

Committee of the Whole (2) Report

DATE: Tuesday, February 09, 2021

WARD(S): 2

**TITLE: PRIMONT (ISLINGTON) INC.
OFFICIAL PLAN AMENDMENT FILE OP.19.013
ZONING BY-LAW AMENDMENT FILE Z.19.035
7082 ISLINGTON AVENUE**

FROM:

Jim Harnum, City Manager

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Official Plan and Zoning By-law Amendment Files OP.19.013 and Z.19.035 for the subject lands shown on Attachment 1. The Owner seeks approval to:

- redesignate a portion of the subject lands from “Low-Rise Residential” to “High-Rise Residential” in Vaughan Official Plan 2010.
- increase the maximum permitted building height for Towers 2 and 3 from 22 storeys to 32 and 30-storeys respectively and decrease the maximum permitted Floor Space Index from 4.7 to 4.5 times the area of the lot designated “High-Rise Residential”
- rezone a portion of the subject lands from “RT1(H) Residential Townhouse Zone” with the Holding Symbol “(H)” to “OS2 Open Space Park Zone”, together with the site-specific zoning exceptions identified in Table 1.

The amendments would modify the previously approved official plan policies, zoning and development concept shown on Attachment 8 to permit four (4) residential apartment buildings with 997 apartment units and 103 townhouse units on a private common element road, as shown on Attachments 3 to 7.

Report Highlights

- The Owner proposes to redesignate and rezone portions of the subject lands to modify the Council approved development concept shown on Attachment 8, to increase the maximum permitted building height for Towers 2 and 3 from 22 storeys to 32 and 30-storeys respectively and decrease the maximum permitted Floor Space Index from 4.7 to 4.5 times the area of the lot designated “High-Rise Residential”.
- The Owner proposes to increase the maximum permitted building height in return for a monetary contribution of \$850,000 to secure community benefits as determined by the City pursuant to Section 37 of the *Planning Act*.
- The Development Planning Department supports the approval of the proposed amendments as they are consistent with and conform to Provincial Policy, conform to the York Region Official Plan 2010, and provides intensification that is compatible with the surrounding area in proximity to existing and planned public transit facilities.

Recommendations

1. THAT Official Plan Amendment File OP.19.013 (Primont (Islington) Inc.) BE APPROVED, to amend City of Vaughan Official Plan 2010, Volume 2, Section 13.41 – 7082 Islington Avenue, as follows:
 - a) to redesignate a portion of the Subject Lands, as shown on Attachment 2, from “Low-Rise Residential” to “High-Rise Residential”; and
 - b) to increase the maximum permitted building height for Towers 2 and 3 from 22 to 32-storeys and 30-storeys respectively and decrease the maximum permitted Floor Space Index (‘FSI’) from 4.7 to 4.5 times the area of the lot calculated over the portion of the Subject Lands to be designated “High-Rise Residential”;
2. THAT the implementing Zoning By-law Amendment include the provision for a monetary contribution of \$850,000 pursuant to Section 37 of the *Planning Act* towards the following potential community benefits, to be finalized and implemented through a Section 37 Density Bonus Agreement executed between the Owner and the City of Vaughan in return for the increase in the maximum permitted building height, to the satisfaction of the City:
 - off-site improvements / upgrades to existing parks, City-wide trails (Vaughan Super Trail) and community facilities that are above the City’s standard level of service
 - enhanced public access to natural heritage features, ravines and valleylands, including off-site improvements/upgrades;

3. THAT prior to the enactment of the implementing Zoning By-law the Owner shall enter into and execute a Section 37 Bonus Agreement with the City to secure the contribution and pay to the City the Section 37 Agreement surcharge fee in accordance with the in-effect Tariff of Fees for Planning Applications;
4. THAT Zoning By-law Amendment File Z.19.035 BE APPROVED, to amend Zoning By-law 1-88, specifically site-specific Exception 9(1323), to rezone a portion of the subject lands from “RT1(H) Residential Townhouse Zone” with the Holding Symbol “(H)” to “OS2 Open Space Park Zone”, as shown on Attachment 3, together with the site-specific zoning exceptions identified in Table 1 of this report;
5. THAT the Holding Symbol “(H)”, as shown on Attachment 3, shall not be removed from the Subject Lands or any portion thereof, until the existing conditions contained within site-specific Exception 9(1323) and the following additional condition are satisfied:
 - a) That the sanitary sewer connection is resolved to the satisfaction of the City and a Subdivision Agreement has been executed following approval of the Draft Plan of Subdivision, to satisfy all conditions, financial or otherwise from the City, specifically: the construction of all proposed municipal infrastructure, including the sanitary service connection; storm servicing; watermain; and access and consideration for future operation and maintenance of the deep services located in the valleylands system. Said agreement may also be subject to approval from York Region and the Toronto and Region Conservation Authority, and further conditions of approval from external review agencies; and
6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the City of Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect, to permit minor adjustments to the implementing Zoning By-law.

Background

The subject lands (‘Subject Lands’) shown on Attachment 1 are municipally known as 7082 Islington Avenue and located on the west side of Islington Avenue, north of Steeles Avenue West.

The Subject Lands abut valley lands to the west, identified as “Other Lands Owned by Applicant, Not Part of this Application”, as shown on Attachment 1, and are within the Regulated Area of the Toronto and Region Conservation Authority (‘TRCA’). The Subject Lands also abut Canadian National (‘CN’) and Canadian Pacific (‘CP’) Rail operated rail corridors to the north. The surrounding land uses are shown on Attachment 1.

The Subject Lands were previously approved for apartment and townhouse dwellings

Council on May 5, 2009, approved Zoning By-law Amendment File Z.05.017 (Ferma Properties Inc.) to rezone the Subject Lands from “PB1 Parkway Belt Open Space Zone” to “RA3(H) Residential Apartment Zone” with the Holding Symbol “(H)” (‘RA3(H)’) and “OS1 Open Space Conservation Zone” (‘OS1’). The By-law permitted seven (7) residential apartment buildings ranging in height from 8 to 12-storeys, live/work units, a maximum of 1,040 residential units and a range of ground floor commercial uses in accordance with Official Plan Amendment 605 (‘OPA 605’). However, the development was not constructed.

Council on June 19, 2018, approved Official Plan and Zoning By-law Amendment Files OP.15.007 and Z.15.030 and Draft Plan of Subdivision File 19T-17V006 (Islington Steeles Ventures Inc.) to redesignate the Subject Lands from “Mid-Rise Mixed-Use” and “Natural Area” to “Low-Rise Residential” and “High-Rise Residential”, and rezone them from RA3(H) Zone to RA3(H) Zone, “RT1(H) Residential Townhouse Zone” with the Holding Symbol “(H)” (‘RT1(H)’), OS1 Zone and “OS2 Open Space Park Zone” (‘OS2’) to permit 895 residential units (760 apartment and 135 townhouse) in two phases, as shown on Attachment 8, as follows:

Phase 1

- 135, 4-storey back-to-back and street townhouse units over 14 residential blocks on a private common element road

Phase 2

- Four (4), 19 to 22-storey residential apartment buildings containing a total of 760 units, with a gross floor area (‘GFA’) of 78,983 m² and a FSI of 4.7 times the area of the lot for the portion of the Subject Lands designated “High-Rise Residential” (1.68 ha)
- Four (4) levels of underground parking to serve the apartment buildings containing 760 residential parking spaces and 153 visitor parking spaces
- A 1,180 m² private outdoor amenity area

Official Plan and Zoning By-law Amendment Applications have been submitted to permit a revised development proposal on the Subject Lands

Primont (Islington) Inc. (the ‘Owner’) has submitted the following applications (the ‘Applications’) to permit the development of 1,100 residential units (997 apartment and 103 townhouse), as shown on Attachments 3 to 7 (the ‘Development’):

1. Official Plan Amendment File OP.19.013 to amend Vaughan Official Plan 2010 (‘VOP 2010’), specifically Volume 2, Section 13.41 - 7082 Islington Avenue to:
 - a) redesignate a portion of the Subject Lands (Attachment 2) from “Low-Rise Residential” to “High-Rise Residential”; and

- b) increase the maximum permitted building height for Towers 2 and 3 from 22 to 32-storeys and 30-storeys respectively and decrease the maximum permitted FSI from 4.7 to 4.5 times the area of the lot for the entire “High-Rise Residential” designation.
2. Zoning By-law Amendment File Z.19.035 to amend Zoning By-law 1-88, subject to site-specific Exception 9(1323), as follows:
 - a) rezone a 0.4 ha portion of the Subject Lands shown on Attachment 3 from the “RT1(H) Zone” to the “OS2 Zone”;
 - b) increase the permitted maximum building height for Towners 2 and 3 from 22-storeys (75 m) to 32-storeys (103 m) and 30-storeys (97 m) respectively for the entirety of the lands zoned “RA3(H) Zone”; and
 - c) the site-specific zoning exceptions identified in Table 1 of this report.

The Development is proposed over three phases and consists of the following as shown on Attachment 3:

Phase 1

- 22 and 32-storey residential apartment buildings (Towers 1 and 2) containing a total of 547 units with a GFA of 46,730 m²
- Five (5) levels of underground parking to serve the apartment buildings containing 493 residential parking spaces and 110 visitor parking spaces
- A 3,620 m² private outdoor amenity area

Phase 2

- 4-storey back-to-back and street townhouses (103 total units) over 11 residential blocks on a private common element road

Phase 3

- 22 and 30-storey residential apartment buildings (Towers 3 and 4) containing a total of 450 units with a GFA of 46,260 m²
- Four (4) levels of underground parking to serve the apartment buildings containing 405 residential parking spaces and 90 visitor parking spaces

Phases 1 and 3 will have a combined total FSI of 4.5 times the area of the lot for the portion of the Subject Lands to be designated “High-Rise Residential” (2.1 ha).

Related Site Development Applications were submitted to facilitate the Development

The Owner submitted a revised Site Development Application to permit Phase 2 (File: DA.18.015) of the Development, and a new Site Development Application for Phase 1 (File: DA.20.007) of the Development (referred to as “related Site Development

Applications”) which are under review. A future Site Development Application is required for Phase 3 of the Development.

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

The City on June 23, 2020 circulated a Notice of Public Meeting (the ‘Notice’) for the Applications to all property owners within 150 m of the Subject Lands and to the West Woodbridge Homeowners Association. A copy of the Notice was also posted on the City’s website at www.vaughan.ca and a Notice Sign was installed on the Subject Lands in accordance with the City’s Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on July 13, 2020 to receive comments from the public and the Committee of the Whole. Vaughan Council on July 15, 2020 ratified the recommendations of the Committee of the Whole (Public Meeting) to receive the Public Meeting Report and to forward a comprehensive technical report to a future Committee of the Whole Meeting.

The following deputations and written communication items were received by the Committee of the Whole (Public Meeting) at the July 13, 2020 meeting:

Deputations

- S. Sgotto, Weston Consulting, Millway Avenue, Vaughan representing the Owner

Written Submissions

- J. Fantino, Islington Avenue, Vaughan, representing Famee Furlane of Toronto (email dated May 12, 2020)

The following is a summary of and response to the comments provided in the written correspondence received by the Development Planning Department:

- Where are the points of ingress/egress to the Subject Lands?
One access to the Subject Lands is proposed from Islington Avenue, as shown on Attachment 3.
- How many residents are anticipated for the Development?
Approximately 3,550 residents are expected to occupy the full build-out of the Development based on a total of 1,100 units (997 apartments + 103 townhouse units).
- How many parking spaces are proposed?
The Development would include 898 residential and 200 visitor parking spaces for the high-rise apartment portion (Phases 1 and 3) and 206 residential and 30 visitor parking spaces for the low-rise townhouse portion (Phase 2).

- d) Any potential commercial component to the Development?
Commercial uses are not permitted within the High-Rise Residential or Low-Rise Residential designations of VOP 2010 which applies to the Subject Lands, and no amendments are proposed to add commercial uses to the Subject Lands.
- e) What traffic studies have been conducted for the Development?
On December 16, 2019, a Transportation Study prepared NexTrans Consulting Engineers was submitted in support of the Development and has been approved by the Development Engineering ('DE') Department, subject to minor comments.

Previous Reports/Authority

Previous reports related to the Applications are available at the following web links:

[April 20, 2009 CoW Z.05.017 Ferma Properties Inc. \(Item 25, Report No. 23\)](#)

[Sept 19, 2017 CoW \(PH\) OP.15.007, Z.15.030, 19T-17V006 Islington Steeles Ventures Inc. \(Item 1, Report No. 32\)](#)

[June 5, 2018 CoW OP.15.007, Z.15.030, 19T-17V006 Islington Steeles Ventures Inc. \(Item 46, Report No. 21\)](#)

[July 13, 2020 CoW \(PH\) OP.19.013, Z.19.035 Primont \(Islington\) Inc. \(Item 3, Report No. 35\)](#)

Analysis and Options

The Applications are consistent with the Provincial Policy Statement, 2020

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement, 2020 (the 'PPS'). The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS recognizes the local context and character is important.

The Applications are consistent with the PPS, specifically Sections 1.1.3.1, 1.1.3.2, 1.1.3.4, 1.2.1 c), 1.4.3, 1.5.1, 1.6.6.2, 1.6.9.1, 2.1.1 and 2.1.2 regarding: focusing development to settlement areas; efficient land use patterns; appropriate development standards to facilitate transit-supportive intensification; managing natural heritage resources; promoting publicly accessible and walkable natural settings; utilizing municipal services to support intensification; redevelopment and compact form; planning for sensitive land uses in the vicinity of rail facilities to ensure they are appropriately designed and buffered from each other; protection of natural features; and maintenance of long-term ecological functions and biodiversity of natural heritage systems.

The Subject Lands are located within a Settlement Area as defined by the PPS. The Applications are consistent with the policies of the PPS as they make more efficient use of the Subject Lands by minimizing land consumption and providing a range and mix of housing options, pedestrian access to the adjacent valleylands, and appropriate noise

control measures due to the Subject Land's proximity to CN and CP operated rail corridors to the north. The Subject Lands are also located within 200 m of Steeles Avenue West, identified as a Regional Rapid Transit Corridor on Schedule 10 - Major Transit Network by VOP 2010, and serviced by the Toronto Transit Commission ('TTC') (routes 60B and 60D) and York Region Transit ('YRT') (routes 12 and 13). The valley lands to the west will be conveyed to the TRCA for environmental protection and maintenance.

The Applications conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended

The Provincial Growth Plan: A Place to Grow – Growth Plan for the Greater Golden Horseshoe 2019, as amended ('Growth Plan') is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Applications conform to the policy framework of the Growth Plan as the built form would efficiently intensify the Subject Lands. The Applications will facilitate housing at a density supportive of the Growth Plan objectives, specifically Sections 1.2.1, 2.2.1(2)(a), 2.2.2(2) and 4.2.2 regarding the achievement of complete communities, supporting a range and mix of housing options, directing the majority of growth to settlement areas and the protection of natural heritage features.

The Subject Lands are located within a Settlement Area and a Delineated Built-up area as defined by the Growth Plan, where intensification and the establishment of complete communities is encouraged. The conveyance of the adjacent valley lands to the TRCA will protect the adjacent natural heritage features.

The Applications conform to the York Region Official Plan 2010 ('YROP')

The YROP guides economic, environmental and community building decisions across York Region. Section 5.3 of the YROP encourages intensification within built-up areas that maximizes efficiencies in infrastructure delivery and supports active and public transportation use. The Subject Lands are designated "Urban Area" on Map 1 - Regional Structure by the YROP which permits a range of residential, industrial, commercial, and institutional uses.

Access to the Subject Lands is proposed from Islington Avenue, a Regional Road with a planned 36 m wide right-of-way. The Subject Lands are located in proximity to a planned regional cycling connection (Map 10 - "Regional Cycling Network"), and Steeles Avenue West, a Regional Rapid Transit Corridor identified on Schedule 10 "Major Transit Network" by VOP 2010 and served by the TTC and YRT.

The Development offers a variety of housing types including back-to-back townhouse, street townhouse, and residential apartment units at a transit-supportive density and is located in proximity to existing public transit networks supported by the YROP. The Development conforms to the YROP.

York Region on March 27, 2020, exempted Official Plan Amendment File OP.19.013 from approval by the Regional Planning Committee of the Whole and Council, and considers the Application a matter of local significance.

The Development Planning Department supports the proposed amendments to VOP 2010

The Subject Lands are designated “High-Rise Residential”, “Low-Rise Residential” and “Natural Areas” by VOP 2010, Section 13.41 - 7082 Islington Avenue. The “High Rise Residential” designation permits four (4) residential apartment buildings with a maximum building height of 22-storeys and a maximum FSI of 4.7 times the area of the lot designated “High-Rise Residential”. The “Low-Rise Residential” designation permits back-to-back townhouse and street townhouse dwelling units with a maximum building height of 4-storeys, with frontage onto a common element private road.

Amendments to VOP 2010 are required to redesignate a 0.4 hectare portion of the Subject Lands from “Low Rise Residential” to “High-Rise Residential” and increase the maximum permitted building height for Towers 2 and 3 from 22 to 32 and 30-storeys respectively, as shown on Attachment 2.

Redesignate a portion of the Subject Lands from “Low-Rise Residential” to “High-Rise Residential”

The previous development proposed on the Subject Lands included 135, 4-storey back-to-back and street townhouse units over 14 residential blocks. Through the Applications, townhouse Blocks 1 and 2 shown on Attachment 8 will be removed, and replaced with an expanded private outdoor amenity space at grade, as shown on Attachment 3, and underground parking to serve Towers 1 and 2. These lands (0.4 ha) will be redesignated from “Low-Rise Residential” to “High-Rise Residential” in the manner shown on Attachment 2. Adding 0.4 ha of lands to the “High Rise Residential” designation reduces the overall FSI for this designation from 4.7 to 4.5 times the area, even though 237 additional residential apartment units are proposed. An amendment to the maximum permitted FSI is required to reduce the maximum permitted FSI on the portion of the Subject Lands designated “High-Rise Residential” from 4.7 to 4.5.

The Development Planning Department can support the proposed redesignation. The overall site organization on the Subject Lands will remain unchanged and the additional building height, GFA and apartment units can be supported from a built form/urban design perspective and will not impact surrounding land uses.

Increase to the maximum building height from 22 to 32-storeys

Section 13.41 of VOP 2010 permits a maximum building height of 22-storeys for the “High-Rise Residential” designation. The Development includes 4 apartment buildings ranging in height from 22-storeys (Towers 1 and 4), 30 storeys (Tower 3) and 32 storeys (Tower 2). The Applications would increase the maximum building height to 32-storeys to permit the additional building height for Towers 2 and 3.

The Development Planning Department has no objection to the proposed building height and the additional 237 units, for the following reasons:

- Towers 2 and 3 would be located furthest away from the low-rise townhouses within the Development on the Subject Lands, minimizing potential visual impacts
- Towers 1 and 4 would not exceed the current permitted maximum building height of 22-storeys, with the closest tower (Tower 1) to the low-rise townhouses being separated from townhouse Block 1 by 51 m, providing a transition in height from Islington Avenue and appropriate separation between building types
- A minimum distance of 20 m between each facing tower will be provided in accordance with Policy 13.41.1.6 of VOP 2010 and the staggering of the tower locations on either side of the road would mitigate privacy concerns
- the Shadow Study prepared by Quadrangle and submitted to the City on December 16, 2019 demonstrates the additional building height will comply with the Performance Standards under Section 5.2.2 of the City-Wide Urban Design Guidelines by allowing the minimum requirement for 5 hours of sunlight on adjacent sidewalks
- the Development provides appropriate transit-oriented intensification on the Subject Lands and are supported by the nearby Regional Rapid Transit Corridor (Steeles Avenue West), YRT and TTC transit services along Islington Avenue and Steeles Avenue West. The Owner has agreed to construct the sidewalk extension on the west side of Islington Avenue from the Subject Lands to Steeles Avenue West to ensure future residents have direct access to public transit along Steeles Avenue West.

In addition, consistent with Section 37 of the *Planning Act* and the policies of VOP 2010, Section 10.1.2.9, the Owner shall enter into a Section 37 Bonusing Agreement for the increase in maximum building height, as discussed later in this report.

The Urban Design Guidelines for Infill Development do not apply to the Subject Lands

Vaughan Council on October 19, 2016, approved the Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods (the 'Guidelines'), to clarify VOP 2010 policy as it applies to low-rise neighbourhoods. The guidelines are typically applied to detached, semi-detached and townhouse units located in a stable Community Area. In accordance with Map 1 of the Guidelines, the Subject Lands are located within a Community Area, but outside of the established Community Areas where the Guidelines apply. Therefore, the Guidelines do not apply to the Subject Lands.

The Owner is required to enter into a Section 37 Bonusing Agreement for the proposed increase in building height in exchange for community benefits

Vaughan Council has the authority under Section 37(1) of the *Planning Act*, in a By-law enacted under Section 34 of the *Planning Act*, to authorize an increase to the building height of the development above what is otherwise permitted in return for the provision of community benefits.

To determine the uplift value and the Section 37 contribution the Owner retained Colliers International who provided an appraisal report for the uplift value of the Subject Lands resulting from the proposed increase in building height. The Owner on December 3, 2020 submitted the appraisal to the City for review and approval. The appraisal report identifies the uplift value of the Subject Lands as of the effective date of November 17, 2020 to be \$3,400,000. The Infrastructure Development Department, Real Estate Division, reviewed and accepted the appraisal report.

Based on the policies of VOP 2010 and the City's Guidelines for the Implementation of Section 37 Benefits, the Owner and the City have agreed to a monetary contribution of \$850,000. This contribution will be included in the implementing Zoning By-law and secured through an amended Section 37 Density Bonusing Agreement executed between the Owner and the City prior to the enactment of the Zoning By-law, to the satisfaction of the City. The contribution will be directed towards one or a combination of the following to be finalized prior to the execution of the Density Bonusing Agreement:

- off-site improvements / upgrades to existing parks , City-wide trails (Vaughan Super Trail) and community facilities that are above the City's standard level of service
- enhanced public access to natural heritage features, ravines and valleylands supported by the TRCA, involving off-site improvements/upgrades.

The Owner will be required to pay the Section 37 Bonusing Agreement Surcharge Fee in accordance with the "Tariff of Fees By-law for Planning Applications", in effect at the time of the execution of the Agreement to prepare the Section 37 Agreement. Conditions to this effect are included in the Recommendations of this report.

Amendments to site-specific Exception 9(1323) in Zoning By-law 1-88 are required to permit the Development

The Subject Lands are zoned RA3(H) Zone, RT1(H) Zone, OS1 Zone and OS2 Zone as shown on Attachment 1, and subject to site-specific Exception 9(1323). This zoning would permit the development shown on Attachment 8, subject to the conditions identified in Exception 9(1323) that are required to lift the Holding Symbol "(H)".

The Owner is proposing to amend site-specific Exception 9(1323) to rezone a portion of the Subject Lands from RT1(H) Zone to OS2 Zone as shown on Attachment 3 to expand the private outdoor amenity area and underground parking area, together with the following site-specific zoning exceptions:

Table 1:

	Zoning Standards	Site-Specific Exception 9(1323) RA3 Zone Requirements	Proposed Amendments to RA3 Zone Requirements
a.	Maximum Building Height in an RA3 Zone	22-storeys (75 m), exclusive of mechanical equipment and architectural features	<u>Tower 2</u> 32-storeys (105 m), exclusive of mechanical equipment and architectural features <u>Tower 3</u> 30-storeys (97 m) exclusive of mechanical equipment and architectural features
b.	Minimum Parking Requirements in an RA3 Zone	<u>Towers 1 and 2</u> <ul style="list-style-type: none"> 383 units at 1 space/unit = 383 spaces 383 units at 0.2 visitor spaces/unit = 77 spaces <u>Towers 3 and 4</u> <ul style="list-style-type: none"> 377 units at 1 space/unit = 377 spaces 377 units at 0.2 visitor spaces/unit = 76 spaces Total: 913 spaces	<u>Towers 1 and 2</u> <ul style="list-style-type: none"> 547 units at 0.9 spaces/unit = 493 spaces 547 units at 0.2 visitor spaces/unit = 110 spaces <u>Towers 3 and 4</u> <ul style="list-style-type: none"> 450 units at 0.9 spaces/unit = 405 spaces 450 units at 0.2 visitor spaces/unit = 90 spaces Total: 1,098 spaces
c.	Minimum Interior Yard in an RA3 Zone	36.18 m to Tower 1	26 m to Tower 1
d.	Maximum Driveway Width	15 m	16 m
	Zoning Standards	Site-Specific Exception 9(1323) RT1 Zone Requirements	Proposed Amendments to RT1 Zone Requirements
e.	Minimum Lot Frontage in an RT1 Zone	5.49 m for Blocks 9 to 14, shown on Attachment 8	5.49 m for Blocks 7 to 11, shown on Attachment 3
f.	Minimum Lot Area in an RT1 Zone	93.9 m ² for: Blocks 1 to 7 - Lots 54 to 135, excluding Lot 77	<ul style="list-style-type: none"> 93.9 m² for Blocks 1 to 6 145 m² for Blocks 7 to 8

	Zoning Standards	Site-Specific Exception 9(1323) RT1 Zone Requirements	Proposed Amendments to RT1 Zone Requirements
		Block 8 - Lots 38 to 52 Block 9 - Lots 34 Block 10 - Lots 28 to 31 Block 12 - Lots 16 to 19 Block 13 - Lots 9 to 13 Block 14 - Lots 4 to 6 As shown on Attachment 8	<ul style="list-style-type: none"> • 137 m² for Blocks 9 • 150 m² for Blocks 10 to 11 As shown on Attachment 3
g.	Minimum Lot Depth in an RT1 Zone	<ul style="list-style-type: none"> • 12.5 m for Blocks 1 to 8 Shown on Attachment 8	<ul style="list-style-type: none"> • 12.5 m for Blocks 1 to 6 • 10.1 m for Block 5, Lot 49 and Block 6, Lot 63 Shown on Attachment 4
h.	Maximum Building Height in an RT1 Zone	<ul style="list-style-type: none"> • 13.6 m for Blocks 1 to 8 • 12.5 m for Blocks 9 to 14 As shown on Attachment 8	<ul style="list-style-type: none"> • 13.6 m for Blocks 1 to 6 • 12.5 m for Blocks 7 to 11 As shown on Attachment 3
i.	Minimum Interior Garage Width	5.5 m	3 m for Block 8, Lot 76
j.	Maximum Number of Townhouses in a Block in an RT1 Zone	Permit a maximum of 14 units within a block of back-to-back townhouse dwellings	Permit a maximum of 16 units within a block of back-to-back townhouse dwellings (Block 6)
k.	Minimum Setback to Portions of Buildings Below Grade	1.8 metres	<ul style="list-style-type: none"> • 1.5 m for Block 1, Lot 1 • 1.6 m for Block 5, Lot 49 • 1.6 m for Block 6, Lot 63
l.	Minimum Front or Exterior Yard Setback to an Attached Garage Facing a Lot Line	6 m	5.8 m for: <ul style="list-style-type: none"> • Block 1, Lot 1 • Block 3, Lot 26 • Block 4, Lot 42

	Zoning Standards	Site-Specific Exception 9(1323) RT1 Zone Requirements	Proposed Amendments to RT1 Zone Requirements
m.	Minimum Yard Setbacks in an RT1 Zone	<p>Front Yard</p> <ul style="list-style-type: none"> • 4.5 m <p>Rear Yard</p> <ul style="list-style-type: none"> • 0 m for Blocks 1 to 8 • 2.7 m for Block 9 • 2.2 m for Block 10 • 6.5 m for Block 11; and, • 6 m for Block 12 <p>Interior Side Yard (abutting a non-residential use)</p> <ul style="list-style-type: none"> • 3.5 m <p>Exterior Side Yard</p> <ul style="list-style-type: none"> • 2.5 m for Block 1 • 2.7 m for Block 2 • 1.4 m for Block 3 • 1.9 m for Block 5 • 2 m for Block 6; and, • 1.5 m for Blocks 7 and 8 <p>As shown on Attachment 8</p>	<p>Front Yard</p> <ul style="list-style-type: none"> • 2.8 m <p>Rear Yard</p> <ul style="list-style-type: none"> • 0 m for Blocks 1 to 6 • 2.7 m for Block 7 • 5.9 m for Block 8 • 5.8 m for Block 9 <p>Interior Side Yard (abutting a non-residential use)</p> <ul style="list-style-type: none"> • 1.25 m for Block 7, Lot 71 • 1.25 m for Block 7, Lot 75 from dwelling wall and 0.80m from porch • 3.08 m for Block 8, Lot 76 • 1.5 m for Block 9, Lot 89 • 1.5 m for Block 10, Lot 90 <p>Exterior Side Yard</p> <ul style="list-style-type: none"> • 1.5 m for Block 1 • 1.9 m for Block 3 • 2 m for Block 4 • 1.3 m for Block 5 and Block 6 <p>As shown on Attachment 3</p>
	Zoning Standards	Site-Specific Exception 9(1323) OS1 and OS2 Requirements	Proposed Amendments to General OS1 and OS2 Requirements
n.	Minimum Amenity Area	1,180 m ² within the OS2 Zone	3,620 m ² within the OS2 Zone

	Zoning Standards	Site-Specific Exception 9(1323) RT1 Zone Requirements	Proposed Amendments to RT1 Zone Requirements
o.	Permitted Uses Within the OS1 Zone	<ul style="list-style-type: none"> • Conservation Uses - Conservation Project and Forestry Project • Recreational Uses - Limited to a walking trail only • At-grade Visitor Parking • Bicycle Parking • Hard and Soft Landscaping • A portion of an underground parking garage for Tower 1 only 	Permit the following additional uses: <ul style="list-style-type: none"> • Mechanical, electrical, utility and infrastructure services below grade • Loading spaces • A portion of an underground parking garage for Tower 4

Minor modifications may be made to the zoning exceptions noted in Table 1 prior to the enactment of an implementing Zoning By-law, as required through final review of the related Site Development Applications.

Permitted Uses

The proposed additional uses in the OS1 Zone would be located along the north limit (abutting the rail line) of the Subject Lands. This land does not contain any natural heritage features and will be privately maintained as an amenity area by the future condominium corporation. The amendment to permit additional uses would not impact the functionality of the amenity area.

Building Height

The proposed building height provides for appropriate transit-oriented intensification on the Subject Lands in proximity to a Regional Rapid Transit Corridor, YRT and TTC transit services. Block 1 will be separated by 51 m from Tower 1, which will maintain the currently permitted maximum building height of 22-storeys. In addition, a minimum distance of 20 m between each facing tower, between Towers 1 and 2 and between Towers 3 and 4, will be provided as required by Section 13.41 of VOP 2010, and the staggering of the tower locations on either side of the road will mitigate privacy concerns.

Minimum Residential Parking Space Requirements

The proposed parking supply is supported by the Transportation Study prepared by NexTrans Consulting Engineers submitted December 16, 2019 and addendum Response Letter submitted July 6, 2020 which highlights Transportation Demand Management ('TDM') measures such as providing transit oriented, walking, and cycling supported development. The DE Department supports the proposed parking supply on the basis that the sidewalk extension on the west side of Islington Avenue will be

constructed as part of the Development and the TDM measures outlined in the Transportation Study are implemented. The sidewalk extension will allow residents to easily access the available YRT and TTC services at Islington Avenue and Steeles Avenue West, which reduces the parking space demand for the Development.

Minimum Setbacks, Lot Dimensions, Garage and Driveway Widths, and Amenity Areas

The proposed amendments to the minimum building setbacks, lot frontage, area, and depth, amenity areas, minimum interior garage and driveway widths primarily reflect the revisions to townhouse block numbers from the previous Islington Steeles Ventures Inc. applications referenced in site-specific Exception 9(1323) and other minor adjustments made through further refinement of the Development. The Development Planning Department considers these revisions and adjustments to site-specific Exception 9(1323) appropriate and supportable to facilitate the Development.

The Development Planning Department can support the zoning exceptions in Table 1 as they will facilitate a built-form which appropriately intensifies the Subject Lands, maintains a site organization which is consistent with the previous Council approved Site Development application for the subject lands and the Development will not have an impact on the surrounding land uses.

An Additional condition is required before the Holding Symbol ('H') can be removed from the Subject Lands

Site-specific Exception 9(1323) contains a number of conditions to be satisfied before the Holding Symbol "H" can be removed from the Subject Lands including the submission of a Ministry of Environment and Climate Change ('MOECC') Record of Site Condition ('RSC'), addressing detailed design comments of the TRCA, obtaining servicing capacity allocation and the dedication of a valleyland trail connection to the City.

In consideration of the depth and location of the proposed sanitary connection and storm outfall within the adjacent valleylands, the DE Department recommends an additional condition be included to be satisfied by the Owner before the Holding Symbol "H" can be removed from the from the Subject Lands, as follows:

- That the sanitary sewer connection is resolved to the satisfaction of the City and a Subdivision Agreement has been executed following approval of the Draft Plan of Subdivision, to satisfy all conditions, financial or otherwise from the City, and specifically the construction of all proposed municipal infrastructure, including the sanitary service connection, storm servicing, watermain, access and consideration for future operation and maintenance of the deep services located in the valleylands system. Said agreement may also be subject to approval from York Region and the TRCA, and further conditions of approval from external review agencies.

The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 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 to the 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 2 years of the passing of the zoning by-law amendment.

Should Council approve Zoning By-Law Amendment File Z.19.035, the Development Planning Department has included a Recommendation to permit the Owner to apply for Minor Variance application(s), if required, in advance of the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the Development.

The Subject Lands are not identified as having archaeological potential

The Subject Lands have been assessed for archaeological concerns in accordance with the *Ontario Heritage Act* and have been cleared of having archaeological potential. Standard archaeological clauses shall be applied through the implementing Site Plan Agreement:

The DE Department has provided comments to be addressed through the related Draft Plan of Subdivision and Site Development Applications

The DE Department has provided the following comments to be addressed by the Owner through the resubmission of plans and reports, specifically the servicing strategy for the proposed municipal infrastructure including the sanitary sewer extension and stormwater services and features.

Functional Servicing and Stormwater Management Report

The Owner on July 10, 2020 submitted a revised Functional Servicing and Stormwater Management Report ('FSR') prepared by Urbantech West in support of the Development to demonstrate the proposed servicing scheme.

Water Distribution

The Subject Lands lie within Pressure District 4 of the York Water System. The Development is proposed to be connected to an existing City watermain located along the east side of Islington Avenue. Internal to the Subject Lands, the Development would be serviced by a looped domestic and fire line via the connection noted above with a water meter and backflow chamber.

Sanitary Servicing

The Development includes a sanitary service connection to an existing gravity sewer stub located in the adjacent valleylands. The existing connection outlets to the Pine Valley Trunk Sewer that runs between two York Region sanitary trunk sewers. The proposed sanitary sewer connection will traverse the valleylands (along the south property boundary) with a connection to the existing gravity sewer stub located within

the valley. Private sanitary sewers are proposed via the private roadways with lateral connections shown to the proposed townhouse units and to the four apartment buildings.

The proposed sanitary sewer extension through the valleylands to the gravity sewer stub is expected to be a private sewer connection up to existing Manhole 1A ('MH1A'). The City's service connection to the Regional system will commence at MH1A to the existing Pine Valley Trunk Sewer. Vehicular access to this area and an internal access to the deep sanitary sewer will be required for future operations and maintenance by the City and the future condominium corporation(s). Further clarification and information is required as part of the detailed design stage of the related Draft Plan of Subdivision and Site Development Applications.

Stormwater Management and Storm Sewer Network

The Development includes a connection via controlled release which outlets to the adjacent valleylands and ultimately to the Humber River. Quality control is proposed through the implementation of an Oil-Grit Separator and various low-impact development ('LID') measures within the Subject Lands. The proposed stormwater system is considered a private system and will ultimately be the responsibility of the future condominium corporation(s) to own, operate and maintain, and is subject to the review and approval from the City and TRCA.

Additional information on how the proposed outfall will be accessed for maintenance purposes by the future condominium corporation(s) will be required at the detailed design stage. The outfall is approximately 103 m from the top of the slope, as such access to the storm outfall (from the bottom of the valley) is required regardless of the ownership of the lands where the outfall is proposed. Further clarification and information will be required as part of the Site Development application and detailed design stage.

Noise and Vibration Feasibility Study

The Owner submitted a Noise and Vibration Feasibility Study ('NVFS') prepared by HGC Engineering Ltd. dated November 29, 2019. The NVFS concludes the Development is feasible from a noise and vibration perspective. The DE Department concurs with the findings of the NVFS.

An updated NVFS is required at the Site Development Application stage to confirm the conclusions and recommendations contained in the current NVFS and must include site-specific warning clauses and/or additional noise attenuation measures.

Transportation

One access to the Subject Lands is proposed from Islington Avenue, a York Region road, as shown on Attachment 3. The final design and location of the access is subject to York Region review and approval. All units will be accessed by an internal private common element road.

Environmental Engineering

The Owner submitted updated Phase One and Phase Two Environmental Site Assessment ('ESA') reports prepared by Fisher Environmental and received on December 14, 2020. The ESA reports indicated that the Subject Lands were historically used for on-site waste disposal until the early 1960s and subsequently used as a golf course until the early 2000s.

An extensive remediation and monitoring program was implemented on the Subject Lands between 2016 and 2019 to address soil and groundwater impacts resulting from the previous waste disposal operation. Following confirmation of remediation, RSC #226887 was filed to the Environmental Site Registry on July 6, 2020, which confirms that the Subject Lands are suitable for the proposed residential uses. Further methane monitoring programs will be required to confirm that no methane impacts are affecting the Subject Lands as a result of the previous waste disposal operation. Conditions regarding the required methane monitoring will be included in the associated Subdivision Agreement.

Development Charges and cash-in-lieu of the dedication of parkland are applicable for the Development

The Owner shall pay all applicable Development Charges and cash-in-lieu of the dedication of parkland, and appropriate conditions shall be included in the associated Subdivision and Site Development Agreements.

Parks Infrastructure Planning & Development

All open space within the Subject Lands is proposed to be private amenity area to serve the Development owned and maintained by the future condominium corporation(s). A public trail is proposed within the adjacent valleylands connecting to the Development via a pedestrian walkway along the south side of Tower 4, as shown on Attachment 3. The Parks Planning Department has no objection to the Applications and has provided trail feasibility comments to be addressed through related Draft Plan of Subdivision File 19T-17V006.

The TRCA has no objection to the Applications, subject to the resolution of all technical comments through the related Site Development and Draft Plan of Subdivision Applications

The adjacent valleylands where servicing and stormwater infrastructure and the public trail connection is proposed are within the TRCA Regulated Area. The TRCA has no objection to the Applications and has provided technical comments respecting detailed engineering design, stormwater management and additional items to be addressed through the related Draft Plan of Subdivision and Site Development Applications.

CP and CN have provided comments on the Applications

The Subject Lands are located in proximity to the CP Mactier Subdivision mainline and CN principle mainline rail corridors to the north where rail operations may impact future residents of the Development. Both CP and CN previously identified requirements for

the Development and conditions/clauses to be addressed through the related Draft Plan of Subdivision and Site Development Applications.

All school boards have no objection to the proposed Applications

The York Region District School Board and York Region Catholic District School Board have no objection to the Applications.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region has advised the Official Plan Amendment Application is a matter of local significance and does not adversely affect Regional planning policies or interest. York Region on March 27, 2020 exempted the Official Plan Amendment Application from approval by the Regional Committee of the Whole and Council. York Region has provided comments on the related Draft Plan of Subdivision and Site Development Applications to be addressed by the Owner, including land dedication and financial requirements, source water protection, dewatering, streetscaping and transportation/traffic management.

Conclusion

The Development Planning Department is satisfied that the Applications are consistent with the policies of the PPS, conforms to the Growth Plan and the York Region Official Plan. The proposed amendments to the Official Plan and Zoning By-law 1-88 are appropriate for the development on the Subject Lands. The Development utilizes an intensified compact built form, is compatible with the surrounding area, adds a mix of unit types available to the area and is in close proximity to existing and planned public transit facilities. On this basis, the Development Planning Department can support the approval of the Applications, subject to the Recommendations of this report.

For more information, please contact Chris Cosentino, Planner, at extension 8215

Attachments

1. Context & Location Map
2. Proposed Official Plan Designations
3. Site Plan and Proposed Zoning
4. Landscape Plan
5. Apartment Building Elevations
6. Typical Back-to-Back Townhouse Elevations – Block 1
7. Typical Street Townhouse Elevations – Block 8
8. Approved Zoning and Development Concept – Files OP.15.007 & Z.15.030

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