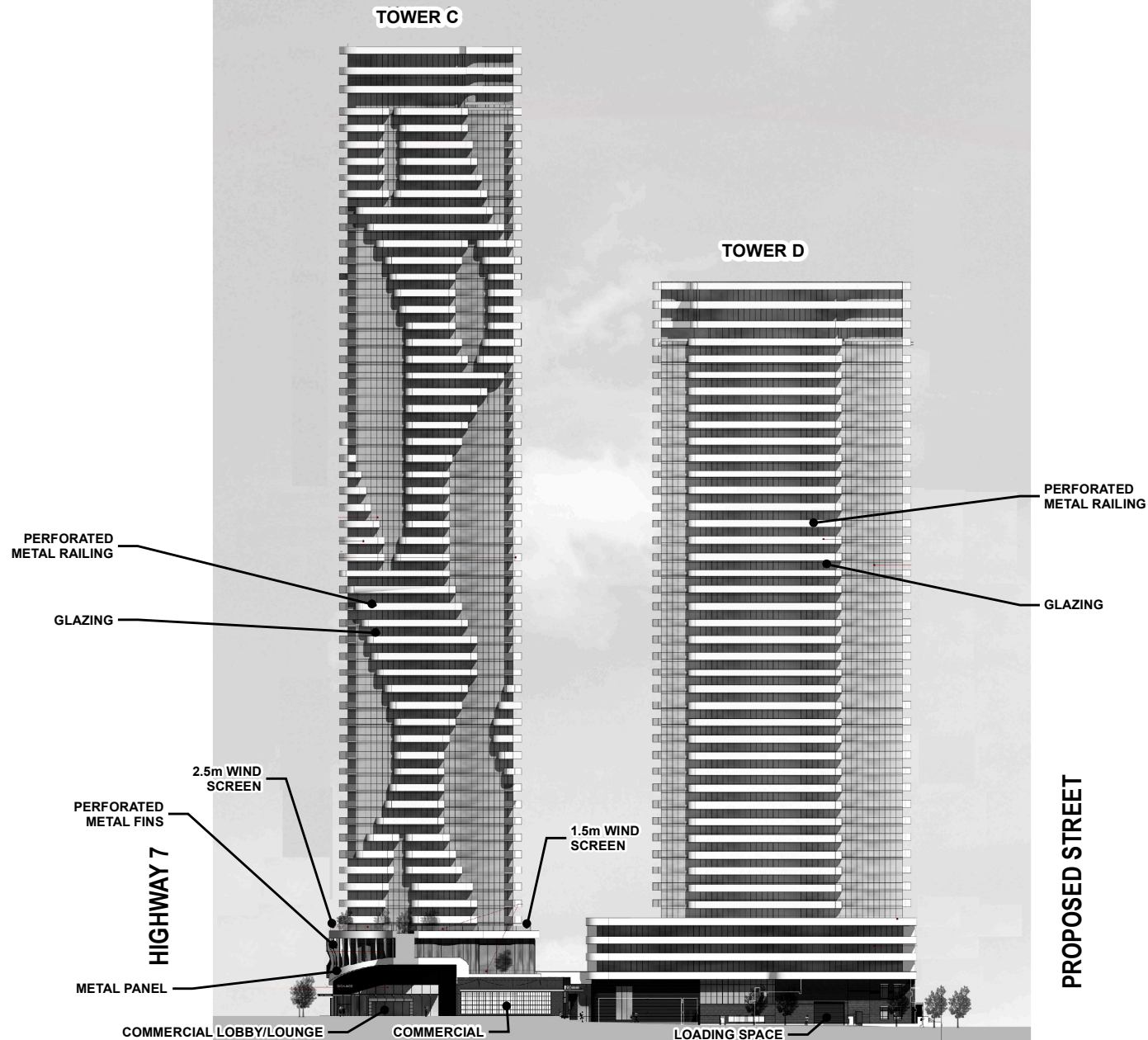


Attachment

FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020

9



Proposed View Looking West from Development

LOCATION:
Part of Lot 5, Concession 5; 3301 Highway 7

APPLICANT:
2748355 Canada Inc.

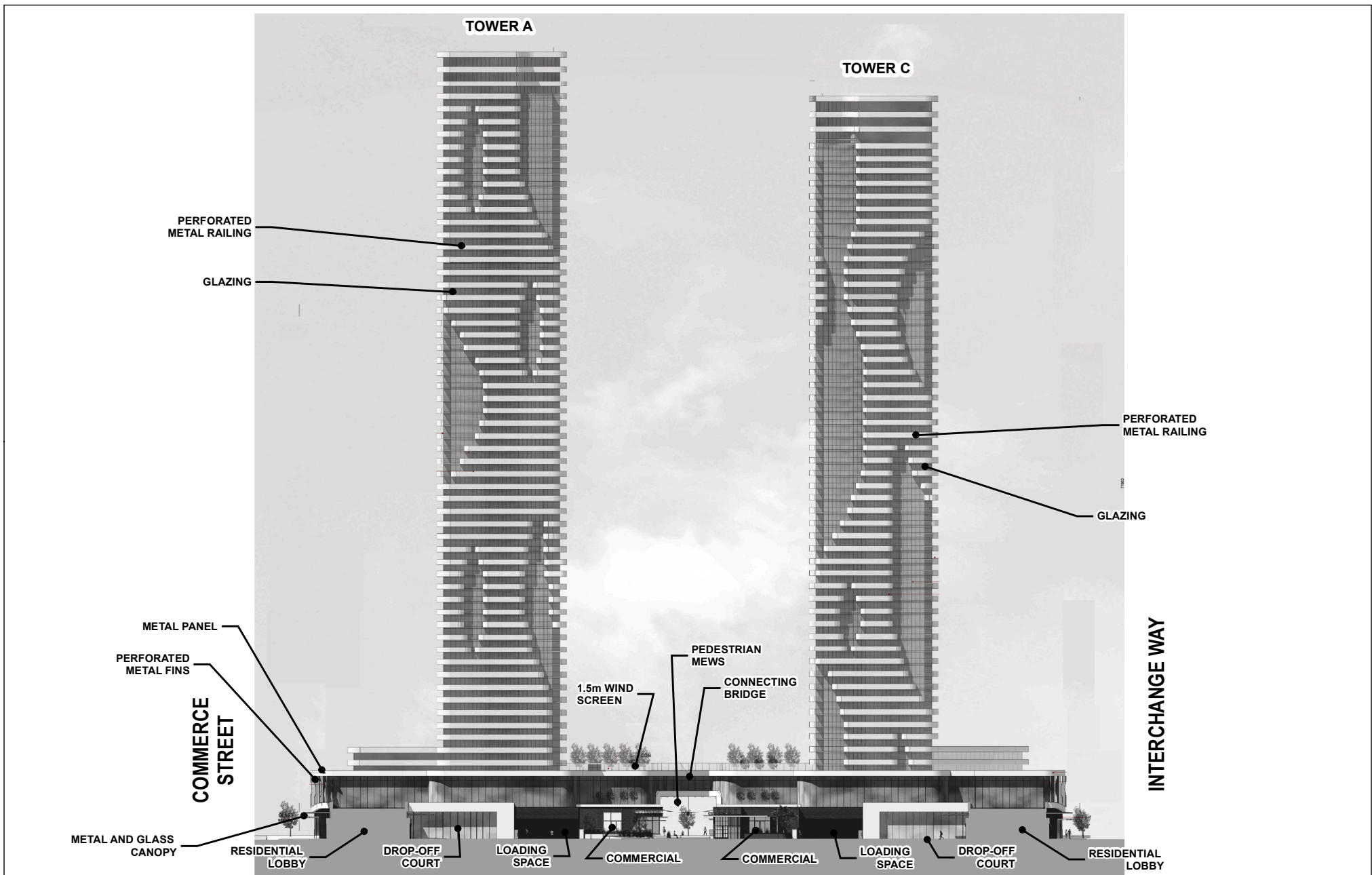


FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020

Attachment

10



Proposed View Looking North from Development

LOCATION:
Part of Lot 5, Concession 5; 3301 Highway 7

APPLICANT:
2748355 Canada Inc.



FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020

Attachment

11



Perspective Rendering - Pedestrian Mews and Privately-Owned Public Space

LOCATION:
Part of Lot 5, Concession 5, 3301 Regional Road 7

APPLICANT:
2748355 Canada Inc.



Attachment

FILE:
OP.19.006, Z.19.017 and
DA.18.075

DATE:
June 9, 2020

12



Perspective Rendering - Southeast View of Development from Highway 7

LOCATION:
Part of Lot 5, Concession 5, 3301 Regional Road 7

APPLICANT:
2748355 Canada Inc.



FILE:
OP.19.006, Z.19.017 and
DA.18.075
DATE:
June 9, 2020

Attachment

13



Perspective Rendering - Podium View from Highway 7 Looking East

LOCATION:
Part of Lot 5, Concession 5, 3301 Regional Road 7

APPLICANT:
2748355 Canada Inc.



FILE:
OP.19.006, Z.19.017 and
DA.18.075
DATE:
June 9, 2020

14



Perspective Rendering - Entrance to Pedestrian Mews from Highway 7

LOCATION:
Part of Lot 5, Concession 5, 3301 Regional Road 7

APPLICANT:
2748355 Canada Inc.



FILE:
OP.19.006, Z.19.017 and
DA.18.075
DATE:
June 9, 2020

Attachment

15



Perspective Rendering - Courtyard View from Street 'A'

LOCATION:
Part of Lot 5, Concession 5, 3301 Regional Road 7

APPLICANT:
2748355 Canada Inc.



Attachment

FILE:
OP.19.006, Z.19.017 and
DA.18.075
DATE:
June 9, 2020

16



Perspective Rendering - Residential Courtyard, Phase 1

LOCATION:
Part of Lot 5, Concession 5, 3301 Regional Road 7

APPLICANT:
2748355 Canada Inc.



Attachment

FILE:
OP.19.006, Z.19.017 and
DA.18.075
DATE:
June 9, 2020

17



Perspective Rendering - Residential Courtyard, Phase 2

LOCATION:
Part of Lot 5, Concession 5, 3301 Regional Road 7

APPLICANT:
2748355 Canada Inc.



Attachment
FILE:
OP.19.006, Z.19.017 and
DA.18.075
DATE:
June 9, 2020
18



Corporate Services
Community Planning and Development Services

April 1st, 2020

Natalie Wong
Planning Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Mrs. Wong:

Re: 3rd Submission Site Plan Comments
2748355 Canada Inc., c/o QuadReal group Limited Partnership
City of Vaughan
City File No.: DA.18.075
Region File No.: SP.18.V.0268

York Region has reviewed Plans and Reports submitted as part of the 2nd Submission dated February 6, 2020.

Please note this letter is not a Site Plan Approval. Prior to undertaking any work within the Regional right-of-way of Highway 7 (e.g. *grading, landscaping etc.*), and/or encroaching within the Regional right-of-way of with *crane swing, hoarding, tie-backs, excavation etc.* the Owner must be in receipt of a **Site Plan Approval** and a Road Occupancy Permit from the Region. To obtain final Site Plan Approval the Owner is required to meet the requirements in **Section A** and execute a Site Plan agreement with the Region.

Upon request the Region would be willing to issue a partial engineering approval in advance of Site Plan Approval in order to facilitate the implementation of crane swing, hoarding, shoring, excavation, dewatering and foundation construction. Upon request the Region can provide a list of conditions that must be satisfied in order to obtain such a partial approval.

The City of Vaughan should not issue any conditional permits until the Region has issued a partial engineering approval or Site Plan Approval. A conditional permit does not authorize the Developer to undertake any development related works within the Regional right-of-way, or to encroach onto the Regional right-of-way with landscaping, hoarding, fencing, crane swing, shoring and/or excavation.

A: REQUIREMENTS FOR SITE PLAN APPROVAL

Prior to the issuance of a conditional permit to commence site alteration and/or excavation works the Owner must satisfy the following conditions:

The Regional Municipality of York | 17250 Yonge Street, Newmarket, Ontario L3Y 6Z1
1-877-464-9675 | york.ca

1. The Owner shall convey the following lands to the Region, free of all costs and encumbrances, to the satisfaction of the Regional Solicitor:
 - i) A widening across the full frontage of the site where it abuts *Highway 7* of sufficient width to provide for a right-of-way of 30 metres measured from the centreline of construction of Highway 7.
 - ii) Any additional widenings to maintain a minimum of 10 m by 10 m daylight triangles at the Commerce Street and Interchange Way intersection.
2. It is advised that the Owner obtain from YYRTC the location of the centreline of construction of the VIVA rapidway and to plot this line on a Legal Survey Plan. To this end the owner is advised to contact Nimisha Raja from YYRTC (ext. 71023, nimisha.raja@york.ca) to obtain the centreline of construction information.
3. The Owner shall arrange for the preparation, review and deposit on title of a 65R reference plan, describing the lands described above below, to the satisfaction of the Regional Community Planning and Development Services Branch. The reference plan(s) shall identify all lands to be conveyed to the Region of York, or alternatively the Owner shall provide a Legal Survey to demonstrate that the Region is already in possession of the required right-of-way width.
4. Prior to land conveyance the Owner must submit, to the Region's satisfaction, in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition Part XV.1 of the Act (as amended) ("O. Reg. 153/04"), a **Phase I environmental site assessment** ("Phase I ESA") of the Owner's lands that are the subject of the application, including the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase I ESA cannot be more than 2 years old as of the actual date title to the Conveyance Lands is transferred to the Region. If the Phase I ESA is linked to different phases of development and there will be multiple conveyances of lands, the Phase I ESA prepared in respect of a specific conveyance and phase of development cannot be more than two years old as of the actual date of transfer of title to the Region. If a Phase I ESA is or would be more than two years old as of the actual date of transfer of title to the Region, the Phase I ESA will need to be either updated or a new Phase I ESA obtained by the Owner in accordance with the requirements of this section. The Region, at its discretion, may require further study, investigation, assessment and delineation to determine whether any remedial or other action is required regardless of the findings or conclusions of the Phase I ESA. Any Phase II environmental site assessment required by or submitted to the Region must be prepared in general accordance with the requirements of O. Reg. 153/04 (as noted above). Reliance on the Phase I ESA and any subsequent environmental reports or other documentation prepared in respect of the environmental condition of the lands must be provided to the Region and: (i) will be addressed to "The Regional Municipality of

York”; (ii) contain wording to the effect that the Region is entitled to rely on such reports or documentation in their entirety; and (iii) the terms and conditions of the reliance extended (including any wording seeking to limit liability) must be satisfactory to the Region.

The Region acknowledges receipt of a Phase 1 ESA report by Golder Associates dated August 2018. The Region has no comments on this report.

5. Reliance on the Phase I ESA report [and Phase 2 ESA report, if required] must be provided to the Region in the form of a Reliance Letter and: (i) will be addressed to “The Regional Municipality of York”; (ii) contain wording to the effect that the Region is entitled to rely on such reports or documentation in their entirety; and (iii) the terms and conditions of the reliance extended (including any wording seeking to limit liability) must be satisfactory to the Region.
6. The Owner shall provide copies of the decommissioning records for the two monitoring wells noted to be on site once the wells have been decommissioned.
7. The Owner must provide the Region’s Community Planning and Development Services Branch with a certified written statement from the Owner or the Owner’s authorized representative that no contaminant, pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, on, in or under lands to be conveyed to the Region (including soils, substrata, surface water and groundwater, as applicable): (i) at the time of conveyance, at a level or concentration that exceeds the Environmental Protection Act O. Reg. 153/04 (as amended) full depth generic site condition standards applicable to the intended use of such lands by the Region or any other remediation standards published or administered by governmental authorities applicable to the intended land use; and (ii) in such a manner, condition or state, or is emanating or migrating from such lands in a way, that would contravene applicable environmental laws.

Submission Requirements

8. Prior to Site Plan approval the Owner shall provide written confirmation from YRRTC that the Site’s grading design has been coordinated with the grading design of the VIVA rapidway adjacent to the Site. To this end the owner is advised to contact Nimisha Raja from YRRTC (ext. 71023, nimisha.raja@york.ca) to obtain the grading design of the VIVA Rapidway. With the next submission the Owner shall also submit the Grading Plans and Cross-section Drawings in AutoCAD format for review by YRRTC.
9. The Owner shall address, to the Region’s satisfaction, the comments on the red-lined plans and/or reports attached to this letter.

10. The Owner shall submit to the Region the following plans and reports not yet submitted with previous submissions:

- a) Geotechnical Report
- b) Shoring Drawings
- c) Temporary and Permanent Dewatering Plan
- d) Hoarding Plan
- e) Crane Swing Plan
- f) Construction Management Plans for each phase of construction
- g) Revised Traffic Impact Study
- h) Insurance Certificate
- i) Cost Estimate
- j) Confirmation from York Region's Environmental Services Dept. re. dewatering permit
- k) Confirmation from the hydro authority
- l) Additional Review Fees and Security Deposit
- m) Legal Survey Plan that shows centreline of construction and existing property lines, easements and reserves.
- n) Final deposited 65R-plan
- o) Written confirmation from City that the proposed development has allocation

Hydro Clearances

11. The Owner shall confirm, to the satisfaction of the Region, that the proposed development can meet the appropriate clearance requirements for electrical transmission poles and lines, without impeding the ability to have the electrical transmission poles situated within the Region's right(s)-of-way in accordance with Regional standards and practices.
12. If the clearance requirements provided by the electrical authority cannot be met, the Owner shall, at its own expense, implement a solution to provide the appropriate clearances to the satisfaction of the Region.

Financial and Insurance Requirements

13. The Owner shall submit a cost estimate of all works to be undertaken within or adjacent to the Regional right-of-way of Highway 7, inclusive of erosion and sediment control measures, hoarding, grading, servicing and streetscaping. This cost estimate will be used by the Region to determine the final Review Fee and Security Deposit requirements for the Site Plan Approval. Upon receipt of the cost estimate the Region will issue a separate Financial Request letter to the Owner.
14. The Owner shall submit to the Regional Community Planning and Development Services, a certificate of insurance on the Region's form, completed to the satisfaction of the

Region's Manager of Insurance and Risk, naming The Regional Municipality of York as an additional insured with respect to the Commercial General Liability policy. The Owner shall maintain the insurance in effect until all site works have been completed and accepted by the Region. The certificate of insurance shall specify: for a liability insurance amount of not less than \$5,000,000 per occurrence, and Non-Owned Automobile Liability and Owned Automobile Liability Insurance for limits of not less than \$2,000,000 per occurrence for each. In addition, the Region requires confirmation of WSIB coverage. In the event that participation in Workers Compensation is not required or has been opted out of, the Region requires confirmation of Employer's Liability in an amount not less than \$2,000,000 per occurrence.

This certificate of insurance shall specify the Region's File Number **SP.18.V.0268**, the location of the site and the name and address of the Owner. The name, address and telephone number of the issuing company and/or agent must be shown on the certificate. In addition, a clause shall be added such that this policy shall be automatically extended in one year increments, until all site works have been completed and accepted by the Region, and that 30 days written notification be given to the Region by registered mail if this policy is to be cancelled or if coverage is reduced.

15. This application is subject to the Region's development review fees identified in Bylaw No. 2010-15. The fee for site plan application review is **\$8,500.00** minimum or 7% of the estimated cost of works on the existing or proposed Regional right-of-way, whichever is greater.

The Region acknowledges receipt of the \$8,500.00 minimum review fee.

16. This application is also subject to a fee of **\$1,600.00** towards the review of the Phase 1 and Phase 2 ESA reports. The Owner must deliver to Regional Community Planning and Development Services a cheque in the sum of **\$1,600.00** made payable to The Regional Municipality of York.

The Region acknowledges receipt of the \$1,600.00 environmental review fee.

17. This application is also subject to a Legal fee of **\$1,950.00** towards the legal and administrative expenses of the Region in the preparation and processing of the Site Plan Agreement. The Owner must deliver to the Legal Services Branch of the Region a certified cheque in the sum of **\$1,950.00** made payable to The Regional Municipality of York, towards the legal and administrative expenses of the Region in the preparation and processing of this Agreement.

The Region acknowledges receipt of the \$1,950.00 legal fee.

18. The Owner shall also deliver to the Legal Services Branch of the Region a certified cheque in the sum of **\$72.76** made payable to The Regional Municipality of York, towards the expenses of the Region in the registration of this Agreement on title of the Subject Lands.

The Region acknowledges receipt of the \$72.76 fee.

19. Please note that an additional review fee of **\$3,800.00** will be required for each submission after the 3rd submission due to revisions by the Owner or the Owner's failure to revise drawings/plans/studies as requested by the Region. With the next submission, the Owner must deliver to Regional Community Planning and Development Services a cheque in the sum of **\$3,800.00** made payable to The Regional Municipality of York.
20. The Owner is advised that development application fees are subject to annual adjustments and increases. Any unpaid fees, regardless of the year the application is submitted, will be subject to current fee requirements."

Source Water Protection

21. The Owner is advised 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

22. The Owner shall provide written confirmation from the City of Vaughan that the proposed development has been granted servicing allocation by the City of Vaughan.
23. Site Plan approval will be conditional on the Owner saving harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service allocation not being available when anticipated.

Dewatering

24. The Owner shall submit a ***Dewatering Plan***, to the satisfaction of the Region, for the proper assessment, design, and supervision of ***permanent*** and ***temporary*** construction dewatering on the subject property. The Dewatering Plan shall show the location of dewatering wells, pumps, pipes, treatment equipment and where the discharge will outlet to.
25. The Owner shall provide confirmation to York Region that they have received, where necessary, from Ontario Ministry of the Environment (MOE), Permits To Take Water for the groundwater withdrawals associated with dewatering systems on the subject property as well as any discharge permitted associated with the subject property.
26. If temporary dewatering discharge is proposed to a Regional storm sewer or any sanitary sewer the Owner will be required to obtain a dewatering discharge permit from the Region's Environmental Service Department prior to the commencement of dewatering. A

dewatering permit application is available on line at [www.york.ca /seweruse](http://www.york.ca/seweruse) or by contacting 905-830-4444 extension 75097.

27. No permanent dewatering discharge into a sanitary sewer will be permitted.

28. The Owner shall provide written confirmation that an application for a dewatering discharge permit has been made, if one is required.

Hoarding, Shoring and Crane Swing

29. The Owner is advised that should any Hoarding, Shoring and/or Crane Swing need to encroach onto the Regional right-of-way of Highway 7 the Owner must submit Hoarding, Shoring and Crane Swing Plans to the Region and obtain an Encroachment Permit from the Region.

Encroachment Requirements

30. The Owner shall obtain an encroachment permit from the Region for the following potential encroachments within the road allowances of Highway 7:

- Crane Swing
- Hoarding
- Tie-backs
- Streetscaping/landscaping
- Dewatering equipment

31. For the Region to prepare the permit the Owner must submit the following:

- a) A Certificate of Insurance.
- b) A **cheque** in the amount of **\$1,800.00** made payable to The Regional Municipality of York representing Community Planning and Development Services' fee required for permitting the encroachment as set out in Bylaw No. 2010-15.

The Region acknowledges receipt of the \$1,800.00 encroachment permit fee.

- c) A registerable legal description of the Region's lands upon which the Owner intends to encroach (include copy of Parcel Register (PIN) and Block Map).
- d) The registered Owner's name and a registerable legal description of its lands (include copy of Parcel Register (PIN) and Block Map).

The Region acknowledges receipt of the Parcel Register.

- e) A drawing or reference plan clearly indicating the encroaching items and the extent of the encroachment within the regional road allowance.

Transportation

- 32. The trip generation rates used in the Study are based on a single proxy site. The relatively small sample size (one proxy site) limits the number of factors that could be accounted for in the statistical analysis. If traffic studies use trip generation rates that are too high or too low, appropriate development and associated infrastructure and/or mitigation will not be recommended.
- 33. There may be a need to adjust ITE vehicle trip rates to reflect a local community's context. However, to significantly reduce the trip generation rates from the established ITE trip rates with a degree of confidence, a comprehensive study is required. The comprehensive study shall be based on the validated method of data collection from additional sites and analysis of site level attributes including parking, occupancy levels, building orientation, pedestrian and bicycle infrastructure and other design features. In absence of any such study and to have the required degree of confidence in estimating trips, the established ITE rates shall be used. Therefore, the Region will not accept a traffic impact study based on absolute minimum standards. **A revised traffic study shall be submitted that is either only based on the ITE trip generation rates or include an additional scenario using ITE trip generation rates for assessing future horizons.**
- 34. Non-residential trip generation rates in the Study are based on a multitude of assumptions such as the 60-minute occupancy per parking space, 469 nonresidential parking spaces available on a shared basis for residential and non-residential visitors in a commercial parking garage and the number of parking spaces occupied by residential visitors. Some of these assumptions are based on very limited data (only two proxy sites surveys) and does not take into account the inherent variations associated with a very small sample size. It is not prudent to plan the required infrastructure to accommodate a development of 2,461 residential units and 8,172 square meter of non-residential GFA based on the absolute minimum scenarios. Furthermore, for the purposes of this report, the non-residential uses have also been assumed to consist of 2,100 square meter of supermarket uses, 4,470 square meter of fitness facility uses and 1,602 square meter of restaurant uses. It is imperative that a development site of this magnitude shall be planned for reasonable scenarios with a certain degree of confidence for anticipated variance. **Therefore, a revised traffic study shall be submitted that is either only based on the ITE trip generation rates or include an additional scenario using ITE trip generation rates for assessing future horizons.**
- 35. Prior to final approval, the Owner shall agree to:

- i. Implement Commerce Street from Highway 7 to the east-west corridor at the southern limit of the property as part of this development.
- ii. In the site plan agreement to provide direct shared pedestrian/cycling facilities and connections from the proposed development to surrounding roadway network to support active transportation and public transit, where appropriate.
- iii. Provide proposed development access via local streets, shared driveways and interconnected properties to maximize the efficiency of the Regional street system (as per the Regional Official Plan Policy 7.2.53), where appropriate.
- iv. Provide a TDM communication strategy, to assist the Region and the City of Vaughan to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards. The applicant is responsible for the coordination and for providing a venue for the distribution of PRESTO cards. Each event, approximately 2 hours of staff time, can serve approximately 50 residential units. The applicant shall coordinate specific event details with York Region/York Region Transit Staff allowing a minimum of 2 months notice.
- v. Implement all recommendations in the revised Transportation Study, including all TDM measures, to the satisfaction of the Region.

Traffic Management

36. The Owner shall submit a Traffic Management Plan/s for any works undertaken on Highway 7. Please note the following minimum requirements of working within York Region Road allowance unless dictated otherwise on the Traffic/Construction Management Plan and Road Occupancy Permit:
- i. No lane closures are permitted on weekdays between the hours of 7 a.m. to 9:30 a.m. and 3:30 p.m. to 6 p.m.;
 - ii. Any lane closures or lane encroachments that occur must be signed in accordance with the Ontario Traffic Manual (OTM) Book 7 “Temporary Conditions”;
 - iii. Safe pedestrian access must be maintained at all times by the Owner’s contractors. As such, safe passage for all pedestrians, including pedestrians with disabilities (blind, hearing impaired, on wheelchairs, etc.), must be ensured by the Owner’s contractors.
 - iv. A 24-hour contact must be available throughout the duration of the project;

- v. The characteristic and placement of all signs and traffic control or management shall conform to the standards of the Ontario Traffic Manual (OTM) Book 7 “Temporary Conditions” and as per the Occupational Health and Safety Act;
- vi. The manufacture and the erection of all signs for the Traffic Management Plan shall be the responsibility of the Contractor.
- vii. Paid Duty officers will be required for proposed or existing signalized works within intersections.

Landscaping and Streetscaping

Tree Inventory Preservation Plan and Arborist Report:

- 37. Why are only trees 20-22 shown as protected on Sheet L-001 Tree Removal and Protection Plan when all trees are within 10m of the limit of the proposed construction? Please show preservation measures for all existing HWY 7 trees.

Landscape Plan:

- 38. As previously requested, provide a separate cost estimate for all landscape works proposed within York Region’s right-of-way only. Cost estimate to be on landscape architectural consultant’s letterhead and include OALA seal and signature.
- 39. Ensure a minimum 1.5 metre clearance has been provided surrounding cube seats and at-grade planters within the daylight triangles.
- 40. As previously requested, the ultimate streetscape design needs to show, label, and carefully consider the integration of existing above and below ground utilities along Highway 7.
- 41. The Owner is to work with Alectra Utilities to determine whether the existing hydro guy wire and anchor just east of Commerce Street can be eliminated as the guying currently falls within the established pedestrian clearway between the double row of trees.
- 42. The landscape plans have failed to recognize or integrate the existing Traffic Control Signal Box in the SE quadrant of Commerce Street / HWY 7 into the overall landscape design.
- 43. All landscape Plans are to more clearly differentiate between existing to remain and proposed elements of the HWY 7 streetscape. In addition to the Limit of Highway 7 Streetscape by YRRTC line existing Hwy 7 works are to be shown ghosted at 50% transparency with any works proposed by the Owner as black-lined on all drawings in the landscape package.

44. Elements of the proposed streetscape design along Highway 7 are to match the existing YRRTC streetscape (ie. precast planters, Iron Age tree grates, tree, shrub and perennial species, unit paver types, colours and patterns, etc.) Contact Rose Suppa, Manager, Infrastructure and Development, YRRTC (905 886 6767 x.71021), to obtain the most current design drawings and specifications regarding the H2WMC project. Incorporate all relevant details and information into the landscape drawing package. Remains outstanding - not included in the last submission.
45. Identify luminaire product type denoted by 'C' within the HWY 7 right-of-way on Sheet L100.
46. Similar to the ICONA development to the east, the Owner is to show the flush curb retaining the unit paving at the limit of the YRRTC H2VMC project removed and the unit paving pattern seamlessly extended. Include a cross section detail which demonstrates this approach.
47. Sheet L100 Materials Plan is to identify product type, colour, and pattern to ensure proposed unit paving matches existing.
48. Sheet L-400
 - Plant list- hf- Hemerocallis 'fulva'- please change this species to Hemerocallis 'James Marsh'
 - Include an overhead plan view of the layout of the soil cells for all planter types with soil volume calculations. Darken the drainage layout showing planter and CB connections (drainage pipe to be shown centred in planters as per detail(s)). All planters shall include a sub drain with a road catch basin breakthrough located a minimum of every four trees.
49. Sheet L500
 - Detail 21/L-500 – Provide additional information (type of steel, depth dimension for CIP concrete grade beam, labelling of aggregate base material and provision of shelf beyond grade beam, etc., grade beam and unit paver concrete cradle connection, etc.)
50. Sheet L502
 - Detail 6/L-502, 7/L-502 and 9/L-502 - Soil cells are show being installed upside down.
 - Please provide soil volume calculations for each planter type

- Tree grate detail 6/L-502 - tree grate shall match the vivaNext grates. Cast iron (tree grate finish by Iron age designs); pattern Oblio. Please include this detail in drawings including the propose method of fastening grate to frame and staking of tree
 - Include York Region Planting details HNF-102, NHF-111 and NHF-113
51. As previously requested, York Region Designed Soil is to be used for all proposed landscape installations within the HWY 7 right-of-way. Include and reference these specifications in the drawing set.
52. Construction details and other relevant information tied to HWY 7 landscape works should be amalgamated on their own detail sheets titled 'HWY 7 Landscape Details' for ease of future review and Region's approval.

Construction Site Management

53. The Owner shall submit to the Region's satisfaction a ***Construction Management Plan*** for each phase of construction, that provides information on:
- i. Location of the Site Trailer and other amenity structures
 - ii. How trucks will route to and from the site, where they will queue, where they will enter the site, where they will load/off-load materials, and where they will exit the site – with due consideration that no queuing and/or loading/off-loading will be permitted from the travelled portion of Highway 7
 - iii. Details on where construction personnel will park private vehicles – with due consideration that no parking will be permitted within the right-of-way of Highway 7
 - iv. Details on storage area for materials
Details on the anticipated construction schedule
54. The Owner must obtain, and advise all contractors, that a Road Occupancy Permit is required from the Community Planning and Development Services Branch prior to commencing any work on Regional property. The Road Occupancy Permit application can be obtained by visiting www.york.ca/roadpermits. The Road Occupancy Permit will be issued once the Owner has supplied proof that the Regional Finance Department, is in receipt of securities and a certificate of insurance. The completed Road Occupancy Permit application along with 24 hour emergency telephone numbers and a certificate of insurance is to be returned to permits@york.ca. For General inquiries please contact (905) 830-4444 extension 75700. Please allow three to four weeks for processing applications.
55. The Owner shall notify the Community Planning and Development Services Branch **48 hours in advance of any work commencing** on the site or the Regional right-of-way and shall provide, in writing, 24 hour emergency telephone numbers for the Owner and any contractors and consulting engineers retained by the Owner.

Any notice to be delivered to the Region shall be delivered to the following address:

Office of the Commissioner of Transportation
The Regional Municipality of York
17250 Yonge Street, Box 147
Newmarket, ON, L3Y 6Z1

Attention: ***Ivan Gonzalez***
Development Construction Co-ordinator

A draft Site Plan Agreement for the Owner's review and comment will follow under separate cover.

If you have any questions, regarding this application, please contact me at ext. 75755 or Kiriolis Istafanous, Development Engineering Technologist at extension 74952.

Sincerely,

A handwritten signature in black ink, appearing to read 'Calvin J. Mollett', with a stylized flourish at the end.

Calvin J. Mollett, P.Eng
Program Manager, Development Engineering

CM/ki

Copy to: Stephen Albanese, IBI Group (e-mail: stephen.albanese@ibigroup.com)
Ivan Gonzalez, Development Engineering, York Region (e-mail)

Attachment 20 – Conditions of Site Plan Approval (City of Vaughan)

Site Development File DA.18.075 (2748355 Canada Inc.)

Conditions of Site Plan Approval:

1. THAT prior to the execution of the Site Plan Agreement:
 - i. The VMC Program shall approve the final interim and ultimate site plans, building elevations, landscape cost estimates, interim and ultimate landscape plans (including the temporary playspace / amenity area), landscape details, photometric analysis drawings and wayfinding / signage design. The building elevations shall demonstrate the appropriate finishes, treatment and articulation of the built form to ensure activation of the public realm edges, including the interface with the pedestrian mews, privately-owned publicly accessible space, and courtyards, and shall include enlarged elevations at podiums. The landscape design shall demonstrate appropriate materiality and detailing to ensure creation of a high-quality public realm, and shall include enlarged plans at courtyards
 - ii. The Owner shall submit an analysis of tree soil volumes, including plans, site sections, detailed sections, and other details for both on-structure and on-grade conditions to fully demonstrate that each tree planted has met the minimum requirement of 20 cubic meters of growing medium in a shared tree pit or 30 cubic meters of growing medium in a stand-alone tree pit to encourage the growth of large caliper shade trees, to the satisfaction of the City
 - iii. 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 of appropriate mitigation measures to ensure favourable micro-climactic conditions for people sitting, standing and walking as per the intended uses within the public realm
 - iv. Prior to final approval, the Owner shall provide a tree preservation study for the trees that are proposed to be protected along Highway 7, 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;

- v. 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
- vi. 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 Draft VMC Submission Protocol, to the satisfaction of the 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 \$12,000.00 to guarantee the completion of the model;
- vii. The Owner shall provide a minimum 15 m wide 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 or service provided under this Agreement;
- viii. The Owner shall submit detailed engineering drawings and reports to demonstrate that the underground pedestrian connection on P1 through Street A will not adversely impact the municipal road and which may include certification by a structural engineer to the satisfaction of the VMC Program. If it cannot be satisfactorily demonstrated that the underground pedestrian connection will have no adverse impacts on the municipal road and services on Street A, the pedestrian tunnel will be removed from all drawings and will not be approved as part of this proposal. Should it be deemed satisfactory by Development Engineering Staff, VMC Program, the Owner will enter into a non-exclusive easement agreement with the City and shall include clauses that 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 tunnel or service provided under this Agreement;

- ix. The Development Engineering Staff, VMC Program shall approve the final site servicing and grading plan, erosion control plan, functional servicing and storm water 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;
- x. The Owner shall submit to the City a detailed environmental noise and vibration impact study for the proposed development on the lands prepared in accordance with Ministry of the Environment, Conservation, and Parks (MECP) noise assessment criteria as defined in Publication NPC-300, "Environmental Noise Guideline-Stationary and Transportation Noise Sources", to the satisfaction of the City. The Owner shall agree in the Site Plan Agreement to implement the recommendations of the final noise report into the design and construction of the buildings on the lands, and include all necessary warning statements on all agreements of purchase and sale or lease of individual units, all to the satisfaction of the City. The Owner shall reimburse the City for the cost of the peer review of the Noise Report, as may be applicable;
- xi. A noise consultant shall certify that the building plans are in accordance with the noise control features recommended by the approved Noise Report. Where wall, window and/or oversized forced air mechanical systems are required by the Noise Report, these features shall be certified by a Professional Engineer at the City's request. The Engineer's certificate must refer to the final Noise Report and be submitted to Development Engineering Staff, VMC Program;
- xii. The Owner shall submit an application to Public Works, Environmental Services Department for any permanent dewatering system that is required for the building and enter into an agreement and/or permit to discharge groundwater as required by the City;
- xiii. The Owner shall enter into a Development Agreement, and any other necessary agreements, with the City of Vaughan to satisfy all conditions, financial or otherwise, of the City with regard to such

matters as the City may consider necessary including payment of the development levies, financial securities, cost sharing, the provision of roads and municipal services, utilities, and landscape. The said agreement (s) shall be registered against the lands to which it applies and to the satisfaction of Development Engineering Staff, VMC Program;

- xiv. The Owner shall pay the Development Engineering Complex Site Plan fee, pursuant to the Fees and Charges By-law 192-2019, as amended, to the satisfaction of Development Engineering Staff, VMC Program;
 - xv. 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;
 - xvi. For Phase 2, the Owner shall formally request servicing capacity (allocation) from the City's Development Engineering Department, and that the allocation for servicing capacity be approved by City Council for a total of 1,175 units;
 - xvii. The Owner shall satisfy all requirements of York Region;
 - xviii. The Owner shall satisfy all requirements of the Ministry of Transportation Ontario ('MTO'); and,
 - xix. The Owner shall satisfy all requirements of Alectra Utilities Corporation, Bell Canada, and Canada Post.
2. THAT the implementing Development Agreement shall include the following clauses:
- a. The design, construction, and servicing of the east-west 22.0 m wide local road (Street A), including the necessary improvements to Commerce Street and Interchange Way, and installation of the necessary municipal

services and utilities shall all be carried out to the satisfaction of Development Engineering Staff, VMC Program;

- b. Design and construction of the streetscape along the east side of Commerce Street from Highway 7 to the new local street (Street A) at a standard urban level of service to the satisfaction of the City;
- c. Design and construction of the streetscape along the west side of Commerce Street from Highway 7 to the new local street (Street A) to an interim condition to the satisfaction of the City;
- d. Design and construction of the streetscape along the west side of Interchange Way from Highway 7 to the new local street (Street A) at a standard urban level of service to the satisfaction of the City;
- e. Design and construction of the interim and ultimate streetscape along the east-west local road (Street A) from Commerce Street to Interchange Way to an enhanced level of service to the satisfaction of the City;
- f. The Owner shall convey the east-west local road (Street A) and associated daylight triangles to the City free of costs and encumbrances to the satisfaction of Development Engineering Staff, VMC Program;
- g. The Owner shall convey road widening on Interchange Way and associated daylight triangles to the City free of costs and encumbrances to the satisfaction of Development Engineering Staff, VMC Program;
- h. The Owner shall convey a public easement to the City free of costs and encumbrances for the municipal storm sewer connection to the satisfaction of Development Engineering Staff, VMC Program;
- i. The road allowances included within the Plan shall be dedicated as public highways without monetary consideration;
- j. Submit a geotechnical report that identifies the existing site conditions and provides recommendations for the design and construction of the proposed municipal infrastructure and services including a pavement design structure for ideal and non-ideal conditions to the satisfaction of the City. The Owner shall agree in the Development Agreement to carry out, or cause to carry out, the recommendations of the report to the satisfaction of the City;

- k. Submit a functional servicing report and a detailed storm water management report that describes the storm drainage system for the proposed site development and Street A, Commerce Street and Interchange Way road widening improvements which report shall include:
 - i. Plans to illustrate how this drainage system will tie into surrounding drainage systems, indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
 - ii. The location and description of all outlets and other facilities;
 - iii. Storm water management techniques, which may be required to control minor and major flows;
 - iv. Proposed methods of controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction.

The Owner shall agree in the Development Agreement to carry out, or cause to carry out, the recommendations set out in any and all the aforementioned reports to the satisfaction of the City;

- l. Design and construct street lighting/pedestrian scale lighting system on Street A, Commerce Street, and Interchange Way to the satisfaction of the City. The streetlight system shall use LED luminaire, pole type and type of fixtures (or equivalent) in accordance with the City Standards and Specification and the City's VMC Streetscape/Open Space Master Plan;
- m. 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;
- n. The Owner shall enter/participate into the Interchange Way trunk sanitary sewer spine services cost-sharing agreement with the City;
- o. The Owner shall agree to pay its proportionate share of the cost associated with implementing the recommendations of the on-going Integrated Urban Water Master Plan EA to the satisfaction of the City. Financial commitments will be secured based on the City's latest available cost estimate for the required infrastructure improvements;

- p. Prior to the conveyance of lands to the City, and/or any initiation of grading or construction on the lands, The Owner shall implement the following to the satisfaction of the City:
 - i. Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Risk Evaluation, Risk Assessment report(s) in accordance with Ontario Regulation (O. Reg.) 153/04 (as amended) or its intent, for the lands. Reliance on the report(s) from the Owner's environmental consultant shall be provided to the City;
 - ii. Should there be a change to a more sensitive land use as defined under O. Reg. 153/04 (as amended) or remediation of any portions of lands required to meet the applicable Standards set out in the Ministry of the Environment, Conservation, and Parks (MECP) document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act" (as amended), submit a complete copy of the Record(s) of Site Condition (RSCs) filed on the Environmental Site Registry including the acknowledgement letter from the MECP, covering all the lands;
 - iii. Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City;
 - iv. Reimburse the City for the cost of the peer review of the ESA reports and associated documentation, as may be applicable;
 - q. The Owner shall make the necessary arrangements with the City's Environmental Services Department for the supply of potable water for construction purpose and implement a water flushing program to maintain the water quality on Street A, Commerce Street, and Interchange Way to City standard. The Owner shall be responsible for all costs incurred by the City in connection with the water used for testing and flushing the water distribution system.
3. THAT the implementing Site Plan Agreement shall include the following clauses:
- a. "The Owner shall agree to provide 90 off-site parking spaces for a minimum of seven (7) years after full occupancy of the Subject Lands. These 90 overflow parking spaces will accommodate the overflow of on-site parking demand and may be provided on adjacent blocks; however, shall be easily accessible, i.e. through pedestrian walkways, located no more than 350 m walking distance (approximately 5 minutes) from the

subject site. Subject to future parking utilization studies at the expense of the Owner, at both the Subject Lands and overflow parking lot, a portion or all of the 90 off-site parking spaces may be deemed unnecessary by the City if it can demonstrated through parking utilization studies that overflow spaces are no longer required to support parking demand for the Subject Lands.”

- b. “The Owner shall implement all traffic control measures on-site as outlined in the Transportation Impact Study, including the implementation of all pavement marking, signage and traffic control devices to ensure pedestrians and cyclists safety especially as it relates to the underground parking ramp access on Interchange Way”;
- c. “The Owner shall agree to follow the approved TDM Plan (as outlined in the Transportation Impact Study), including funding and implementation of all physical and programmatic TDM measures, on-going management and operation, monitoring and review of the TDM Plan. The Owner shall submit TDM Plan Updates, after conducting transportation surveys, to the satisfaction of the Development Engineering Staff, VMC Program.”
- d. “The Owner shall agree to implement the recommendations of the final noise report into the design and construction of the buildings on the lands and include all necessary warning statements on all agreements of purchase and sale or lease of individual units, all to the satisfaction of the City.”
- e. “The Owner shall agree to include the necessary warning clauses in agreements of offer of purchase and sale, lease/rental agreements and condominium declarations including but not limited to the following:
 - i. “Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the individual 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 the Ministry of the Environment, Conservation, and Parks.”
 - ii. “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 the Environment, Conservation, and Parks.”

- iii. "Purchasers/tenants are advised that due to the proximity of nearby commercial/office/retail facilities, sound from those facilities may at times be audible."
- f. "Prior to execution of the Condominium Agreement(s), the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses have been included in the offer of purchase and sale, lease/rental agreements and condominium declarations."
- g. "The Owner shall make the necessary arrangements with the City's Environmental Services Department for the supply of potable water for construction purpose and implement a water flushing program to maintain the water quality."
- h. "The Owner will be required to pay applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board."
- i. "For high-density residential development, the Owner shall convey land at the rate of 1ha per 300 units and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at the rate of 1ha per 500 units, or at a fixed unit rate, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's cash-in-lieu policy."
- j. "Should archaeological resources be found on the property during construction activities, the Owner must immediately cease all construction activities and notify the Ontario Ministry of Tourism, Culture and Sport and the Development Planning Department, Urban Design and Cultural Heritage Division."
- k. "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."
- l. "The Owner shall grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication and

telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.”

- m. “The Owner/developer will provide each building/tower with its own centralized mail receiving facility. This lock-box assembly must be rear-loaded, adjacent to the main entrance and maintained by the Owner/developer in order for Canada Post to provide mail service to the tenants/residents of this project. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided.”
- n. “The Owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building’s lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.”
- o. “The applicant shall contact Enbridge Gas Distribution’s Customer Connections department by emailing SalesArea30@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.”
- p. “If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.”
- q. “Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost.”
- r. “In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution’s Customer Connections department.”