

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 15, 2020

Item 1, Report No. 57, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 15, 2020.

1. GB (SEVEN VAUGHAN) LIMITED PARTNERSHIP (MELROSE) OPA FILE OP.19.009 ZBA FILE Z.19.024 DRAFT PLAN OF SUBDIVISION FILE 19T-V004 SITE PLAN FILE DA.19.075 2851 HWY 7 VICINITY OF MAPLECRETE ROAD AND HWY 7

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Infrastructure Development, dated December 1, 2020, be approved, subject to the following amendments, in accordance with Communication C1, memorandum from the Deputy City Manager, Infrastructure Development, dated November 27, 2020, as follows:**
 - 1. That Recommendation #1 d) with respect to the tower floor plate size permissions, be deleted and replaced with the following:**
 - d) An increase to the maximum permitted tower floor plate size from 750 m2 as follows:**
 - i. Tower A: 972 m2 on level 6 only and 815 m2 on levels 7 to 34 and;**
 - ii. Tower B: 852 m2 on levels 4 to 8, and 810 m2 on levels 9 to 24.**
 - 2. THAT Recommendation #2 b) regarding Section 37 contribution requirements, be deleted and replaced with the following:**
 - b) permit the bonusing for increased building height and density for the proposed development on Block 1 as shown on Attachments 5 to 16 in return for the following provision of off-site community benefits totaling \$1,414,135.00 pursuant to 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. \$1,000,000.00 related to enhancements to the Edgeley Park and Pond located in the vicinity of Jane Street and Highway 7;**

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- ii. **\$414,135.00 towards a reserve for a future cultural/community hub located within the VMC; and**

- 2) **That the coloured elevations submitted by the applicant be received.**

Recommendations

- 1. THAT the Official Plan Amendment File OP.19.009 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) Further to the permissions outlined in Policy 8.7.12, an increase to the maximum permitted building height of Tower B from 23 to 27-storeys, whereas Tower A is permitted a maximum building height of 37-storeys, subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution
 - b) An increase to the maximum permitted density (Floor Space Index (FSI)) from 5.0 times the area of the lot to an FSI of 5.41 for Block 1 (Area 1) and reserve a base FSI of 2.5 for Block 3 (Area 2) respectively; subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution. Any increase in density above the permitted 2.5 base FSI for Block 3 will require an amendment to this Plan, subject to the appropriate studies and plan submitted as part of a complete application for Area 2 demonstrating that the proposed increase in density is appropriate, to the satisfaction of the City
 - c) Conversion of the tenure of the north-south street from public to private with a public access easement
 - d) An increase to the maximum permitted tower floor plate size from 750 m2 as follows:
 - i. Tower A: 966 m2 on level 6 only and 810 m2 on levels 7 to 34 and;
 - ii. Tower B: 847 m2 on levels 4 to 8, and 805 m2 on levels 9 to 24.

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2. THAT Zoning By-law Amendment File Z.19.024 BE APPROVED to:
 - a) amend By-Law 1-88, as amended, to rezone Block 1 from “EM1 Prestige Employment Area”, subject to Exception 9(620), to “C9 Corporate Centre Zone” on Block 1 lands, generally in the manner shown on Attachment 5, together with the site-specific zoning exceptions as generally identified in Table 1 of this report, and Block 3 to “C9 Corporate Centre Zone” with a Holding Symbol “(H)”; and
 - b) permit the bonusing for increased building height and density for the proposed development on Block 1 as shown on Attachments 5 to 16 in return for the following provision of off-site community benefits totaling \$1,399,000.00 pursuant to 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. \$1,000,000.00 related to enhancements to the Edgeley Park and Pond located in the vicinity of Jane Street and Highway 7;
 - ii. \$399,000.00 towards a reserve for a future cultural/community hub located within the VMC.
3. THAT the Holding Symbol “(H)” shall not be removed from the Block 3 lands, or any portion thereof, until the following conditions are fulfilled:
 - a) Conditional approval of a future Site Development Application which would allow for a viable development on the lands, subject to the policies of the VMCSPP and to the satisfaction of the City; or a future Site Development Application which would include acquisition of lands to the south, subject to the policies of the VMCSPP and to the satisfaction of the City;
 - b) Adequate municipal downstream servicing (water, sanitary, and storm) has been constructed on the adjacent lands to the west, to the satisfaction of the City; and
 - c) Plans and reports are submitted and approved for the ultimate water, sanitary, and storm service as well as sanitary and storm tributary areas, to the satisfaction of the City.

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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 Agreement, pursuant to Section 37 of the Planning Act, for the implementation of the community benefits identified in Recommendation 2 b). 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 the Planning Applications, prior to the execution of the Section 37 Agreement.
5. 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.
6. THAT staff be authorized to issue the notice of draft approval for Draft Plan of Subdivision File 19T-19V004 for the creation of a mixed-use development block, a private north-south street with a public access easement (Block 1), a public east-west local road (Block 2), a future development block (Block 3) and a 0.3 metre reserve (Block 4), subject to the Conditions of Draft Approval set out in Attachment 1.
7. THAT Site Development File DA.19.075 BE DRAFT-APPROVED subject to the conditions set out in Attachment 2 and 2a.
8. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:

“THAT Site Development Application DA.19.075 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 769 residential apartment units (1,699 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 if the development does not proceed to registration and/or building permit issuance within 36 months.”

Committee of the Whole (1) Report

DATE: Tuesday, December 01, 2020

WARD(S): 4

**TITLE: GB (VAUGHAN SEVEN) LIMITED PARTNERSHIP (MELROSE)
OFFICIAL PLAN AMENDMENT FILE OP.19.009
ZONING BY-LAW AMENDMENT FILE Z.19.024
DRAFT PLAN OF SUBDIVISION FILE 19T-19V004
SITE DEVELOPMENT FILE DA.19.075
2851 HIGHWAY 7
VICINITY OF MAPLECRETE ROAD AND HIGHWAY 7**

FROM:

Nick Spensieri, Deputy City Manager, Infrastructure Development

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for the applications to amend the Official Plan and Zoning By-law and receive draft approval for the proposed Draft Plan of Subdivision and Site Development, subject to the recommendations of this Report, to permit a mixed-use development in the Vaughan Metropolitan Centre (VMC) consisting of 2 high-rise residential towers on a shared podium with ground floor retail, 4 levels of underground parking, a private north-south street with public access, a future development block and a new east-west public street.

Report Highlights

- The applications seek to permit a mixed use development (Block 1) consisting of 769 residential units within two towers (Tower A – 37-storeys and Tower B – 27-storeys) on a shared podium with approximately 427 m² of ground floor retail, 625 parking spaces within 4 levels of underground parking, a private north-south street with a public access easement, a new east-west public street (Block 2) and a future development block (Block 3).
- Subject to Council's approval, the proposed development is required to provide Section 37 contributions in exchange for an increase in building height and density.
- The Zoning for the future development block (Block 3) is recommended to be subject to a Holding Symbol "(H)", subject to conditions that ensures that the site is properly serviced and developed.
- The Site Development application subject to the recommended draft approval applies only to the Block 1 lands. The Block 3 lands are subject to a future site development application.
- Subject to the recommended conditions of this report, the Planning and Growth Management Portfolio, VMC Program supports the approval of the proposed development as the applications are compatible with the existing and planned uses of the surrounding area and represent good planning.

Recommendations

1. THAT the Official Plan Amendment File OP.19.009 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) Further to the permissions outlined in Policy 8.7.12, an increase to the maximum permitted building height of Tower B from 23 to 27-storeys, whereas Tower A is permitted a maximum building height of 37-storeys, subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution
 - b) An increase to the maximum permitted density (Floor Space Index (FSI)) from 5.0 times the area of the lot to an FSI of 5.41 for Block 1 (Area 1) and reserve a base FSI of 2.5 for Block 3 (Area 2) respectively; subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution. Any increase in density above the permitted 2.5 base FSI for Block 3 will require an amendment to this Plan, subject to the appropriate studies and plan submitted as part of a complete application for Area 2 demonstrating that the proposed increase in density is appropriate, to the satisfaction of the City
 - c) Conversion of the tenure of the north-south street from public to private with a public access easement

- d) An increase to the maximum permitted tower floor plate size from 750 m² as follows:
 - i. Tower A: 966 m² on level 6 only and 810 m² on levels 7 to 34 and;
 - ii. Tower B: 847 m² on levels 4 to 8, and 805 m² on levels 9 to 24.
- 2. THAT Zoning By-law Amendment File Z.19.024 BE APPROVED to:
 - a) amend By-Law 1-88, as amended, to rezone Block 1 from “EM1 Prestige Employment Area”, subject to Exception 9(620), to “C9 Corporate Centre Zone” on Block 1 lands, generally in the manner shown on Attachment 5, together with the site-specific zoning exceptions as generally identified in Table 1 of this report, and Block 3 to “C9 Corporate Centre Zone” with a Holding Symbol “(H)”; and
 - b) permit the bonusing for increased building height and density for the proposed development on Block 1 as shown on Attachments 5 to 16 in return for the following provision of off-site community benefits totaling \$1,399,000.00 pursuant to 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. \$1,000,000.00 related to enhancements to the Edgeley Park and Pond located in the vicinity of Jane Street and Highway 7;
 - ii. \$399,000.00 towards a reserve for a future cultural/community hub located within the VMC.
- 3. THAT the Holding Symbol “(H)” shall not be removed from the Block 3 lands, or any portion thereof, until the following conditions are fulfilled:
 - a) Conditional approval of a future Site Development Application which would allow for a viable development on the lands, subject to the policies of the VMCSPP and to the satisfaction of the City; or a future Site Development Application which would include acquisition of lands to the south, subject to the policies of the VMCSPP and to the satisfaction of the City;
 - b) Adequate municipal downstream servicing (water, sanitary, and storm) has been constructed on the adjacent lands to the west, to the satisfaction of the City; and
 - c) Plans and reports are submitted and approved for the ultimate water, sanitary, and storm service as well as sanitary and storm tributary areas, to the satisfaction of the City.
- 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 Agreement, pursuant to Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendation 2 b). 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 the Planning Applications, prior to the execution of the Section 37 Agreement.

5. 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.
6. THAT staff be authorized to issue the notice of draft approval for Draft Plan of Subdivision File 19T-19V004 for the creation of a mixed-use development block, a private north-south street with a public access easement (Block 1), a public east-west local road (Block 2), a future development block (Block 3) and a 0.3 metre reserve (Block 4), subject to the Conditions of Draft Approval set out in Attachment 1.
7. THAT Site Development File DA.19.075 BE DRAFT-APPROVED subject to the conditions set out in Attachment 2 and 2a.
8. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage capacity:

“THAT Site Development Application DA.19.075 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 769 residential apartment units (1,699 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 if the development does not proceed to registration and/or building permit issuance within 36 months.”

Background

The Subject Lands shown on Attachment 3 are located in the Vaughan Metropolitan Centre (VMC) on the south side of Regional Road 7, approximately halfway between Maplecrete Road and Creditstone Road and are municipally known as 2851 Highway 7. The Subject Lands are currently occupied with several buildings and structures for the existing garden centre and are proposed to be demolished to facilitate the proposed development. The surrounding land uses are shown on Attachment 3.

Official Plan and Zoning By-law Amendments, Draft Plan of Subdivision and Site Development Applications have been submitted to permit the development

1. Official Plan Amendment OP.19.009 to amend VOP 2010 and Volume 2 of VOP 2010, specifically the VMCSPP to add a new Site-Specific Policy Area on Schedule ‘K’ to permit the following:
 - a) Further to the permissions outlined in Policy 8.7.12, an increase to the maximum permitted building height of Tower B from 23 to 27-storeys, whereas Tower A is permitted a maximum building height of 37-storeys,

- subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution
- b) An increase to the maximum permitted density (Floor Space Index (FSI)) from 5.0 times the area of the lot to an FSI of 5.41 for Block 1 (Area 1) and reserve a base FSI of 2.5 for Block 3 (Area 2) respectively; subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution. Any increase in density above the permitted 2.5 base FSI for Block 3 will require an amendment to this plan, subject to the appropriate studies and plan submitted as part of a complete application for Area 2 demonstrating that the proposed increase in density is appropriate, to the satisfaction of the City
 - c) Conversion of the tenure of the north-south street from public to private with a public access easement
 - d) An increase to the maximum permitted tower floor plate size from 750 m² as follows:
 - i. Tower A: 966 m² on level 6 only and 810 m² on levels 7 to 34 and;
 - ii. Tower B: 847 m² on levels 4 to 8, and 805 m² on levels 9 to 24.
2. Zoning By-law Amendment File Z.19.024 to amend By-Law 1-88, as amended, to rezone Block 1 from “EM1 Prestige Employment Area”, subject to Exception 9(620), to “C9 Corporate Centre Zone” on Block 1 lands, generally in the manner shown on Attachment 5, together with the site-specific zoning exceptions as generally identified in Table 1 of this report, and Block 3 to “C9 Corporate Centre Zone” with a Holding Symbol “(H)”.
 3. Draft Plan of Subdivision File 19T-19V004, as shown on Attachment 4, for the creation of a mixed-use development block, a new east-west public street, a future development block and a 0.3 metre reserve as follows:

Blocks	Proposed Uses	Area (ha)
1	Mixed-Use (residential and commercial) and new north-south private street	0.684
2	New east-west public street	0.180
3	Future Development	0.148
4	0.3 metre reserve	0.001

4. Site Development File DA.19.075 to permit the mixed-use development consisting of residential and commercial uses on Block 1 in a manner shown on Attachments 5 to 16.

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

On January 11, 2020, a Notice of Public Meeting was mailed to all property Owners within 150 m of the Subject Lands and anyone on file with the City Clerk. A copy of the Notice was also posted on the City's website at www.vaughan.ca and a notice sign was installed along the Highway 7 frontage of the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

The Owner and agent attended the Public Meeting and no deputations or written submissions were received for the Applications. On February 11, 2020, Vaughan Council ratified the recommendations of the Committee of the Whole to receive the Public Meeting report of February 4, 2019 and to forward a comprehensive report to a future Committee of the Whole meeting.

Proposed Development

The proposed mixed-use development is shown on Attachments 4 to 16 and consists of the following:

1. Blocks 1 and 2 on Draft Plan of Subdivision (the "Development")
 - a) Two towers with building heights of 37 storeys (Tower A) and 27-storeys (Tower B) located on a shared podium varying in height from 2-5 storeys, with retail uses at-grade
 - b) 769 residential units
 - c) Gross Floor Area ('GFA') of 54,816.72 m² consisting of 54,390.13 m² of residential and 426.59 m² of commercial uses
 - d) 625 parking spaces in 4 levels of underground parking, of which 500 spaces are allocated for residential uses, 116 spaces for residential visitors and 9 spaces for commercial uses
 - e) 480 bicycle parking spaces (396 long-term and 84 short-term)
 - f) 2,135.6 m² of common amenity area (868.36 m² indoor and 1,267.24 m² outdoor)
 - g) New east-west local road with 22-metre right-of-way (ROW) known as Block 2 on Draft Plan of Subdivision
 - h) New private north-south road with 20-metre ROW and public access easement
2. Block 3: Future Development Block
3. Block 4: 0.3m reserve

Previous Reports/Authority

The following link provides information related to the Public Meeting associated with these Applications:

[Item 1, Report No. 6 of the Committee of the Whole \(Public Hearing\), which was adopted without amendment by Vaughan Council on February 11, 2020.](#)

Analysis and Options

The Development is 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. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include building strong, healthy communities; the wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. The *Planning Act* requires Vaughan Council’s planning decisions to 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, meeting the needs of pedestrians, fostering social interaction and facilitating active transportation and community connectivity
- Section 1.6.3 by optimizing existing infrastructure and public service facilities
- Section 1.7.1 by supporting the long-term economic prosperity, 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 Subject Lands are located in the VMC, the City’s downtown, which is designated as a Settlement Area by the PPS as a focus of growth and development. The Development provides a compact and mixed use built-form and proposes a 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 and livable 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 height of the podiums and inclusion of retail at grade, provides a comfortable pedestrian scale which fosters active transportation and enhances the vitality of the downtown.

The Development utilizes municipal infrastructure that is existing, under construction, and/or planned. The Development would efficiently utilize resources at a density in a designated growth area that would support the surrounding transit investments 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 is within a 5-minute walking distance to both the Black Creek Renewal Corridor in the southeast quadrant and the Edgeley Pond and Park in the northeast quadrant and is also within a 10-minute walking distance of the future Urban Park in the northwest quadrant. The Owner proposes to contribute off-site community benefits to the Edgeley Pond and Park improvements, which would add to the planned parkland network within the VMC and a future cultural hub, contributing to VMC's sense of place and identity.

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) came into effect on May 16, 2019. This new plan replaced the previous Growth Plan for the Greater Golden Horseshoe, 2017. On August 28, 2020, the Province brought into force Amendment 1 (2020) to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2020)"). In accordance with the *Places to Grow Act*, matters that were commenced before August 28, 2020 shall continue to be disposed of in accordance with the 2019 Growth Plan as it read before Amendment 1. In this regard, the Applications will be reviewed and be required to conform to the 2019 Growth Plan since they were submitted in October 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; 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 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
- 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 and operational 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 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 land uses, unit types and amenity spaces in the VMC that would improve social equity, meet the means of various users and contribute to the betterment of human health. The Development represents a high-quality form that is focused on a neighborhood scale where vehicle-demand is reduced, promoting 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 mobility 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 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:

- Sections 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
- Sections 5.4.5, 5.4.9 and 5.4.16 by providing designs that are urban, compact, pedestrian and cycle friendly and transit-supportive
- Sections 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 769 residential units ranging in size from bachelor suites to two-bedroom units, 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. Family-sized units are considered those with 2 or more bedrooms. This Development proposes 312 two-bedroom units which represents over 40% of the total unit count.

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.

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 Subject Lands are 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 uses. 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 building heights of 37 (Tower A) and 27 (Tower B) storeys, with a maximum FSI of 5.41 times the lot area for Block 1 only. Notwithstanding maximum building height permissions, Policy 8.7.12 of the VMCSPP allows an individual tower within the same

development block to exceed its maximum height by up to 7-storeys by transferring storeys from one tower to another to support the creation of a varied skyline. Tower A, which proposes 37-storeys, is permitted by this policy; however, Tower B exceeds this policy by 4-storeys. In this regard, amendments are required to permit both the height and uplift of Tower B and overall increase in FSI from 5.0 to 5.41.

The requested maximum FSI of 5.41 applies to Block 1 for the mixed-use development only. Through this amendment, the future development block (Block 3) will be reserved with a base FSI of 2.5 to allow for future redevelopment. A condition to this effect is included in the Recommendations of the report.

Schedule 'C' – Street Network in the VM CSP identifies the proposed north-south street as a public road. An amendment is required to change the tenure of the north-south road from public to private.

Policy 8.7.18 permits a maximum tower floor plate of 750 m². An amendment is required to increase the maximum floor plate area to:

- a) Tower A: 966 m² on level 6 only and 810 m² on levels 7 to 34 and;
- b) Tower B: 847 m² on levels 4 to 8, and 805 m² on levels 9 to 24.

The following amendments to VOP 2010, specifically the VM CSP, are required to add a new Site-Specific Policy Area for the Subject lands on Schedule 'K' to permit the following:

- a) Further to the permissions outlined in Policy 8.7.12, an increase to the maximum permitted building height of Tower B from 23 to 27-storeys, whereas Tower A is permitted a maximum building height of 37-storeys, subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution
- b) An increase to the maximum permitted density (Floor Space Index (FSI)) from 5.0 times the area of the lot to an FSI of 5.41 for Block 1 (Area 1) and reserve a base FSI of 2.5 for Block 3 (Area 2) respectively; subject to the registration of a Section 37 Agreement and payment of the Section 37 contribution. Any increase in density above the permitted 2.5 base FSI for Block 3 will require an amendment to this plan, subject to the appropriate studies and plan submitted as part of a complete application for Area 2 demonstrating that the proposed increase in density is appropriate, to the satisfaction of the City
- c) Conversion of the tenure of the north-south street from public to private with a public access easement
- d) An increase to the maximum permitted tower floor plate size from 750 m² as follows:
 - i. Tower A: 966 m² on level 6 only and 810 m² on levels 7 to 34 and;
 - ii. Tower B: 847 m² on levels 4 to 8, and 805 m² on levels 9 to 24.

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 Spadina Subway Extension. The VMC is Vaughan's downtown with the highest density node in the City and a focus for civic activity, 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, support public transit and housing diversity in the City.

The VMCSPP provides several objectives for the VMC, including the following:

- 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
- 3.7 Develop a generous and remarkable open space system
- 3.8 Make natural features and functions a prominent part of development
- 3.9 Ensure development incorporates green infrastructure and green building technologies.
- 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 through the urban structure to provide a broad mix of uses to support the highest densities within the downtown due to close proximity to the VMC subway station and higher order transit facilities. The Development proposes a mixed-use urban form which would further support the establishment of Vaughan's downtown. Although the applications exceed the VMCSPP density and height permissions, they contribute to meeting or exceeding the overall density target of 200 people and jobs per hectare by 2031 in the VMC UGC. Furthermore, the Development is 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, providing a public access easement over a private road and utilizing the cycling network around the Subject Lands. This would contribute to a finer grid of connectivity in the VMC, promoting multiple modes of transportation, including the use of public transit. Furthermore, both roads will be lined with trees on both sides of the streets, which would contribute to beautiful and comfortable streetscapes. As per conditions of draft plan approval, the Owner is required to incorporate green infrastructure by implementing low impact development measures on the new public road to reduce ecological impacts to the environment and meet engineering targets.

The intent of the conversion of the north-south road from public to private is to allow for parking to be located under the private road to serve the development. The VMCSPP discourages stratified parking arrangements under a public road, unless major office uses are proposed. Recognizing that the Subject Lands require the unusual provision of two full local roads per the VMCSPP Schedule 'C,' whereas the conveyance of streets is typically shared equitably between adjacent land owners, the tenure conversion of the north-south road is supported to allow the redevelopment of the site to its full potential. This conversion is further supported as the north-south link is only one urban block long, and terminates at the east-west road, without further connectivity to the grid network extending south. The Development as proposed would complement and support adjacent developments and is designed to promote all means of transportation.

Highway 7 is envisioned to become an urbanized avenue that balances the movement of transit, vehicles, pedestrians, and cyclists, transforming into a beautiful green street framed by commercial, residential and mixed-use buildings. While retail is not required on the Subject lands, ground-floor commercial uses framing Highway 7 are proposed as part of the mixed-used development. The commercial uses would help activate Highway 7 as an urbanized street encouraging social interaction.

The Development, which features 2 high-rise towers on a shared podium ranging in height from 2-5 storeys, is appropriate in providing a comfortable pedestrian-scaled environment along the public realm. The layout, landscape design and architecture of the Development are of a high design standard and will promote a downtown that is inviting, distinct and lively.

The Development is within a 5-minute walking distance to both the Black Creek Renewal Corridor in the southeast quadrant and the Edgeley Pond and Park in the northeast quadrant. The Owner proposes to contribute an off-site community benefit to the Edgeley Pond and Park improvements, which would add to the planned open space system within the VMC.

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 through 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 of 25,000 by 2031. The policies also encourage a diverse housing mix, including a significant number of households with children.

The Development supports planned residential population growth in the VMC, providing 769 new residential units of varying sizes (bachelor, 1 and 2-bedroom units). The proposed retail uses and private amenity areas, along with adjacent nearby community facilities, such as the VMC Centre of Community, 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 several design workshops to ensure the building elevations would be well-articulated, creating a comfortable pedestrian realm along all frontages of the Subject Lands, complemented with high quality building materiality. This entails requiring a well-articulated podium expression and tower massing, and the specific placement of the building entrances and lobbies at the ground level fronting onto the public realm with high-quality streetscape treatments.

Policy 8.7.2 requires that the location, massing and design of buildings contribute to human-scaled streetwalls, attractive streetscapes, a varied skyline, and an active pedestrian public realm. Policy 8.7.12 promotes a variety of building heights by allowing individual towers within the same development block to exceed its maximum height by up to 7-storeys by transferring storeys from one tower to another. The Development partially implements this policy by transferring 7-storeys from Tower B (23-storeys) to Tower A (37-storeys); however, the proposal adds an additional 4-storeys onto Tower B to achieve the proposed 27 storey height. Notwithstanding the additional height, the proposed Development meets the intent of Policy 8.7.2 by providing a varied, interesting skyline. The built form scale and streetscape relationship also meets the intent of this policy by providing beautiful streetscapes and a built form design and massing that is comfortable for and inviting to pedestrians.

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 by the VMCSPP is approximately 750

m², whereas maximum tower floor plates for Tower A are proposed to be 966 m² on level 6 only and 810 m² on levels 7 to 34 and for Tower B are proposed to be 847 m² on levels 4 to 8, and 805 m² on levels 9 to 24. The proposed increases would have limited impact on the streetscape and skyline as the towers are separated by 25 metres, allowing sufficient site porosity to minimize shadow impacts, and pedestrian level wind impacts are mitigated. Building setbacks, tower setbacks from the podium, 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, amendments to the VMCSPP to allow increases to the maximum permitted FSI from 5.0 times the area of the lot to 5.41 for Block 1 only and 4 storeys of additional height for Tower B are proposed. 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 height 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 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*.

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 5 to 16, 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 VM CSP is to concentrate new development in the downtown. The Development would contribute to achieving the required critical mass to support the investments in the transit infrastructure, while also helping to develop a strong identity and sense of place required to create a successful downtown.
- ii. High transit usage: “optimize existing and planned investments in rapid transit.”
 - 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 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 surrounding streets. Even though the north-south street is being proposed with private tenure, a public access easement over its length will ensure that connectivity is protected, and the design of the corridor will follow the City’s streetscape and service level standards. The Development has also been revised through staff and DRP guidance to improve the site organization, architectural design of the podium, and building materiality. The VMC Program is generally satisfied with these revisions and with the overall built form proposed for the Development. Subject to the Recommendations of this report, the revised building elevations and landscape plan shall be submitted and approved to the satisfaction of VMC Program staff.

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 \$1,000,000.00 related to enhancements to the Edgeley Park and Pond in the VMC northeast quadrant and \$399,000.00 towards a reserve for a future cultural / community hub which will be located within the VMC. 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 built and operational, are all infrastructure improvements that support the Development. The Owner's Section 37 contribution to the Edgeley Park and Pond 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.

In addition, servicing allocation for water and sewage capacity for the proposed 769 residential units have been recommended for approval as per the Recommendations of this Report.

Amendments to Zoning By-law 1-88, as amended are required to permit the Development

The Subject Lands are zoned “EM1 Prestige Employment Area”, subject to Exception 9(620) by Zoning By-law 1-88, as amended. The residential and retail uses proposed in Block 1 are not permitted in this zone and therefore require an amendment to By-law 1-88, as amended, to facilitate the Development. The Zoning By-law Amendment will also implement a Holding “(H)” Provision on the future development block (Block 3) subject to the following conditions:

- a) Conditional approval of a future Site Development Application which would allow for a viable development on the lands, subject to the policies of the VMCSPP and to the satisfaction of the City; or a future Site Development Application which would include acquisition of lands to the south, subject to the policies of the VMCSPP and to the satisfaction of the City;
- b) Adequate municipal downstream servicing (water, sanitary, and storm) has been constructed on the adjacent lands to the west, to the satisfaction of the City; and
- c) Plans and reports are submitted and approved for the ultimate water, sanitary, and storm service as well as sanitary and storm tributary areas, to the satisfaction of the City.

The Zoning By-law Amendment is further required to include the following site-specific zoning exceptions to permit the Development on Block 1:

	Zoning By-law 1-88 Standards	C9 Corporate Centre Zone Requirements	Proposed Exceptions to the C9 Corporate Centre Zone
a.	Minimum Parking Space Size	2.7 m by 6 m	2.7 m by 5.8 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 5.8 m Type B: 2.4 m by 5.8 m

c.	Minimum Parking Requirements	<u>Residential Minimum Parking Standards (Apartment Dwelling)</u> Bachelor/One-bedroom: 0.7 spaces per unit Two-bedroom: 0.9 spaces per unit Visitor: 0.15 spaces per unit <u>Commercial Minimum Parking Standards</u> 2.0 spaces per 100 m ² of GFA	<u>Residential Minimum Parking Standards</u> Minimum parking for the apartment residential use shall be 0.65 spaces per residential unit @ 769 units = 500 spaces + Visitors: 0.15 spaces per unit @ 769 units = 116 Total Proposed Residential + Visitor Parking = 616 <u>Commercial Minimum Parking Standards</u> 2.0 spaces per 100 m ² of GFA @ 426.59 m ² = 9 spaces Total Proposed Residential + Commercial = 625 spaces
d.	Maximum Building Heights	25 m	Tower A – 122.95 m Tower B – 92.45 m (exclusive of roof-top mechanical equipment and architectural features), subject to payment of Section 37 contributions
e.	Minimum Landscape Strip Widths	3 m abutting all other street lines less than 26 m	New East-West Street: 0 m Abutting Private Right-of-Way: 2.1 m

f.	Minimum Front Yard Setback (Regional Road 7)	3.0 m, per Schedule 'A2', Note 8	2.9 m
g.	Minimum Rear Yard Setback (New East-West Road)	6.0 m, per Schedule 'A2'	1.6 m

In addition to zoning exceptions in Table 1, the following site-specific zoning provisions, among others, will also be included to ensure that the site development proposal for the Block 1 lands reflect an urban built form and public realm:

- Maximum GFA shall not exceed 54,816.72 m², subject to payment of the associated Section 37 contribution
- Minimum commercial GFA shall be 426 m²
- Minimum ground floor height of a mixed-use building for non-residential uses shall be 4.7 m
- The minimum height of the 1st storey of a residential building for residential and residential-related uses shall be 4.5 m
- Minimum Tower stepback from podium along each ROW (public and private) – shall be 3 m
- Minimum distance between any building portion above the first 9.5 m of Towers A and B shall be 25 m
- Minimum common amenity area (indoor and outdoor combined) shall be 2,135 m²

The VMC Program 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 a downtown environment with access to higher-order transit and would promote active transportation. The site-specific development standards (lot areas, setbacks, landscape strip widths, maximum GFA and ground floor, etc.) 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. The site-specific development standards are reflective of the submitted site plan and would facilitate the development proposal as shown on Attachments 5 – 16.

b) Parking

The VM CSP 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 parking rates which capitalizes on the existing transit infrastructure and which is also consistent with and higher than other recently approved parking ratios in the VMC. The parking rates as proposed have the capacity to accommodate the Development and are supported by the City's Transportation staff.

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 the Zoning By-law Amendment File Z.19.024, 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 a building consisting of 2 high rise residential towers at 37 and 27-storeys located on a shared podium generally 2-5 storeys in height, with commercial uses, amenity spaces and ground floor residential units activating the base buildings. In particular, ground floor retail/commercial uses with direct pedestrian access are proposed along Highway 7, along with residential ground floor units with entrances flanking both the private road and the new east-west local street.

A total of 2,135 m² of private amenity space areas (868 m² of indoor amenity and 1,267 m² outdoor amenity) are proposed on both the ground floor and rooftop amenity space on the 3rd floor of the shared podium. The outdoor amenity area will be complemented by a kids' play area, dog relief area and a larger open space sodded area that is proposed to be designed with an overhead shade structure and integrated with benches, planting beds and streets, while the 3rd floor amenity area will include an outdoor pool.

Site Access

The Development includes a new 22 m local east-west street (Block 2), which is located south of Block 1, as well as a 20 m north-south private street with a public access easement, as shown on Attachments 4 and 5. Vehicular access to the underground parking garage and loading area are proposed via the new east-west local road at the

southeast corner of the property. Six lay-by parking spaces are proposed on the north-south private road to accommodate pick-up and drop-off activities.

Access for pedestrians and cyclists is provided through direct lobby connections and ground floor front entrances flanking onto sidewalks along Highway 7, the new east-west local street and the private north-south street. A pedestrian walkway running along the eastern property line between Highway 7 and the new east-west street is also proposed to provide an additional pedestrian connectivity. As per the Recommendations of this report, a public access easement over the 2.1 m walkway will need to be conveyed to the City 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 2.

Landscape

High-quality streetscape design is proposed throughout the development. The Highway 7 boulevard will be lined with a double row of trees, where possible, to enhance its role as a special avenue that is vibrant, green and beautiful and to improve the perceptive scale of the corridor. Both the private road and the east-west local road will have urban boulevards reflecting the pedestrian oriented vision for the downtown.

As per the Recommendations of this report, the south side of the east-west local road streetscape will be constructed in an interim condition until such time the future development block (Block 3) is redeveloped. Even though the north-south street is private, the streetscape will be designed, constructed and maintained to meet the City's streetscape levels of service that complement the surrounding public realm. The Owner will be required to design, construct and provide securities for both the interim and ultimate streetscape conditions. A condition to this effect is included in the Recommendations of this report as shown on Attachment 1 through the Draft Plan of Subdivision application.

Special paving treatments are proposed along Highway 7 and the private north-south street to emphasize creation of a pedestrian-first priority along the boulevards connecting seamlessly to the entrances of the building. The use of pavers will also make clear distinctions of the sections of the road that are used for lay-by parking and vehicular traffic from the pedestrian-prioritized boulevards.

Building Elevations

The building elevations are comprised of materials such as precast concrete panels, glass, steel, and aluminum panels and are proposed to be distinguished and articulated through high-quality designs, as shown on Attachments 9 and 10. All primary lobby entrances and individual residential ground floor unit 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 with entrances along Highway 7, further activating the Highway 7 streetscape.

Urban Design and Planning Staff of the VMC Program have reviewed the Development as shown on Attachments 5 to 16 and are continuing to work with the Owner to refine the building elevations to demonstrate the appropriate treatment and articulation of the built form. The final site plan, building elevations, 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 2.

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 Draft Plan Registration:

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 a Tree Inventory and Preservation Report which documents the removal of 12 existing trees, of which 2 are located with the Region's ROW. 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. Trees located along the Region's ROW on Highway 7 will be required to replacement and/or compensate in accordance with the Region of York's Guidelines.

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 June 27, 2019, and November 28, 2019, considered the Development.

At the June 27, 2019 meeting, the Panel commented that due to the constricted size of the site, optimizing the ground floor functions would be crucial to the success of the project. Panel suggested this could be achieved by shifting some functions around to take advantage of the ground floor organization while improving the activation of the urban edge and defining a stronger streetwall condition. The reorganization of the site functions should be used as an opportunity to create a distinction between the design and materiality of the podium and the towers.

The Panel noted that the courtyard and ground floor was too car and service-oriented and recommended lay-by parking be provided on the private north-south street to create a more pedestrian friendly courtyard and promote the activation of community functions. The Panel further suggested relocating the courtyard to the east of the site to strengthen the streetwall condition along the north-south street. The Panel also recommended that the project would benefit from better connectivity throughout the site. The Highway 7 boulevard design will need to be revised so that it follows the vision, intent and recommendations of the VMC placemaking framework documents and guidelines, including providing a double row of trees.

At the November 28, 2019 meeting, the Panel acknowledged that the project was better organized, but needed to improve on the proposed architectural expression of the building, particularly at the public realm level. Further improvement on activating the courtyard space was also needed. The Panel advised that the north-south road, even though private, should be acknowledged and designed as a main entry point into the development to ensure a great public realm. Panel felt the design of the private street was still too car-oriented and should explore opportunities to reconfigure the space to allow a better flow for pedestrians by providing wider sidewalks complemented with a generously landscaped streetscape. The use of pavers was recommended to create a more pedestrian friendly environment.

The Panel also commented that the outdoor amenity area was still too congested and recommended the integration of all open spaces into one consolidated area to better integrate with the proposed pedestrian walkway along the easterly edge of the site.

The Development has since been modified to improve the architectural design and layout of the podium, thereby providing a stronger streetwall condition and generating a more intimate and interesting urban edge and frontages. The architectural expression of the podium is refined through fine-grained materiality and detailing.

The outdoor amenity area has been relocated to the easterly portion of the site, and integrated with the other open spaces, which will complement with the pedestrian walkway. Ground floor uses have been modified to provide more at-grade residential units to improve activation of the streetscapes. The design of the private street has also been improved by increasing tree canopy and introducing high-quality pavers to ensure that the pedestrian and local feel of the street is achieved.

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 the registration of the Plan of Subdivision and final approval of the Site Development. Conditions to this effect are included in the Recommendations of this report as shown on Attachments 1 and 2. The following comments are provided below:

Civil:

Water Supply

The Subject Lands are located within the City of Vaughan Pressure District 6 (PD6). There is a municipal watermain (150mm diameter) adjacent to the site on Creditstone Road. The Owner proposes to construct a new municipal watermain (200mm diameter) on the proposed east-west public road (Block 2). During the interim condition (existing), to service the development, the Owner proposes to connect Towers A and B through a proposed watermain connection at the north east corner of the site by way of an existing municipal easement (parallel to Highway 7) to the existing 150mm watermain on Creditstone Road. In the ultimate condition (when adjacent lands to the west develop and provide the necessary downstream servicing infrastructure), to service the development, the Owner proposes to re-route the water and connect Towers A and B to the proposed watermain on Block 2. There are sufficient sources of potable water to support the Development.

Future development Block 3 is to be serviced directly to the Block 2 watermain when operational and cannot proceed until such time that adequate downstream water servicing infrastructure is constructed by others. This will be required to be resolved to the satisfaction to the City prior to lifting the Holding 'H' Symbol from these lands.

Sanitary Sewer

The FSR recommends the following new and upgraded infrastructure as part of this development:

- Newly constructed sanitary sewer on the east-west public road ranging from 300mm diameter to 375mm diameter. Future development Block 3 is to be serviced directly to this proposed sanitary sewer and cannot proceed until such time that adequate downstream sanitary infrastructure is constructed by others;
- Upgraded sanitary sewer through an existing municipal easement (250mm diameter) at the north east corner of the site and an upgraded 300mm diameter sanitary sewer on Creditstone Road from Highway 7 to Doughton Road. The Development are to be serviced directly to this proposed upgraded sanitary sewer.

The Owner is required to enter into a Subdivision Agreement with the City for the design and construction of the proposed and upgraded 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. Conditions to this effect is included in the Recommendations of this report as shown on Attachment 1.

Storm Sewer

Mixed-Use Development (Block 1):

The FSR demonstrates that for the site plan, the post-development flows for Block 1 will be controlled to the existing flow rate by proposing underground tanks and orifice controls. The site plan development on Block 1 is proposed to connect directly to the existing York Region storm sewers on Highway 7 which has been agreed to by York Region. The proposed storage tank for quantity control and rainwater harvesting along with the proposed Jellyfish filter will provide the stormwater management controls and treatment required for the site development.

East-West Public Road (Block 2) and Future Development Block (Block 3):

A municipal storm sewer system on Block 2 will consist of 375mm and 525mm diameter sewers and will ultimately connect to the future storm sewer system within the east-west public road extension of the adjacent lands to the west once the adjacent development is constructed. During the interim condition, until the adjacent development to the west is constructed, uncontrolled (major and minor) flow from Block 2 will be conveyed to the existing ditch inlet catch basin at the southwest corner of the subject site via a proposed double catch basin inlet within Block 2 and 300mm diameter storm sewer. Runoff from the undeveloped Block 3 will also be conveyed to the existing southwest catch basin but will be controlled through surface storage and an orifice control. The combined uncontrolled flow from the Block 2 ROW and controlled flow from Block 3 will then be conveyed through the private adjacent lands to the south by an existing 450mm storm sewer (municipal easement required) to the Doughton Road minor system.

In the ultimate condition, once the adjacent lands to the west develop, the connection from the east-west public road to the existing southwest catch basin will be plugged and east-west public road (Block 2) catch basins will be connected to the Block 2 storm sewer. Flows from the east-west public road right of way will be directed west through the newly constructed east-west road extension west of the subject site and ultimately outlet to the Black Creek. Since Block 3 will remain vacant and undeveloped, flows from this block will continue to be directed to the existing southwest catch basin and controlled prior to being discharged south to Doughton Road. Once Block 3 is developed, the runoff will be treated, controlled and discharged to the Block 2 storm sewer. A future submission will be provided to include details for the development of Block 3.

To achieve water quality treatment and the retention control (15mm on-site retention) for the proposed east-west public road, an infiltration low impact development (LID) measure was proposed. This LID will allow road runoff to filter through the media to achieve water quality control and the voids within the media will allow for retention storage. The retained runoff within the LID will ultimately infiltrate through the existing native soil.

Transportation:

Road Network

The Subject Lands are broadly bounded by Maplecrete Road, Creditstone Road, and Regional Road 7. The VMC Secondary Plan requires a new east-west local road at the south limits of the Block 1 lands connecting existing private lands to the east and west in between Maplecrete Road and Creditstone Road and aligning with adjacent Council-approved Plans of Subdivision. Proposed road right-of-way widths and cross-section details shall be established to the satisfaction of the City, to meet the intent and vision of the VMC Secondary Plan.

The east-west local road (Block 2) shall be designed to a standard 22 m ROW and may be constructed with a temporary cul-de-sac at the east limits of the site until such time the future developments to the east and west redevelops.

A 20 m wide private north-south road with public access easement is proposed, connecting the new east-west road to Highway 7. Private underground parking and infrastructure will be located underneath this road, however, this access linkage is vital to provide connectivity to the east-west local road.

Active Transportation

Pedestrian infrastructure improvements are proposed as part of this Development. Wide 2m sidewalks are proposed on both sides of all surrounding roads, including the east-west local street. Dedicated uni-directional cycling facilities on Highway 7 provide greater connectivity to the City and Regional cycling networks. A total of 480 bicycle parking spaces are proposed on-site, including 396 long-term spaces in the form of secure lockers and 84 short-term at-grade access spaces in the form of bicycle rings. The proposed bicycle parking supply exceeds the minimum requirements of the City of Vaughan By-law 1-88.

Parking

In order to serve the subject development, a total of 625 parking spaces are proposed in the four levels on underground parking garage whereas 727 spaces are required, resulting in a deficiency of 102 spaces (14% reduction). The proposed parking reduction aligns with the City's draft comprehensive Zoning by-law and adequate parking justification has been provided in the Transportation Impact Study to support this reduction.

Environmental Noise and Vibration Impact Study

The Owner submitted an Environmental Noise Study, prepared by Novus Environmental dated October 2019, to identify the noise sources surrounding the Development, which also identified the noise control measures for the Development itself. The analysis considered the traffic on Maplecrete Road, Doughton, Road, Creditstone Road, Highway 7, VIVA/BRT, Jane Street, Highway 400, Highway 407, CN railway yard, and the numerous surrounding employment, commercial and industrial 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 execution of the Site Plan Agreement, the Owner shall provide a final Environmental Noise and Vibration Impact Study for review and approval by the City, and the Owner shall agree in the site plan agreement to implement all recommendations of the final Environmental Noise and Vibration Impact Study to the satisfaction of the City.

Environmental Site Assessment

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

Geotechnical and Hydrogeological Report

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

Area Specific Development Charge (ASDC)

The City completed a Development Charges ('DC') Update Study in 2018. Elements of the infrastructure improvements work may be included in the DC Update Study as an Area Specific Development Charge ('ASDC') By-Law or within the City-Wide DC By-Law. Accordingly, financial requirements for construction by the plan towards the infrastructure works may be calculated as part of this process. Financial commitments for the Plan may be secured through the Subdivision Agreement and will be based on the City's latest available cost estimate for the required infrastructure improvements.

The ASDCs applicable to this development are:

- a) Edgeley Pond – Map 2 and Map 3 (By-Law 079-2016) – charged on a per hectare basis
- b) Black Creek Channel – Map 2 and Map 3 (By-Law 079-2016) – charged on a per hectare basis
- c) VMC Southeast – Doughton Sanitary Sewer Improvements (By-Law 095-2018) – charged on a per unit basis

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.19.075 is available and unrestricted.

The following resolution to allocate servicing capacity to Site Development File DA.19.075 for Block 1 is recommended for Council approval:

“THAT Site Development Application DA.19.075 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 769 residential apartment units (1,699 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 if the development does not proceed to registration and/or building permit issuance within 36 months.”

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

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

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

The Owner shall enter into a Subdivision Agreement 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 development charges. A condition to this effect is included in the Recommendations of this report as shown on Attachment 1.

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. A condition to this effect is included in the Recommendations of this report as shown on Attachment 2.

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.

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 November 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 objections the Development. The Owner is required to contact Bell prior to commencing any work to confirm that sufficient 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. The Owner is also required to grant any requirement easements to Bell Canada for communication/telecommunication infrastructure. Conditions to this effect are 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.

Draft Plan of Subdivision

Prior to the registration of the Draft Plan of Subdivision, the Owner is required to address York Region Comments dated December 5, 2019, which includes conditions that are to be included in the Subdivision Agreement. York Region's subdivision comments and conditions are included in Attachment 1, which must be addressed prior to the registration of the Draft Plan of Subdivision in accordance with the Recommendations of this report.

Site Plan

Prior to site plan approval, the Owner is required to address York Region Comments dated November 6, 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 2a, 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.19.009, Z.19.024, Draft Plan of Subdivision File 19T-19V004 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 VM CSP.

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 and draft 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. Conditions of Draft Plan Approval (City of Vaughan)
2. Conditions of Site Plan Approval (City of Vaughan)
- 2a. Conditions of Site Plan Approval (Region of York)
3. Context and Location Map

4. Draft Plan of Subdivision
5. Site Plan
- 5a. Conceptual Ultimate Site Plan on Future Development Block
6. Ground Floor Plan
7. Landscape Plan
8. Amenity Roof Plan
9. North and East Elevations
10. West and South Elevations
11. Perspective Renderings (View of Retail)
12. Perspective Renderings (View of Retail and Residential Entrances)
13. Perspective Renderings (View from West looking towards Development)
14. Cross Section North – South
15. Cross Section North – South Courtyard
16. Cross Section East – West

Prepared by

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Amy Roots, Senior Manager - VMC, extension 8035

Christina Bruce, Director, VMC Program, extension 8231

Approved by



Nick Spensieri, Deputy City
Manager, Infrastructure
Management

Reviewed by



Jim Harnum, City Manager

ATTACHMENT NO. 1

CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL

CONDITIONS OF DRAFT APPROVAL

DRAFT PLAN OF SUBDIVISION FILE 19T-19V004 ('THE PLAN')

GB (VAUGHAN SEVEN) LIMITED PARTNERSHIP ('THE OWNER')

**PART OF LOT 7, REGISTERED PLAN 7977. PART OF LOT 5, CONCESSION 4,
CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL
BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF
SUBDIVISION FILE 19T-19V004 (THE 'PLAN'), ARE AS FOLLOWS:**

The Owner shall satisfy the following Conditions of Approval:

1. The Conditions of Approval of the City of Vaughan as set out on Attachment No. 1a).
2. The Conditions of Approval of York Region as set out on Attachment No. 1b) and dated December 5, 2019.
3. The Conditions of Approval of Alectra Utilities Corporation as set out on Attachment No. 1c) and dated November 18, 2019.
4. The Conditions of Approval of Enbridge Gas Inc. as set out on Attachment No. 1d) and dated November 27, 2019.
5. The Conditions of Approval of Bell Canada as set out on Attachment No. 1e) and dated December 10, 2019.
6. The Conditions of Approval of Canada Post as set out on Attachment No. 1f) and dated November 21, 2019.

Clearances

1. The City shall advise that the Conditions on Attachment No. 1a) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
2. York Region shall advise that the Conditions on Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

3. Alectra Utilities shall advise that the Conditions on Attachment No. 1c) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
4. Enbridge Gas Inc. shall advise that the Conditions on Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Bell Canada shall advise that the Conditions on Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
6. Canada Post shall advise that the Conditions on Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

ATTACHMENT NO. 1a)

**CONDITIONS OF DRAFT APPROVAL
DRAFT PLAN OF SUBDIVISION FILE 19T-19V004 ('THE PLAN')
GB (VAUGHAN SEVEN) LIMITED PARTNERSHIP ('THE OWNER')
PART OF LOT 7, REGISTERED PLAN 7977. PART OF LOT 5, CONCESSION 4,
CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN ('THE CITY')
THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF
THE PLAN, ARE AS FOLLOWS:**

CITY OF VAUGHAN CONDITIONS

1. The final Plan shall relate to the Draft Plan of Subdivision, prepared by KLM Planning Partners Inc., Project No. P-3051, dated September 15, 2020, and surveyors certificate dated October 15, 2019 (the 'Plan') and be amended or redlined to:
 - a) Appropriately label both the north-south private road which is subject to a public access easement within Block 1 and the east-west public road currently known as Block 2 with approved/assigned street names or as Street "A" and Street "B" respectively.
2. Prior to registration, the lands within this Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the Planning Act.
3. Prior to registration, the Owner shall submit, to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor of all the Block areas, frontages and depths in accordance with the approved Zoning By-law for all Blocks within the Plan.
4. Prior to registration, the Owner shall pay any and all outstanding application fees to the VMC Program, in accordance with the in-effect Tariff of Fees By-law.
5. Prior to registration, the Owner shall enter into a Subdivision Agreement with the City to satisfy all conditions, financial or otherwise of the City, regarding matters as the City may consider necessary, including payment of development charges, the provision of roads and municipal services, landscaping, financial securities and land conveyance. The said agreement shall be registered against the lands to which it applies.

6. Prior to the execution of the Subdivision Agreement, the Owner shall prepare, and the VMC Program (Development Engineering) shall approve the following final subdivision related plans/reports: site servicing and grading plan, erosion control plan, functional servicing and stormwater management reports and drawings, site illumination plan, utility coordination plan, geotechnical and hydrogeological reports, Traffic Impact Study ('TIS'), and Transportation Demand Management ('TDM') Plans. Additional information and documents may be required. The Owner shall agree in the Subdivision Agreement to implement the recommendations of these reports and plans in the Plan to the satisfaction of the City.
7. The Owner shall agree to the following statements which are to be included in the Subdivision Agreement:
 - a) The road(s) allowances included within the Plan shall be dedicated as a public highway without monetary consideration and free of all encumbrances.
 - b) The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 m reserves, as required. The pattern of the streets and the layout of blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
 - c) Any dead ends or open sides of road allowances created by the Plan shall be terminated in 0.3 m reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
 - d) The Owner shall agree to design and construct Block 2 (east-west local public road), together with their associated services (including watermain, sanitary sewer, storm sewer), to the satisfaction of the City.
 - e) The Owner shall agree to provide the necessary financial securities for the cost associated with the removal of the temporary turning circle and reinstatement of Block 2 to the ultimate road condition including streetscape and servicing infrastructure, to the satisfaction of the City.
 - f) The Owner shall agree to maintain Block 2, including the cul-de-sac, until such time that this street is extended westerly or easterly and that a direct connection is made available to the municipal road network either to Maplecrete Road or to Creditstone Road.
 - g) The Owner shall agree to design and construct to the approved engineering drawings the necessary Low Impact Development (LID) infrastructure along Block 2 to ensure water quality treatment and

retention volume control are achieved, and that LID measure(s) must be implemented within the Block 2 boulevard submitted with the appropriate details and supporting calculations, all to the satisfaction of the City.

- h) The Owner shall agree to design, replace, and construct to the approved engineering drawings the necessary infrastructure improvements along Creditstone Road and through municipal easements, together with their associated services (including watermain, sanitary sewer and storm sewer), to the satisfaction of the City.
- i) Construction access shall be provided only in a location approved by the City and/or York Region. Construction staging areas, staging and construction vehicle parking plans shall be approved by the City.
- j) The Owner agrees to relocate or decommission any existing municipal infrastructure or utilities, whether internal or external to the Plan to facilitate the Plan, at its own expense, to the satisfaction of the City.
- k) The Owner shall agree to pay its proportionate share of the cost associated with implementing the recommendations of the approved VMC Master Servicing Plan (as updated) to the satisfaction of the City. Financial commitments will be secured based on the City's latest available cost estimates for the required infrastructure improvements.
- l) The Owner shall agree to design and construct at no cost to the City the municipal services and storm water drainage infrastructure for the Plan, in accordance with the final recommendations and conclusions of the approved VMC Master Servicing Strategy (as updated) and City standards, to the satisfaction of the City.
- m) The Owner shall agree to design, install and purchase material for a buried hydro distribution system for the LED street lighting system in the Plan, in accordance with City Standards and specifications and the VMC requirements, to the satisfaction of the City.
- n) The Owner shall agree to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until determined by the City or until assumption of the Plan. To maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
- o) The recommendations set out in the approved revised environmental noise

assessment shall be carried out and include the necessary warning clauses in all Offers of Purchase and Sale or Lease, to the satisfaction of the City.

- p) Cash-in-lieu of parkland shall be paid in accordance with Section 42 of the Planning Act and conform to the City's "Cash-in-lieu of Parkland Policy".
- q) No Building Permit(s) will be issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the Plan.
- r) All Blocks to be left vacant shall be designed to address all aesthetic impacts from temporary fencing and noise related issues from neighboring properties. The blocks shall be graded, seeded, landscaped and fenced with temporary fencing maintained and signed to the satisfaction of the City to prohibit dumping and trespassing. The design shall follow the recommendations of the VMC Urban Design Guidelines: 7.4 Interim Conditions and sound engineering practices to the satisfaction of the City.
- s) The Owner shall design and construct the following streetscape works in accordance with City standards, the "City-wide Streetscape Implementation Manual" and "VMC Streetscape & Open Space Plan" (collectively, the "Streetscape Guidelines"), to the satisfaction of the City. The streetscape works shall also be designed and constructed to complement and be coordinated with the design and construction of the enhanced boulevard works installed along Highway 7, to the satisfaction of the City and Region of York.
- t) The Owner shall design and construct:
 - i. The streetscape along the south side of Highway 7 to the limit of the completed works by vivaNext from the westerly limits to the easterly limits of the property at an enhanced level of service to the satisfaction of the City and York Region (the "South Highway 7 Works");
 - ii. The streetscape along the north-south private road from Highway 7 to the east-west local road at a standard urban level of service to the satisfaction of the City and York Region (the "North-South Private Road Works").
 - iii. The interim and ultimate streetscape along the east-west local from the westerly limits to the easterly limits of the property to a standard level of service to the satisfaction of the City (the "East-West Road Works").

The South Highway 7 Works, North-South Private Road Works and East-West Road Works are collectively referred to herein as the "Streetscape Works".

- u) The Owner shall agree to design and construct both street lighting and pedestrian scale lighting 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 Streetscape/Open Space Master Plan.

- v) In the event that there is additional work or increases in the cost of the Streetscape Works attributable to unforeseen circumstances or other problems encountered during construction by the Owner, the Owner shall notify the City but shall not be obligated to obtain the City's consent to authorize such additional work or increase in the cost of the Streetscape Works, except for major changes that exceed ten percent (10%) of the original cost of any one item in the construction contract for the project, in which case the City's consent shall be required. As construction proceeds, the Owner shall produce, if requested, copies of all supplementary contracts and change orders to the City for information.
- w) When the construction of the Streetscape Works has been substantially completed to the satisfaction of the City, the Owner shall provide the City with the following information:
 - i. A certification from a registered consulting engineer and a registered landscape architect that confirms that the Streetscape Works have been constructed in accordance with the approved Construction Drawings, City standards and specifications, sound engineering practices, and the Streetscape Guidelines;
 - ii. A detailed breakdown of the final as-constructed costs of the Streetscape Works certified by a professional consulting engineer to the satisfaction of the City;
 - iii. A Statutory Declaration from the Owner confirming that all accounts in connection with the design and construction of the Streetscape Works have been paid in full and that there are no outstanding claims related to the subject works;
 - iv. A complete set of "As Constructed" Construction Drawings for the Streetscape Works to the satisfaction of the City;
 - v. Copies of all final executed construction contracts, approved contract extras and change orders related to the construction of the Streetscape Works to the satisfaction of the City; and
 - vi. Copies of all quality assurance test results, supplementary geotechnical reports and construction related reports.

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 Streetscape Works or service provided under this Agreement.

- x) Prior to the landscape plan review by VMC Program (Planning & Urban Design), a fee shall be paid by the Owner to the VMC Program in accordance with the in-effect Tariff of Fees for Vaughan Planning Applications - Landscape

Plan Review.

This fee will include the City's review and approval of proposed streetscaping/landscaping within the Plan (including but not limited to Urban Design Guidelines, Landscape Master Plan, Architectural Design Guidelines, Perfect Submission Landscape Architectural Drawings, Stormwater Management Pond Planting Plans, Natural Feature Edge Restoration/Management Plans), and Tree Inventory/Preservation/Removals Plans.

In addition, a fee will be applied for each subsequent inspection for the start of the guaranteed maintenance period and assumption of the Plan by the City.

8. Prior to registration, the Owner shall pay its proportionate share of the cost of any external municipal services that have been designed and oversized by others to accommodate the Development. The City agrees to utilize its reasonable efforts to recover the Owner's costs of any external municipal services that have been designed and oversized by the Owner to accommodate any benefitting owners.
9. Prior to registration, the road allowance within this Plan shall be named to the satisfaction of the City and York Region, in accordance with the City's Approved Street Naming Policy and Procedures.
10. Prior to registration, the Owner shall submit a revised environmental noise assessment, prepared in accordance with MECP NPC-300 for review and approval by the City. The preparation of the revised environmental noise assessment shall include the ultimate traffic volumes associated with the surrounding road network and stationary noise sources on adjacent commercial/employment uses. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in the approved revised environmental noise assessment and include the necessary warning clauses in all Offers of Purchase and Sale or Lease, to the satisfaction of the City.
11. Prior to registration, the Owner shall provide easements as may be required for utility, drainage or construction purposes, and to facilitate the hydro undergrounding on Regional Road 7, which shall be granted to the appropriate authority(ies), free of all charges and encumbrances.
12. Prior to registration, the Owner shall submit to the City for review and approval a detailed geotechnical report, hydrogeological report, and dewatering report, to the satisfaction of the VMC Program (Development Engineering), which shall address but not limited to the following:

- a) a dewatering report/plan, necessary contingency plan, monitoring and reporting program during and after completion of the construction
 - b) assessment of the potential for impact to the existing building structures in vicinity of the proposed development due to dewatering operation
 - c) design considerations for municipal services and structures
 - d) the recommendations including pavement design structure for ideal and non-ideal conditions.
13. Prior to registration, the Owner shall prepare construction drawings for review and approval, details of the sewer and water system, plan and profile drawings within and along the development limit, Block 2 (east-west local public right-of-way), Creditstone Road, and along the municipal servicing easements. The Owner agrees to adjust the Block and road property limits on the final Plan based on the approved road alignment and right- of-way width, to the satisfaction of the City.
14. Prior to the initiation of grading, and prior to the registration of the Plan, or any phase thereof, the Owner shall submit to the City for review and approval a detailed engineering report(s) and drawings that conform with the VMC Master Servicing Strategy Study (as updated), to the satisfaction of the City VMC Program (Development Engineering). The detailed engineering report shall describe the storm drainage system for the proposed development within the Plan, which shall include:
- a. Plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage
 - b. scheme, how external flows will be accommodated, and the design capacity of the receiving system
 - c. the location and description of all outlets and other facilities
 - d. storm water management techniques which may be required to control minor or major flows
 - e. proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction
 - f. scope and timing of the existing Interchange stormwater management pond
 - g. storm sewer improvements and Low Impact Development ('LID').

The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned report(s) to the satisfaction of the City.

15. Prior to registration, the Owner shall make the necessary arrangements at the

expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.

16. Prior to registration, the Owner shall obtain and gratuitously convey to the City a municipal easement over Block 3 and adjacent private lands to the south for servicing and drainage of the municipal right-of-way or provide an alternative servicing strategy, to the satisfaction of the City. The precise limits of the municipal easement are to be determined to the satisfaction of the City VMC Program.
17. Prior to registration, the Owner shall gratuitously convey to the City a municipal access easement over Block 1 (private north-south road) to allow unencumbered access to all adjacent properties, York Region, and City of Vaughan lands, to the satisfaction of the City. The precise limits of the easement are to be determined to the satisfaction of the City VMC Program.
18. Prior to registration, the Owner shall gratuitously convey to the City a temporary access easement over Block 3 for the temporary turning circle on Block 2, to the satisfaction of the City. The precise limits of the temporary access easement are to be determined to the satisfaction of the City VMC Program.
19. Prior to registration, the Owner's Consultant shall certify that the roads and municipal services within the Plan have been designed to comply with the approved Functional Servicing Report, Master Servicing Strategy Study (as updated) for the VMC, the Black Creek Optimization Study, the final Black Creek Renewal Class Environmental Assessment Study and Transportation Master Plan (as updated).
20. Prior to registration, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider(s) to provide their services, and if required within the municipal right-of- way at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement to the appropriate telecommunication provider(s).

22. Prior to registration, the Owner shall confirm that the necessary provisions of the Environmental Assessment Act and Municipal Class Environmental Assessment for Municipal Roads, Water and Wastewater Works as they may apply to the proposed primary roads and related infrastructure matters have been met.
23. Prior to earlier of the initiation of any grading or construction on the Plan, the Owner shall install erosion and sediment control. The erosion and sediment control plan shall be designed and approved to the satisfaction of the City.
24. Prior to earlier of the registration of the Plan or commencement of construction on the lands, the Owner shall provide plans and designs for the grading of the lands, the roads, and municipal services to the satisfaction of the City.
25. Prior to commencement of construction, the Owner shall obtain necessary approvals from MECP for all sewage works that service the Development including, but not limited to, proposed stormwater management facilities (sewers, underground storm tank and oil and grit separator), sanitary sewers and watermain.
26. Prior to registration and/or commencement of grading or construction, the Owner shall implement the following to the satisfaction of the City:
 - a) 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 within the Plan. Reliance on the report(s) from the Owner's environmental consultant shall be provided to the City.
 - b) 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 within the Plan 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 within the Plan.
 - c) Submit a sworn statutory declaration by the Owner confirming the environmental condition of the lands to be conveyed to the City.

- d) Reimburse the City for the cost of the peer review of the ESA Reports and associated documentation, as may be applicable.
27. The following warning clauses shall be included in the Subdivision Agreement and all Offers of Purchase and Sale or Lease:
- a) "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."
 - b) "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."
 - c) "Purchasers/tenants are advised that due to the proximity of nearby commercial/office/retail facilities, sound from those facilities may at times be audible."
 - d) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."
 - e) "Purchasers and/or tenants are advised that Block 2 (east-west local road) will be extended easterly and westerly in the future in accordance with VMC Secondary Plan to facilitate development of adjacent lands without further notice."
 - f) "Purchasers and/or tenants are advised that adjacent properties may be redeveloped with mid to high-density proposals in the future."
 - g) "Purchasers and/or tenants are advised that the north-south road located between Highway 7 and the new east-west local Road known as Block 2 on the Plan will be privately owned and maintained by the future condominium corporation for the development located on Block 1, and will include a municipal public access easement to allow unencumbered

access in favour of all adjacent properties, York Region, and City of Vaughan."

- h) "That Canadian National Railway Company ("CN") is the owner of certain lands known as its MacMillan Rail Yard (the 'CN Lands') located within a kilometer of the Subject Lands, and that the CN Lands are now and will continue to be used for the present and future railway and trucking facilities and operations of CN and its customers on a continuous basis (24 hours of each day in each year) including, without limitation, the operation and idling of diesel locomotives and trucks with the generation of diesel fumes and odours, 24 hours a day artificial lighting of the CN Lands which may illuminate the sky, the classification, loading, unloading, braking and switching of rail cars containing bulk and other commodities including hazardous substances and/or goods containing the same which can make wheel squeal, noise, vibration, odours, airborne particulate matter and/or dust and the operation of various processes for the maintenance of rail and truck equipment."
- i) "That CN, its customers, invitees, lessees and/or licensees will not be responsible for any complaints or claims by or on behalf of the owners and occupant of the Subject Lands from time to time arising from or out of or in any way in connection with the operation of the CN Lands and all effects thereof upon the use and enjoyment of the Subject Lands or any part thereof, and whether arising from the presently existing facilities and operations of CN, its customers, invitees, lessees or licensees, upon or from any and all future renovations, additions, expansions and other changes to such facilities and/or future expansions, extensions, increases, enlargements and other changes to such operations."
- j) "That CN shall not be required to change any of its facilities or operations upon the CN Lands as a result of or in response to any such complaints or claims."
- k) "That CN may be in the future renovate, add to, expand or otherwise change its facilities on the CN Lands and/or expand, extend, increase, enlarge or otherwise change its operations conducted upon the CN Lands."
- l) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act, the Innovation, Science and Economic Development Canada ('ISED') and the Canadian Radio-television and Telecommunications Commission ('CRTC') authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy

themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs.”

28. Prior to the transfer of any units or blocks, the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses required by the Subdivision Agreement have been included in the Offers of Purchase and Sale or Lease for such block. If Offers of Purchase and Sale or Lease have not been executed prior to the registration of the plan, then the Owner shall agree to provide evidence that the warnings clauses have been included in the Offers of Purchase and Sale or Lease prior to the final approval of the corresponding site development file.
29. Prior to registration, the Owner shall prepare detailed streetscape and open space construction drawings as part of the subdivision construction drawing package based on the Streetscape and Open Space Plan, to the satisfaction of the City. Streetscape cost estimates shall be submitted to the satisfaction of the City. Securities will be taken based on the full cost of the works, and the Owner acknowledges that securities will be taken for both the interim landscape and streetscape implementation, as well as the conversion of the interim streetscape works to the ultimate condition, to the satisfaction of the City.
30. Prior to registration, an interim landscape plan for Block 3 (future development block) shall be provided and approved to the satisfaction of the VMC Program. The Owner will be required to provide securities for the interim landscape condition for Block 3, to the satisfaction of the City.
31. Prior to registration, the Owner shall submit an analysis of tree soil volumes demonstrating 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.
32. Prior to registration, the Owner shall provide a revised Tree Preservation Study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation. The Owner shall not remove any trees without written approval by the City.
33. Prior to registration, the Owner is required to enter into a Tree Protection Agreement which includes a security for trees to be preserved and protected in accordance with the approved Tree Preservation Study. 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.



Corporate Services

December 5, 2019

Mr. Mauro Peverini
Director of Development Planning
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Attention: Jessica Kwan, Senior Planner

**RE: Official Plan Amendment OP.19.009 (LOPA.19.V.0050)
Draft Plan of Subdivision 19T-19V04 (SUBP.19.V.0044)
Zoning By-law Amendment Z.19.024 (ZBA.19.V.0120)
2851 Highway 7
(GB (Vaughan Seven) Limited Partnership)
City of Vaughan**

This is in response to your circulation and request for comments for the above-captioned Official Plan Amendment (OPA), draft plan of subdivision and zoning by-law amendment applications. The subject site is located at 2851 Highway 7, on the south side of Highway 7, between Maplecrete Road and Creditstone Road, in the City of Vaughan. The applications are submitted in support of a proposed development comprised of a 27-storey tower with a 2-storey podium and a 37-storey tower with a 6-storey podium and ground floor retail with a total of 750 residential units for both towers.

Official Plan Amendment

Purpose and Effect of the Proposed Amendment

The subject lands are designated as "Station Precinct" by the Vaughan Metropolitan Centre Secondary Plan (VMCSP). The OPA proposes to amend the VMCSP by permitting: (1) a change in the tenure of the north/south local road on the west side of the property from public to private, (2) strata-parking below the private north/south local road with no requirement to provide an office component of greater than 10,000m², and (3) a maximum building height of 37-stores for Building "A" and a 27-stores for Building "B".

2010 York Region Official Plan

The subject lands are designated "Urban Area" by the York Region Official Plan (YROP), which permits a wide range of residential, commercial, industrial and institutional uses. Section 5.3 of YROP sets out policies related to addressing residential and employment intensification within York Region. Based on our review, the proposed OPA generally conforms to the Regional Official Plan as it will assist in building complete communities and will help in ensuring that a minimum of 40% of all residential development in York Region occurs within the built-up area

as defined by the Province's Built Boundary in Places to Grow: Growth Plan for the Greater Golden Horseshoe (YROP-2010 Policy 5.3.1). Infill and redevelopment within intensification areas should be compatible with the built form of adjacent areas and support the use of existing infrastructure, including streets (YROP-2010 Policies 5.3.4 & 5.3.6).

Regional staff encourages the proposed development to have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach (Policy 5.2.11). We would also recommend the development be encouraged to be designed to achieve energy efficiency levels that exceed the Ontario Building Code (YROP-2010 Policy 5.2.20); to achieve 10% greater water efficiency than the Ontario Building Code (YROP-2010 Policy 5.2.22); be designed to maximize solar gains, be constructed in a manner that facilitates future solar installations (i.e. solar ready) (YROP-2010 Policy 5.2.26); and, incorporate green building standards, such as LEED®, ENERGY STAR®, or other emerging technologies (YROP-2010 Policy 7.5.12).

Exemption Request

The OPA application and associated request for exemption from Regional approval was considered by Regional staff. Based on our review, the proposed OPA appears to be a routine matter of local significance. Furthermore, in accordance with Regional Official Plan policy 8.3.8, the proposed Amendment does not adversely affect Regional planning policies or interests.

Pursuant to Council authorization specified in By-law A-0265-1999-017, this application is hereby exempted from approval by Regional Planning Committee and Council. This allows the Amendment to come into effect following its adoption by the City of Vaughan and the expiration of the required appeal period.

Zoning By-law Amendment

The zoning by-law amendment proposes to rezone the subject lands from "EM1 Prestige Employment Area Zone" to "C9 Corporate Centre Zone (Phase 1 lands)" and "C9(H) Corporate Centre Zone (Phase 2 lands)" with the Holding Symbol "(H)" with additional exceptions. This is considered a matter of local significance and Regional Planning staff do not have comments on the amendment.

Draft Plan of Subdivision

Development Engineering

The Owner is advised that the adjacent property to the west is currently undergoing the development application review process. Depending on the construction schedule, the construction of both projects may occur simultaneously. The Owner is recommended to coordinate its works with the adjacent property Owner to the west.

Servicing Allocation

Residential development in the City of Vaughan requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, then the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek Outfall Modifications— 2021 estimated completion, and
- Other projects as may be identified in future studies.

The timing of the above infrastructure is a current estimate and may change as each infrastructure project progresses. It is provided for information purposes only.

Municipal Wastewater and Water Servicing

The Functional Servicing Report (FSR) and the Site Servicing Plan indicates the water and wastewater servicing for the proposed development will be provided by connecting to the City of Vaughan's local water infrastructure on Maplecrete Road to the west. Should there be any change in the proposed servicing scheme, the Owner shall forward the revised Site Servicing Plan to the Region for review and record.

Potential Impact on Regional Infrastructure

The Owner is advised that the integrity of the 750mm diameter Regional watermain located on Highway 7 in the vicinity of the subject development is to be maintained at all times during the construction and grading activities. All construction drawings showing works in close proximity to the Region's watermain, including, but not limited to shoring and tie-back systems, shall include the following note for the contractor:

"Integrity of York Region's 750mm diameter watermain on Highway 7 shall be maintained at all times."

Summary

York Region has no objection to the proposed Official Plan Amendment, draft plan of subdivision and zoning by-law amendment subject to the aforementioned comments and the attached Schedule of Clauses/Conditions for the draft plan of subdivision. We request that a copy of the Notice of Decision be forwarded to this office.

Please contact Justin Wong, Planner, at 1-877-464-9675 ext. 71577 or by email at Justin.Wong@york.ca should you require further assistance.

OP.19.009 (LOPA.19.V.0050), 19T-19V04 (SUBP.19.V.0044),
& Z.19.024 (ZBA.19.V.0120)
(GB (Vaughan Seven) Limited Partnership)

Page 4

Sincerely,

A handwritten signature in black ink, appearing to read "Karen Whitney", with a stylized flourish at the end.

Karen Whitney, M.C.I.P., R.P.P
Director of Community Planning and Development Services

JW/

Attachment (1) Schedule of Clauses/Conditions for Plan of Subdivision

YORK-#10356187-v1-OP_19_009_19T-19V04_&_Z_19_024_-_Regional_Exemption_and_Condition_Letter

**Schedule of Clauses/Conditions
19T-19V04 (SUBP.19.V.0044)
2851 Highway 7
(GB (Vaughan Seven) Limited Partnership)
City of Vaughan**

Re: KLM Planning Partners Inc., Project No. P-3051, dated September 10, 2019

Clauses/Conditions to be Included in the Subdivision Agreement

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. The Owner shall provide direct shared pedestrian/cycling facilities and connections from the proposed development to boundary roadways and adjacent developments to support active transportation and public transit, where appropriate.
3. The Owner shall provide the proposed access via local streets and provide shared driveways and interconnected properties to maximize the efficiency of the Regional street system (YROP-2010 Policy 7.2.53), where appropriate.
4. The Owner shall implement all recommendations in the revised Transportation Study, including all TDM measures, to the satisfaction of the Region.

Conditions to be Satisfied Prior to Final Approval

5. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
 - A copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed, and
 - A copy of an email confirmation by City of Vaughan staff stating that the allocation to the subject development.
6. The Owner shall provide an electronic set of the final engineering drawings showing the watermains and sewers for the proposed development to the Community Planning and Development Services Division and the Infrastructure Asset Management Branch for record.

7. The Owner shall provide a drawing to show the layout of active transportation facilities and connections internal to the site and to the Regional roads.
8. The Owner shall revise the Transportation Impact Study, prepared by LEA Consulting, dated October 2019, to include the assessment of other modes of transportation, such as transit and active transportation for internal and external to the site in the future total conditions as per the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016).
9. Upon registration of the plan, the Owner shall convey the following lands to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the Regional Solicitor:
 - a) A widening across the full frontage of the site where it abuts Highway 7 of sufficient width to provide a minimum of 22.5 metres from the centreline of construction of Highway 7, and
 - b) 5 metre by 5 metre daylight triangles are required on either side of the proposed entrance as permanent easements.
10. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
11. The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the *Environmental Protection Act* and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and

any subsequent reports or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

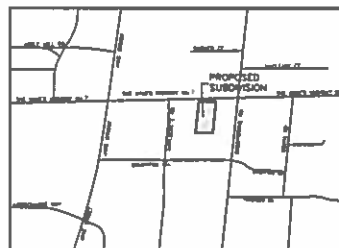
The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no 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, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

12. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
13. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.
14. The Regional Corporate Services Department shall advise that Conditions 1 to 13 inclusive, have been satisfied.

DRAFT PLAN OF SUBDIVISION
PART OF LOT 7, REGISTERED PLAN 7977
CITY OF VAUGHAN
REGIONAL MUNICIPALITY OF YORK
SCALE 1:300

DRAFT PLAN T-



KEY PLAN

SECTION 51, PLANNING ACT,
ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL WPD WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY-LOAM
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: 2019

C. MANBA

OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF VAUGHAN FOR APPROVAL.

OWNER

GB (VAUGHAN SEVEN) LIMITED PARTNERSHIP

145 REYNOLDS STREET
SUITE 400
DANVILLE
ONTARIO L8J 8A7

SEMA DUGLETTI

SCHEDULE OF LAND USE

TOTAL AREA OF LAND TO BE SUBDIVIDED = 1.0138 Ha. (2.5038 Acs)

BLOCKS	LOTS	UNITS	Ha.	Acs.
BLOCK 1 - RESIDENTIAL	1		0.678	1.675
BLOCK 2 - PROPOSED PUBLIC ROAD	1		0.179	0.442
BLOCK 3 - FUTURE DEVELOPMENT	1		0.155	0.383
BLOCK 4 - 0.3m. RESERVE	1		0.001	0.003
TOTAL	4		1.013	2.503

NOTE - ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM



PROJECT No. P-3051

SCALE 1:300 SEP 10, 2019

1 305102311 X-REF: (3051043 & 3051070)

DWG. No. - 19:1

PLANNING PARTNERS INC.
14 JARVIS DRIVE, UNIT 18, CINCINNATI, OHIO 45202
TEL: (513) 265-1000 FAX: (513) 265-1001 email: info@klmplanning.com

Planning • Design • Development

ATTACHMENT NO. 1c)- ALECTRA UTILITIES



Date: November 18th , 2019

Attention: **Jessica Kwan**

RE: Request for Comments

File No.: **OP.19.009, Z.19.024, 19T-19V004, DA.19.075**

Related Files:

Applicant: Alireza Khosroshahi, GB(Vaughan Seven) Limited Partnership

Location 2851 Highway 7



COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by _____.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated _____, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or agent, of this proposed plan is required to contact Alectra and discuss all aspects of the above project.

The standard electrical supply to Industrial, Commercial, Institutional and High Rise Condominium projects is via a pad mounted transformer. The proposed transformer shall be located 6m (or more) from windows, doors, vents and any flammable materials on the building site. In the event the 6m clearance cannot be achieved, Alectra will require the installation of a fire/blast wall (6"poured reinforced concrete, 8"solid block, or 12" hollow 85% fill). The transformer must also be located within 3-4.5m of a parking area, driveway or hard surface for access by service vehicles. The access must be from within the customer's property, not from a local roadway or adjacent properties, and must provide adequate access for a line truck. Primary voltage duct bank standards* and the transformer base and grounding standards will be provided to the customer once the primary supply point(s) have been established by Alectra, and the customer's main service size has been established by their Consultant. *(see attachment 4)

All proposed billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced.

The transformer precast base cannot be located over parking structures or over an underground parking garage. Where the transformer is to be situated on a graded slope, a notched-out area must be established for the transformer base to be installed, with adequate space to accommodate the grounding requirements and guard post/bollards if required. The primary duct bank cannot be integrated into the poured flooring of the building.

Alectra will require one architectural site plan showing the proposed transformer location, one electrical site plan, and an electrical single-line drawing, both in hard copy (PDF file, P.Eng. approved version) and electronic AutoCAD (latest version), along with the completed and signed Service Application Information Form (SAIF). Additionally, a complete building elevation drawing (including subsurface excavations) is required to ensure the project is not in conflict with any existing overhead or underground components of the electrical distribution system. Alectra also requires a letter from the owner, or the agent, stating that the proposed building-to-existing electrical distribution system clearances have been checked and are in compliance with the current requirements of the applicable standards, acts and codes referenced below.

In the event that the building commences construction, and the clearance between any component of the building structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event the building is completed, and the clearance between the building and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.

Once Alectra has received all proposed details and are satisfied with the design, Alectra will provide the customer with an *Offer to Connect* which will specify all the details and the responsibilities of each party. Once the Offer is signed and full payment received by Alectra, Alectra will start the final design and state and/or obtain the required approvals from the Local Municipality.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic In-Service Date. The information from the SAIF is also used to allocate/order materials, to assign a Technician to the project, and to place the project in the appropriate queue.

If the customer intends to use the permanent transformer for providing temporary power during construction, the temporary service requirements on the Application Form must be included. Amperage, voltage and the proposed secondary cable sizes, in order to calculate the cost in the *Offer to Connect*, are to be provided.

When the customer is ready to proceed, they will need to contact the New Connections Call Centre at (905) 417 - 6900 ext. 25713, or toll free 1-877- 963- 6900 ext. 25713 to obtain a Service Application Information Form (SAIF).

(Note to help expedite the request for final connection please ensure the job specific Ref# for your project is on all communication, drawings and Electrical Safety Authority (ESA) Connection Authorization Forms(CA)).

The form is to be completed and returned, with the signed copies to the attention of Susan DiBratto. If this proposed development is condominium-related, also contact Alectra Metering Manager, Eddie Augusto at (905) 532 4433 for information about suite metering.

References:

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings), attached
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

Service Application Information Form to be completed and returned with the following documentation in order to prepare the Offer to Connect and/or Easements if required:

1. A copy of a current Parcel Register or Abstract of Title to include the property owner's name, address, telephone and fax numbers and pin number.

2. Title documents pertaining to the subject property to include the transfer deed of land, any encumbrances/Certificate of incorporation and any amendments showing the current correct corporate name and address as filed with the appropriate Government Office.

Please ensure that the reference number is included on your Electrical Inspection Certificate.

Regards,

Regards,

Susan DiBratto, C.E.T.

Supervisor, Distribution Design, ICI & Layouts

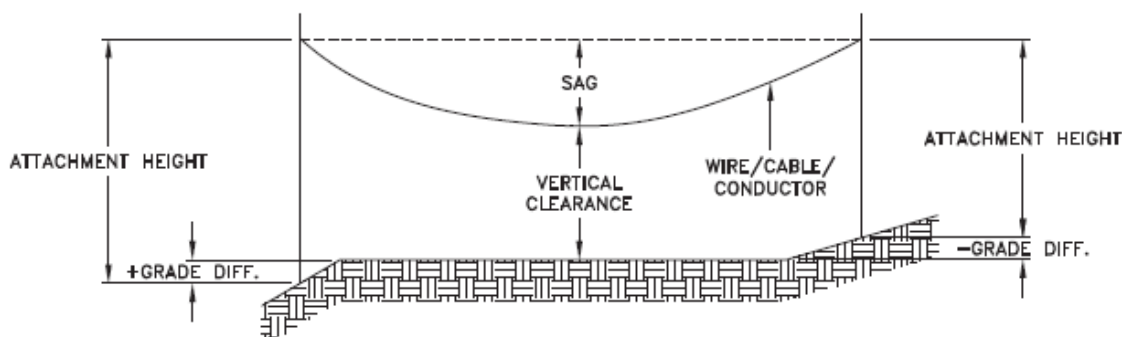
Phone: 1-877-963-6900 ext. 24577

Fax: 905-532-4401

E-mail: susan.dibratto@alectrautilities.com

Service Application Information Form is available by calling 1-877-963-6900 ext. 25713

LOCATION OF WIRES, CABLES OR CONDUCTORS	SYSTEM VOLTAGE			
	SPAN GUYS AND COMMUNICATIONS WIRES	UP TO 600V AND NEUTRAL	4.16/2.4kV TO 27.6/16kV (SEE NOTE 1)	44kV
	MINIMUM VERTICAL CLEARANCES (SEE NOTE 2)			
OVER OR ALONGSIDE ROADS, DRIVEWAYS OR LANDS ACCESSIBLE TO <u>VEHICLES</u>	442cm	442cm	480cm	520cm
OVER GROUND ACCESSIBLE TO <u>PEDESTRIANS</u> AND <u>BICYCLES</u> ONLY	250cm	310cm	340cm	370cm
ABOVE TOP OF RAIL AT <u>RAILWAY CROSSINGS</u>	730cm	730cm	760cm	810cm



MINIMUM ATTACHMENT HEIGHT = MAXIMUM SAG
 + MINIMUM VERTICAL CLEARANCE (FROM ABOVE TABLE)
 ± GRADE DIFFERENCE
 + 0.3m (VEHICLE OR RAILWAY LOCATION)
 + SNOW DEPTH (PEDESTRIAN LOCATION, SEE NOTE 3)

NOTES:

1. THE MULTIGROUNDED SYSTEM NEUTRAL HAS THE SAME CLEARANCE AS THE 600V SYSTEM.
2. THE VERTICAL CLEARANCES IN THE ABOVE TABLE ARE UNDER MAXIMUM SAG CONDITIONS.
3. REFER TO CSA STANDARD C22.3 No.1, ANNEX D FOR LOCAL SNOW DEPTH VALUES.
4. ALL CLEARANCES ARE IN ACCORDANCE TO CSA STANDARD C22.3.

CONVERSION TABLE	
METRIC	IMPERIAL (APPROX)
810cm	27'-0"
760cm	25'-4"
730cm	24'-4"
520cm	17'-4"
480cm	16'-0"
442cm	15'-5"
370cm	12'-4"
340cm	11'-4"
310cm	10'-4"
250cm	8'-4"

REFERENCES

SAGS AND TENSIONS SECTION 02

MINIMUM VERTICAL CLEARANCES OF WIRES, CABLES AND CONDUCTORS ABOVE GROUND OR RAILS

ORIGINAL ISSUE DATE: 2010-DEC-24 REVISION NO: R1 REVISION DATE: 2012-JAN-09

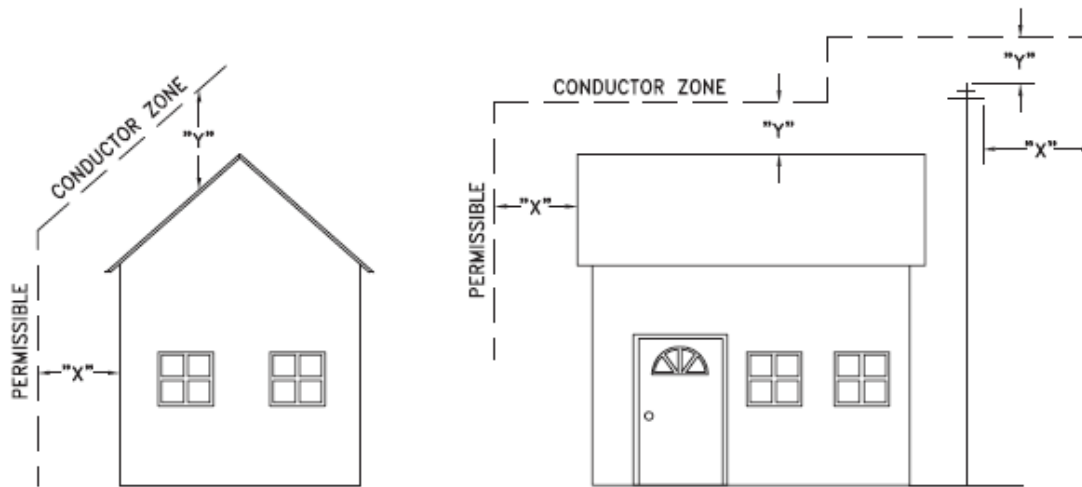
Certificate of Approval

This construction Standard meets the safety requirements of Section 4 of Regulation 22/04

Joe Crozier, P.Eng. 2012-JAN-09

Name Date

P.Eng. Approval By: Joe Crozier



VOLTAGE	MINIMUM HORIZONTAL CLEARNACE UNDER MAXIMUM SWING CONDITIONS DIMENSION "X" (SEE NOTES 1, 3 & 4)	MINIMUM VERTICAL CLEARANCE UNDER MAXIMUM DESIGN SAG CONDITIONS DIMENSION "Y" (SEE NOTES 1, 2, 4 & 5)
0-600V AND NEUTRAL	100cm	250cm
4.16/2.4 TO 44kV	300cm	480cm

NOTES

- UNDER NO CIRCUMSTANCES SHALL A CONDUCTOR BE PERMITTED TO PENETRATE THE ENVELOPE SHOWN BY THE DOTTED LINE.
- THE VERTICAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM DESIGN SAG.
- THE HORIZONTAL CLEARANCES ARE UNDER CONDITIONS OF MAXIMUM SWING. WHERE THE CONDUCTOR SWING IS NOT KNOWN A HORIZONTAL CLEARANCE OF 480CM SHALL BE USED.
- BUILDINGS THAT EXCEED 3 STOREYS OR 15M IN HEIGHT, THE MINIMUM HORIZONTAL CLEARANCE OF THE SECONDARY CONDUCTORS SHOULD BE INCREASED TO 300cm WHERE IT IS NECESSARY TO ALLOW FOR THE RAISING OF LADDERS BY LOCAL FIRE DEPARTMENTS.
- IN SITUATIONS SUCH AS MULTI-LEVEL GARAGES, WHERE ROOFS ARE NORMALLY USED BY PERSONS AND VEHICLES, THE VERTICAL CLEARANCES OF POWERSTREAM STANDARD 03-1 SHALL APPLY.
- DISTRIBUTION LINES CONSTRUCTED NEAR BUILDINGS SHALL BE BUILT TO AVOID OVERHANG WHEREVER POSSIBLE. WHERE LINES MUST BE CONSTRUCTED OVER OR ADJACENT TO BUILDINGS THE APPLICABLE HORIZONTAL AND VERTICAL CLEARANCES SHALL BE AT CONDITIONS OF MAXIMUM CONDUCTOR SWING AND MAXIMUM SAG. THE ABOVE CLEARANCES ARE DESIGNED TO PREVENT PERSONS ON OR IN BUILDINGS AS WELL AS EXTERNAL MACHINERY USED IN CONJUNCTION WITH A BUILDING TO COME IN CONTACT WITH CONDUCTORS. EFFORTS SHOULD BE MADE TO INCREASE THESE CLEARANCES WHERE POSSIBLE.
- ALL CLEARANCES ARE IN ACCORDANCE TO CSA C22.3 NO.1-06 (TABLE-9).

CONVERSION TABLE	
METRIC	IMPERIAL (APPROX)
480cm	16'-0"
300cm	10'-0"
250cm	8'-4"
100cm	3'-4"

MINIMUM VERTICAL & HORIZONTAL CLEARANCES OF CONDUCTORS FROM BUILDINGS OR OTHER PERMANENT STRUCTURES (CONDUCTORS NOT ATTACHED TO BUILDINGS)

Certificate of Approval	
This construction Standard meets the safety requirements of Section 4 of Regulation 22/04	
Name	Date
P.Eng. Approval By: <u>D. Dadwani</u>	2010-MAY-05

ORIGINAL ISSUE DATE: 2010-MAY-05 REVISION NO: REVISION DATE:
P:\System Planning and Standards\Standard Design\PowerStream Standards\PowerStream Standards working folder\Section 23-4\DWG 03-4 RD May 5, 2010.dwg, 5/5/2010 9:27:03 AM, Adobe PDF

75-706 Primary and secondary lines clearances

- (1) The poles that support the phase conductor of a primary line shall be so located and of such height as to afford a clearance of 7 m measured vertically between the conductors under maximum sag conditions and the ground.
- (2) Notwithstanding Subrule (1) for high voltage line installations where plans are submitted for examination to the inspection department, the clearances listed in Table 34 are acceptable.
- (3) The primary line neutral shall be considered a secondary conductor and shall have the same minimum vertical clearance as specified in Subrule (4).
- (4) Conductors of a secondary line shall have a minimum 6.1 m measured vertically between the conductors under maximum sag conditions and the ground.
- (5) Notwithstanding Subrule (1) for high and low voltage line installations on public right of ways, for the purpose of roadway lighting systems or traffic control systems, CSA C22.3 No. 1, Overhead systems, or the Ontario Provincial Standards shall be permitted.

75-708 Clearances of conductors from buildings

- (1) An overhead primary line conductor shall be kept at least 3 m at maximum conductor swing measured horizontally from a building.
- (2) Primary line conductors shall not be installed over buildings unless the installation is lawful under Rule 2-030, and work shall not begin until the plans and specifications for the work are approved in accordance with Rule 2-010.
- (3) No building, mobile home or structure shall be placed or constructed within at least 3 m at maximum conductor swing measured horizontally from the nearest conductor of an overhead primary line.
- (4) Where the conductor swing is not known, a distance of 1.8 m shall be used.
- (5) An overhead secondary line conductor shall be kept at least 1 m measured horizontally from any building except where necessary to connect to the electrical wiring of a building.

75-710 Clearances for other structures

- (1) Notwithstanding Rule 36-110, conductors of a primary line shall
 - (a) not be located closer than 12 m measured horizontally from silos to the closest conductors, with the conductor at rest;
 - (b) not be located over wells from which pump rods may be lifted and come in contact with the conductors;
 - (c) have sufficient clearance from free-standing poles that support flood or area lighting, flagpoles, antennae, or other similar structures so as to permit the structure to fall in an arc, without touching the conductors at rest;
 - (d) not be located within 6 m, measured horizontally from wind-mills or similar structures to the closest conductor, with the conductor at rest; and
 - (e) have a minimum vertical clearance of 3.1 m above fencing at maximum sag.
- (2) Conductors of a secondary line shall not be installed closer than 1 m measured horizontally from structures.
- (3) The poles and equipment associated with a primary or secondary line shall be located and suitably protected so as to avoid the possibility of damage from contact with vehicles.

75-712 Tree trimming

- (1) The owner of a private line shall provide clearance to the line from trees and other forms of woody growth in compliance with a code or standard under a rule or by-law of the supply authority concerning tree trimming.
- (2) Where there is no applicable code or standard under a rule or by-law of the supply authority concerning tree trimming, all trees and woody growth adjacent to a line shall be trimmed so that minimum clearance to the nearest conductor horizontally at maximum conductor swing and vertically at a maximum sag shall be
 - (a) 1 m for secondary lines; and
 - (b) 4 m for primary lines.

Grounding and bonding

75-800 Grounding of equipment mounted on steel poles

- (1) A steel pole shall be permitted to be used as the grounding electrode for equipment mounted on the pole where the steel pole is directly embedded in soil and the portion of the pole in contact with the soil is not coated with any non-metallic coating or covering and such an installation is in accordance with the manufacturer's recommendations.
- (2) Where a pole is used as the ground electrode for the transformer, the transformer shall be bonded to the pole and the neutral in accordance with Specification 44 or 45.

Urban Design Issues

October, 2013

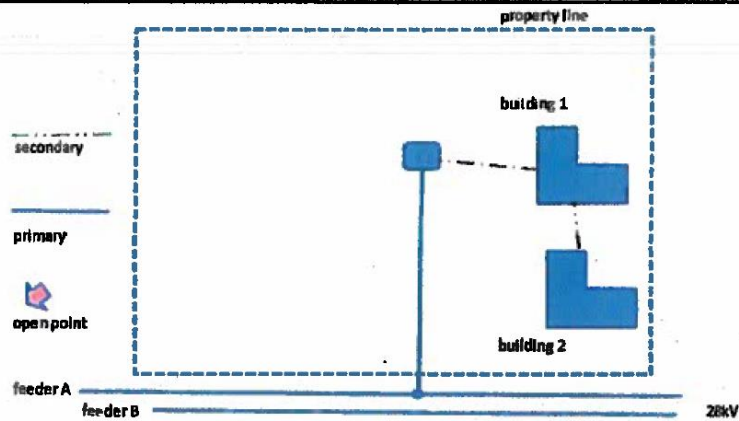


FIGURE 2: 2 BUILDING CONNECTION less than 1,000kVA

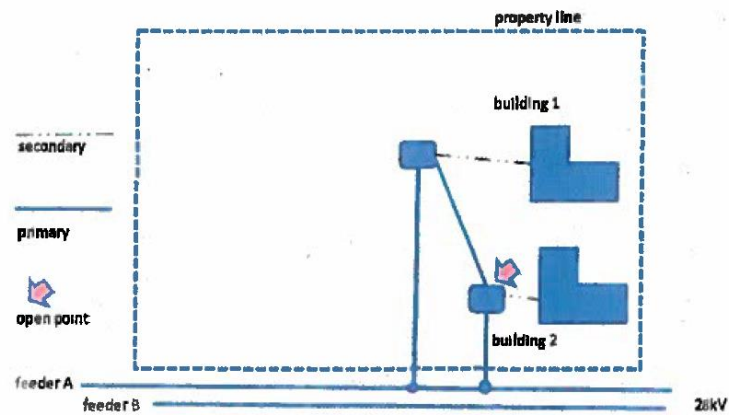


FIGURE 3: 2 BUILDING CONNECTION greater than 1,000kVA

Final Version, October 1, 2013



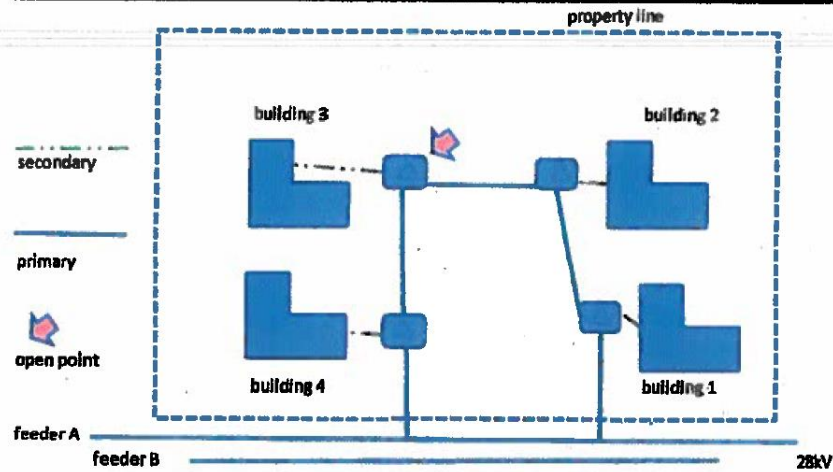


FIGURE 4: MULTI BUILDING CONNECTION greater than 1,000kVA

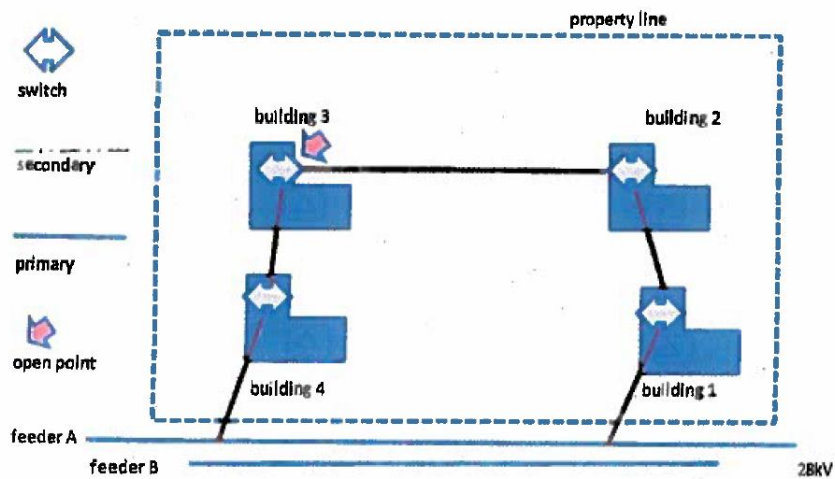


FIGURE 5: DRY TYPE TRANSFORMERS greater than 1,000kVA

Final Version, October 1, 2013



(4) Underground consumer's service raceway entry into a building

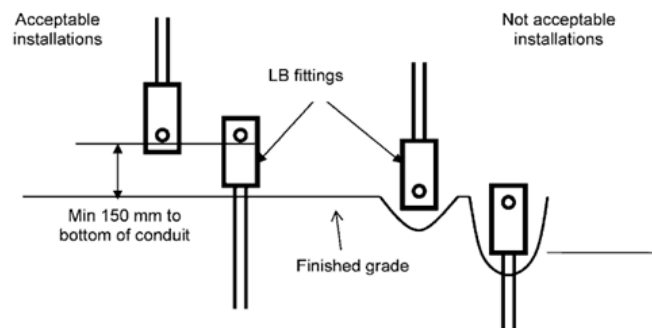
Subrule 6-300(3) requires that an underground consumer's service raceway enter a building above ground where practicable. If it is not practicable, then the raceway must be suitably drained or installed in such a way that moisture and gas will not enter the building.

The intent of the Subrule is to prevent water leaking into either the building or the electrical service equipment and causing damage.

Questions have arisen as to how we determine "above ground" or "above grade".

Above ground or grade will be interpreted as any part of the building that is more than 150 mm above the finished grade. (See Figure B1)

Figure B1 – Interpretation of "above ground"





**Alectra Utilities (Formerly PowerStream Inc.) Distribution
Design Department**

Site Plan and Building Permit Submission Guideline

Version 1.1: March 31, 2017

1. INTRODUCTION

The *Site Plan and Building Permit Submission Guideline* has been developed to assist the site plan applicant, consultant and contractor to achieve approval from Alectra Utilities for the integration of their proposed facility with respect to Alectra Utilities' existing Electrical Distribution System (EDS).

The information that follows will assist the applicant in achieving a satisfactory engineering submission, prior to submitting for a building permit or site application submission, whichever process is applicable.

The applicant shall pre-consult with Alectra Utilities Distribution Design to discuss the submission and to review the project characteristics.

2. ENGINEERING DRAWING REQUIREMENTS

The applicant is to supply one engineering drawing that explicitly depicts the proposed facilities within the property lines and how these facilities will be situated with respect to the existing Alectra Utilities EDS. This drawing shall be submitted as part of the site plan or building permit application to the City, which will be circulated to Alectra Utilities.

The following is a list of general requirements that are required with the submitted engineering drawing:

1. the drawing shall be drawn at 1:200, 1:250, 1:400 or 1:500 scales and supplied in PDF format.
2. all drawing components shall be legible.
3. north arrow shall be prominent.
4. benchmark reference data used shall be indicated.
5. a key plan indicating site location and nearest roads included is required.
6. the name of applicant is to be clearly indicated.

7. municipal planning file reference number and/or building permit number (ie DA-----) shall be clearly indicated.
8. the name, address, fax and phone numbers of the firm preparing the site plan is to be clearly indicated.
9. the site address is to be clearly indicated.
10. the drawing is to be stamped and sealed by the applicable licensed Ontario Professional Engineer.
11. all easements are to be shown.

The following is a list of site specific requirements that form the engineering drawing:

12. a plan view is to be shown that details the perimeter of the facilities to be constructed.
13. a profile view is to be shown that details the perimeter of the facilities to be constructed.
14. municipal roads – show full road allowance widths.
15. sidewalks and walkways are to be shown.
16. property lines (front, back and sides as applicable) to be clearly indicated.
17. driveways to be clearly indicated, and shall be setback a minimum clearance of 1.5 m from all above ground EDS components.
18. lights standards to be clearly indicated.
19. hydro poles and down guys to be clearly indicated.
20. telephone poles and down guys to be clearly indicated.
21. transformers, either pad-mounted or aerial to be clearly indicated and drawn to scale.

22. utility vaults, chambers, pedestals to be clearly indicated
23. trees, bushes and hedges to be clearly indicated.
24. existing structures to be demolished/and or maintained to be clearly indicated.
25. placement of all existing primary wires on the existing poles to be clearly indicated.
26. placement of all existing underground hydro wires are to be clearly indicated.
27. populating and placement of "x", "x₁", "x₂" (and X_n depending on the number required) dimensions that clearly identifies the new facilities and their proximity to existing primary lines and to the property lines. The distances shown must be in compliance with the latest version of relevant legislation (as a minimum, ESA, CSA, Building Code, Alectra Utilities Standards - partial samples are included in the attachments) and must be shown in both the plan and profile drawings. **These are required to explicitly depict the location of these relative to the proposed facilities on the submitted engineering drawing. If the proximity in any direction, as noted in the sample drawing is less than 4m, or if a grading change is within the 4m limit, then close scrutiny of the project will be initiated.**
28. providing details of proposed grade changes that will affect existing hydro poles, transformers or switchgear (all drawn to scale). This includes the cases where existing equipment may lay just outside the limits of the development, but will be affected by the boulevard grading on roads adjacent to the development. These should be clearly shown on the drawing with its own profile, showing both the existing and proposed grades.

See the sample drawing enclosed for greater clarity.

3. NOTES FOR PREPARATION OF THE SUBMISSION

1. All construction work shall be in accordance with the requirements of the Occupational Health & Safety Act.

2. The applicant shall retain the services of the consultants to resolve any conflict issues that may arise between the existing EDS and the proposed facilities.
3. For design purposes, all components of the existing Alectra Utilities EDS are to be accurately located and measured for proximity to proposed facilities. In accordance with Regulations, prior to commencing excavation, locates must be performed.

4. ADDITIONAL INFORMATION

1. In the event that that the drawing is not submitted or not adequately submitted, Alectra Utilities will not provide its approval to the Municipality, and the Site Plan and/or Building Permit Approval process will be delayed.
2. If the information provided by the applicant is found to be incorrect, and there are costs associated with remediation for code compliance, 100% of the costs shall be borne by the applicant.
3. Any costs associated with remediation of conflicts with Alectra Utilities existing services will be paid for by the Applicant, with the work being performed by Alectra Utilities. Full cost of the required funds must be provided prior to any design work commencing.
4. After approval of the drawing submission for the site plan application or building permit process, the applicant is required to contact Alectra Utilities' New Connections department to create a project reference number and to discuss the project servicing needs with Distribution Design. This includes, but is not limited to, submission of the Service Information Application Form, submission of full site plans, architectural drawings, full elevations, building electrical loads, required voltage and metering needs.
5. After the Consultant's design is complete for the electrical service to the property, and Alectra Utilities has approved the design, Alectra Utilities will supply the applicant with an Offer to Connect. As part of this process, any and all exclusive customer costs and work to resolve conflicts (noted in 3 above) must be completed.

ATTACHMENTS

3.1.17.3.

2006 Building Code



3.1.19. Above Ground Electrical Conductors

3.1.19.1. Clearance to Buildings

- (1) Where a *building* is to be *constructed* in proximity to existing above ground electrical conductors of a voltage not less than 2.5 kV and not more than 46 kV,
 - (a) the *building* shall not be located beneath the conductors, and
 - (b) the horizontal clearance between the *building* and the maximum conductor swing shall be not less than 3 m.
- (2) Where a *building* is to be *constructed* in proximity to existing above ground electrical conductors of a voltage more than 46 kV, the clearances between the *building* and the conductors shall conform to the requirements of CAN/CSA-C22.3 No.1, "Overhead Systems".

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ELECTRICAL SAFETY CODE

75-312 Clearances of Conductors from Buildings

- (1) An overhead primary line conductor shall be kept at least 3 m at maximum conductor swing measured horizontally from a building.
- (2) Primary line conductors shall not be installed over buildings unless the installation is lawful under Rule 2-030, and work shall not begin until the plans and specifications for the work are approved in accordance with Rule 2-010.
- (3) No building, mobile home or structure shall be placed or constructed within at least 3 m at maximum conductor swing measured horizontally from the nearest conductor of an overhead primary line.

© Canadian Standards Association

Overhead systems

5.3 Vertical design clearances and separations

5.3.1 Vertical design clearances of wires and conductors above ground or rails

5.3.1.1 Basic clearances

The minimum vertical clearances of wires and conductors above ground or rails shall be as specified in Clause 5.2 and Tables 2 and 4, except that

- (a) the clearances over roadways or other areas where vehicles are expected to be used are based on a combined vehicle and load height of 4.15 m. For provinces and territories that permit the combined vehicle and load height to exceed 4.15 m, the applicable clearance specified in Tables 2 and 4 shall be increased by the amount by which the allowable combined vehicle and load height exceeds 4.15 m;
- (b) for altitudes exceeding 1000 m and where voltages exceed 50 kV, the clearances specified in Table 2 shall be increased by 1% for each 100 m increase in excess of 1000 m above mean sea level;
- (c) because the rail level of a railway where ballast is used is not fixed, when any line that crosses a railway is constructed or altered, an additional 0.3 m of vertical clearance above rails shall be provided, unless a lesser amount is mutually agreed upon, to permit normal subsequent ballast adjustments without encroaching on the specified minimum clearance;
- (d) when a line that crosses or will cross any public thoroughfare likely to be travelled by road vehicles is constructed or altered, an additional 0.225 m of vertical clearance shall be provided to permit the

July 2010

21

SAMPLE DRAWING SUBMISSION

PLAN VIEW

NOT TO SCALE

PROFILE VIEW: "A-A"

NOT TO SCALE

NOTES:

1. "X" DIMENSION REPRESENTS MINIMUM CLEARANCES. ACTUAL DIMENSIONS WILL BE PROVIDED BY CUSTOMER OR CUSTOMER'S AGENT.
2. THE FOLLOWING CODES MUST BE ADHERED TO:
 - 2.1. ONTARIO BUILDING CODE LATEST EDITION (CLEARANCE TO BUILDINGS)
 - 2.2. ONTARIO ELECTRICAL SAFETY CODE LATEST EDITION (CLEARANCE OF CONDUCTIONS FROM BUILDINGS)
 - 2.3. ONTARIO HEALTH & SAFETY ACT LATEST EDITION (CONSTRUCTION PROTECTION)
 - 2.4. POWERSTREAM (CONSTRUCTION STANDARD Q3-4)
 - 2.5. CANADIAN STANDARDS ASSOCIATION LATEST EDITION (BASIC CLEARANCES)

PROJECT PROPOSAL:	COMPANY NAME:	DRAWN BY:	ARCHITECTURAL ENGINEERING STAMP
	ADDRESS:	CHECKED BY:	
	PHONE:	DATE:	
	FAX:	SCALE:	
MUNICIPALITY NAME:		ELECTRICAL ENGINEERING STAMP	
ADDRESS OF PROJECT:			
PLANNING FILE REF. NO.			
LINE CLEARANCE APPLICATION		DWG. FILE	
PROJECT NO.		DWG. TITLE	

Introduction

The Building Plan Submission Guideline has been developed to assist the applicant in achieving approval from Alectra Utilities for their proposed facility with respect to Alectra Utilities' existing Electrical Distribution System (EDS).

Requirements

The applicant is required to survey the lands outside the property lines to accurately locate existing hydro facilities and to explicitly depict the location of these relative to the proposed facilities on the submitted engineering drawing. If the proximity in any direction, as noted in the sample drawing, is less than 4m, or if a grading change is within the 4m limit, then a submission to Alectra Utilities is required.

This is to be accomplished by providing the information below, on both the plan and profile views:

1. populating and placement of "x₁" and "x₂" dimensions that clearly identifies the new facilities and their proximity to existing primary lines and to the property lines. The distances shown must be in compliance with the latest version of relevant legislation (as a minimum, ESA, CSA, Building Code, Alectra Utilities Standards - a sample of each is included in the attachments) and must be shown in both the plan and profile drawings. This applies to both above and below ground facilities.
2. providing details of proposed grade changes that will affect existing hydro poles, transformers or switchgear, both within the property and adjacent to it. This includes the cases where existing equipment may lay just outside the limits of the development, but will be affected by the boulevard grading on roads adjacent to the development. These should be clearly shown on the drawing with its own profile, showing both the existing and proposed grades.

For design purposes, all components of the existing Alectra Utilities EDS are to be accurately located and measured for proximity to proposed facilities. In accordance with Regulations, prior to commencing excavation, locates must be performed.

In the event that the drawing is not submitted or not adequately submitted, Alectra Utilities will not provide its approval to the Municipality, and the Building Permit Approval process may be delayed.

Any costs associated with remediation of conflicts with Alectra Utilities existing services will be paid for by the Applicant, with the work being performed by Alectra Utilities. Full cost of the required funds must be provided prior to any design work commencing.

In the event where the applicant requires a new service, or changes to their existing service, after approval of the drawing submission for the building permit application process, the applicant is required to contact Alectra Utilities Customer Care to create a project file and to discuss the project servicing needs with Distribution Design. This includes, but is not limited to, submission of the Service Information Application Form, submission of full site plans, architectural drawings, full elevations, building loads, required voltage and metering needs.

After the design is complete for the electrical service to the property, Alectra Utilities will supply the applicant with an Offer to Connect. As part of this process, any and all exclusive customer costs and work to resolve conflicts must be completed.

ATTACHMENT NO. 1d) - ENBRIDGE GAS INC.



Enbridge Gas Inc.
500 Consumers Road
North York, Ontario M2J 1P8
Canada

November 27, 2019

Jessica Kwan
Planner I
City of Vaughan
Development Planning Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Jessica,

Re: Site Development Plan, Official Plan Amendment, Zoning By-law Amendment
GB (Vaughan Seven) Limited Partnership
2851 Highway 7, Part of Lot 5, Concession 4
City of Vaughan
File No.: 19T-19V004, DA-19-075, OP-19-009, Z-19-024

Enbridge Gas Inc. does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Inc.'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.

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.

Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Inc. at no cost.

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 Inc.'s Customer Connections department. For more details contact SalesArea30@Enbridge.com.

Enbridge Gas Inc. reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink that reads 'Alice Coleman'.

Alice Coleman
Municipal Planning Coordinator
ENBRIDGE GAS INC.
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Safety. Integrity. Respect.

ATTACHMENT NO. 1e) - BELL CANADA

From: circulations@wsp.com
To: [Kwan, Jessica](#)
Subject: OPA (OP.19.009), ZBLA (Z.19.024), Draft Plan of Subdivision (19T-19V004), and Development Application (DA.19.075), 2851 Highway 7, Vaughan
Date: Tuesday, December 10, 2019 2:37:55 PM

2019-12-10

Jessica Kwan

Vaughan

, ,

Attention: Jessica Kwan

Re: OPA (OP.19.009), ZBLA (Z.19.024), Draft Plan of Subdivision (19T-19V004), and Development Application (DA.19.075), 2851 Highway 7, Vaughan; Your File No. OP.19.009,Z.19.024,19T-19V004,DA.19.075

Our File No. 86023

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/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”.

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario’s principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that **all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

As of June 1, 2019, Meaghan Palynchuk will be taking maternity leave and returning in the first quarter of 2020. In my absence please contact Ryan Courville for any matters concerning this file.

Yours truly,

Ryan Courville
Access Network Provisioning Manager
Municipal Relations
Phone: 416-570-6726
Email: planninganddevelopment@bell.ca

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-LAEmHhHzdJzBITWfa4Hgs7pbKI



DELIVERY PLANNING
200 – 5210 BRADCO BLVD
MISSISSAUGA, ON L4W 2G7
416-262-2394
CANADAPOST.CA

ATTACHMENT NO. 1f) - CANADA POST

November 21, 2019

City of Vaughan – Planning Department

To: **Jessica Kwan**

Reference: **OP.19.009, Z.19.024, 19T-19V004, DA.19.075**
Part of Lot 7, Registered Plan No. 7911, Part of Lot 5, concession 4.
2581 Highway 7

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified of the following:

In order to provide mail service to the (2) two residential towers (37 & 27 storeys - 750 residential units with retail at grade, Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ 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.**
- ⇒ 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.

As per our National Delivery Policy, **street level residences and/or retail/commercial and/or non-residential use units will also receive mail delivery at centralized locations, not directly to their door.**

For example: If there is a common indoor entrance or connection extra mail compartments can be provided to accommodate these units in the main mailbox panel. If these units are not part of the condo/building then a separate centralized mail receiving facility/box can be set up by the developer at an alternative location.

The specifications can be found in our Delivery Standards Manual, which can be downloaded from this link:
https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

As the project nears completion, it is requested that the Developer contact me directly for Postal Code(s) as existing postal coding will not apply and new postal codes will be issued for this development. I am also requesting the developer/owner contact me during the design stage of the above project, to discuss a suitable mailbox/mailroom location.

Canada Post further requests the owner/developer be notified of the following:

1. There will be no more than one mail delivery point to each unique address assigned by the Municipality.
2. Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.
3. The complete guide to Canada Post's Delivery Standards can be found at:
https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf

Should you require further information, please do not hesitate to contact me at the above telephone number or mailing address.

Regards,

Lorraine Farquharson

Lorraine Farquharson

Delivery Services Officer | Delivery Planning – GTA

Attachment 2 – Conditions of Site Plan Approval (City of Vaughan)

Site Development File DA.19.075

GB (Vaughan Seven) Limited Partnership ('The Owner')

Conditions of Site Plan Approval:

1. THAT prior to the execution of the Site Plan Agreement:

- i. The associated Draft Plan of Subdivision (File: 19T-19V004) shall be registered;
- ii. The VMC Program shall approve the final site plan, building elevations, landscape cost estimate, landscape and streetscape plans, and wayfinding / signage design. The elevations should demonstrate appropriate treatment and articulation of the built form to ensure activation of the public realm edges;
- 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 mitigation measures to ensure favourable micro-climactic conditions for people sitting, standing and walking within the public realm;
- iv. The Owner shall submit a detailed exterior photometric lighting plan to the satisfaction of the City. This plan should include the location of each current and/or proposed outdoor lighting fixture with projected hours of use measured in lux and the area of the lighting dispersed by each lighting fixture to suit the intended uses;
- v. The Owner shall submit to the City the final 3D digital model of the development, which shall include the accurately geo-referenced digital data, as outlined in the Draft VMC Submission Protocol, to the satisfaction of the Vaughan Development Planning Department. 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;
- vi. The Owner shall provide a public access easement, registered on title, over the pedestrian walkway located on the easterly limit of the site. 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 walkway or service provided under this Agreement;
- vii. 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;

- viii. The Owner shall demonstrate to the satisfaction of the Fire Department and the VMC Program (Development Engineering), that the development is in compliance with all regulations requiring access to/from the Plan. Should the development not meet applicable regulations in effect at the time of execution of the site plan agreement for Fire Department access, the Owner shall provide an emergency access to/from the Plan to address applicable regulations and to the satisfaction of the City. Any required municipal access easements as a result of the proposed emergency access shall be conveyed to the City to allow unencumbered access. The precise limits of the municipal easement are to be determined to the satisfaction of the City VMC Program.
- ix. 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 satisfaction of the City;
- x. The Owner shall provide the City with a copy of the Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition (RSC) acknowledged and registered on the Environmental Site Registry for the entire Subject Property. Copies of all ESA reports relied upon for the filing of the RSC, including reliance from the consultant, shall also be provided to the satisfaction of the City;
- xi. The Owner shall submit a certification letter to the satisfaction of the City from a qualified professional engineer confirming the setback of the building exhausts from the building intakes; and the installation of exhaust stacks with vertical unimpeded flow at high elevations has been incorporated into the building design, as per the Air Quality Assessment prepared by MTE Consultants, dated May 21, 2020;
- xii. 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;
- xiii. 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;
- xiv. The Owner shall satisfy all requirements of York Region; and
 - xv. The Owner shall satisfy all requirements of Canadian National Railway Company, Alectra Utilities Corporation, Bell Canada, and Canada Post.

2. THAT the implementing Site Plan Agreement shall include the following clauses:

- i. The Owner agrees to implement the recommendations of the final noise report into the design and construction of the buildings on the lands, 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.
- ii. 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.
- iii. The Owner shall follow the TDM Plan as provided in the Transportation Impact Study Update by LEA Consulting Ltd., September 2020, including the funding and implementation of 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 City of Vaughan Development Engineering Department and VMC Program Department.
- iv. The Owner shall implement all traffic control measures on-site as outlined in the Transportation Impact Study, including the implementation of the pavement marking and signage plan (PM&SP), traffic control systems such as flashing beacons, as provided in the Transportation Impact Study Update by LEA Consulting Ltd. dated September 2020 for all internal and external areas of the site, including interim and ultimate conditions.
- v. The Owner agrees to 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.
- vi. The Owner agrees that prior to the registration of the condominium, the building exhausts shall be constructed with the prescribed appropriate setback from the building intakes; and to construct the exhaust stacks with vertical unimpeded flow at high elevations into the building and submit a certification letter to the satisfaction of the City from a qualified professional engineer confirming they were built to design, as per the Air Quality Assessment prepared by MTE Consultants, dated May 21, 2020.
- vii. The Owner agrees that prior to the registration of the condominium, a noise consultant shall certify that the building plans are in accordance with the noise control features recommended by the approved Noise Report, to the satisfaction of the VMC Program. Where wall, window and/or oversized forced air mechanical systems are required by the Noise Report, these features be certified by a

Professional Engineer at the City's request.

viii. The Owner agrees to include the necessary warning clauses in agreements of Offer of Purchase and Sale, lease/rental agreements including but not limited to the following:

- a) "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."
- b) "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."
- c) "Purchasers/tenants are advised that due to the proximity of nearby commercial/office/retail facilities, sound from those facilities may at times be audible."
- d) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."
- e) "Purchasers and/or tenants are advised that Street B will be extended easterly and westerly in the future in accordance with VMC Secondary Plan to facilitate development of adjacent lands without further notice."
- f) "Purchasers and/or tenants are advised that adjacent properties may be redeveloped with mid to high-density proposals in the future."
- g) "Purchasers and/or tenants are advised that the north-south road located between Highway 7 and the new east-west local Road known as Block 2 on the Plan will be privately owned and maintained by the future condominium corporation for the development located on Block 1, and will include a municipal public access easement to allow unencumbered access in favour of all adjacent properties, York Region, and City of Vaughan."
- h) "That Canadian National Railway Company ("CN") is the owner of certain lands known as its MacMillan Rail Yard (the 'CN Lands') located within a kilometer of the Subject Lands, and that the CN Lands are now and will continue to be used for the present and future railway and trucking facilities and operations of CN and its customers on a continuous basis (24 hours of each day in each year) including, without limitation, the

operation and idling of diesel locomotives and trucks with the generation of diesel fumes and odours, 24 hours a day artificial lighting of the CN Lands which may illuminate the sky, the classification, loading, unloading, braking and switching of rail cars containing bulk and other commodities including hazardous substances and/or goods containing the same which can make wheel squeal, noise, vibration, odours, airborne particulate matter and/or dust and the operation of various processes for the maintenance of rail and truck equipment.”

- i) “That CN, its customers, invitees, lessees and/or licensees will not be responsible for any complaints or claims by or on behalf of the owners and occupant of the Subject Lands from time to time arising from or out of or in any way in connection with the operation of the CN Lands and all effects thereof upon the use and enjoyment of the Subject Lands or any part thereof, and whether arising from the presently existing facilities and operations of CN, its customers, invitees, lessees or licensees, upon or from any and all future renovations, additions, expansions and other changes to such facilities and/or future expansions, extensions, increases, enlargements and other changes to such operations.”
 - j) “That CN shall not be required to change any of its facilities or operations upon the CN Lands as a result of or in response to any such complaints or claims.”
 - k) “That CN may be in the future renovate, add to, expand or otherwise change its facilities on the CN Lands and/or expand, extend, increase, enlarge or otherwise change its operations conducted upon the CN Lands.”
 - l) “Purchasers and/or tenants are hereby put on notice that the Telecommunications Act, the Innovation, Science and Economic Development Canada (‘ISED’) and the Canadian Radio-television and Telecommunications Commission (‘CRTC’) authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs.”
- ix. 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.
 - x. 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.
 - xi. 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.

- xii. 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.
- xiii. 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.
- xiv. 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.
- xv. 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.
- xvi. 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.
- xvii. 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.
- xviii. 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.
- xix. 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.



Corporate Services
Community Planning and Development Services

November 6, 2020

Jessica Kwan
Planning Department
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1

Dear Mrs. Kwan:

Re: 2nd Submission Site Plan Comments
GB (Vaughan Seven) Limited Partnership
2851 Highway 7
City of Vaughan
City File No.: DA.19.075
Region File No.: SP.19.V.0282

York Region has reviewed Plans and Reports submitted as part of the 2nd Submission dated September 14, 2020 and has no objection to the development proposal, **in principle**.

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 Highway 7 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 Site Plan Approval the Owner must satisfy the requirements outlined in **Section A** and execute a Site Plan Agreement with the Region

The City of Vaughan should not issue any building permits (conditional or full) until the Region has issued appropriate Engineering Approval/s. 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

Property Requirements

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 5 meter by 5 meter daylight triangle where Highway 7 intersects the proposed private road, as a **permanent easement**.

2. The Owner shall arrange for the preparation, review and deposit on title of a 65R reference plan, describing the lands identified above, 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.
3. Please be advised that the land must be conveyed to the Region free of costs and free of any encumbrances prior to the execution of the Site Plan Agreement. As this could be a time consuming process, it is in the Owner's best interest to finalize the 65R plan and convey the land to the Region as soon as possible.
4. 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 I and Phase II ESA report by MTE, dated June 4, 2020.

5. Below are the comments on the Phase 1 and Phase II ESA Reports;
 - i. The Owner shall provide the Region with the final Phase Two ESA as the interim report is missing Appendices.
 - ii. The Owner shall provide the Region with the status of the Record of Site Condition (RSC)

- iii. The Owner shall revise the Reliance letter to be in the Region's template format and to include reference to the final Phase Two ESA.
- 6. 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.
- 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. The Owner shall address, to the Region's satisfaction, the comments on the red-lined plans and/or reports attached to this letter.
- 9. The Owner shall submit to the Region the following plans and reports not yet submitted with previous submissions:
 - a) Final Phase II ESA Report
 - b) Revised Reliance Letter
 - c) Revised Construction Management Plans for each phase of construction
 - d) Revised Traffic Impact Study
 - e) \$1,800 Fee for Encroachment Permit
 - f) \$2,000 Legal Fee
 - g) Insurance Certificates (for works within Regional right-of-way and for Encroachment Permit)
 - h) Updated Cost Estimate
 - i) Confirmation from York Region's Environmental Services Dept. re. dewatering permit
 - j) Additional Review Fees and Security Deposit
 - k) Final deposited 65R-plan
 - l) Written confirmation from City that the proposed development has allocation

Financial and Insurance Requirements

10. The Owner shall submit a revised cost estimate of all works to be undertaken within or adjacent to the Regional right-of-way of Highway 7 inclusive of streetscaping, hoarding, pedestrian protection, access construction, retaining wall removal, servicing, etc. 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.
11. 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.19.V.0282**, 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.

12. 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 **\$8,700.00** minimum or 7% of the estimated cost of works on the existing or proposed Regional right-of-way, whichever is greater. Prior to the execution of the site plan agreement, the Owner shall forward a cheque to cover the minimum review fee of **\$8,700.00** to the Regional Community Planning and Development Services, payable to The Regional Municipality of York.

The Region acknowledges receipt of the \$8,700.00 Review Fee

13. 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 ESA Review Fee

14. This application is also subject to a Legal fee of **\$2,000.00** 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 **\$2,000.00** made payable to The Regional Municipality of York
15. The Owner shall also deliver to the Legal Services Branch of the Region a cheque in the sum of **\$77.31** 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.

Encroachment Requirements

16. The Owner shall obtain an encroachment permit from the Region for the following potential encroachments within the road allowances of Highway 7:
 - Tie-backs
 - Crane Swing
 - Streetscaping/Landscaping
 - Dewatering equipment
 - Shoring and Hoarding
17. For the Region to prepare the permit the Owner must submit the following:
 - a) A Certificate of Insurance;
 - b) A **certified 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.
 - 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).
 - e) A drawing or reference plan clearly indicating the encroaching items and the extent of the encroachment within the regional road allowance.

Source Water Protection

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

Dewatering

19. 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.
20. Permanent dewatering discharge to a sanitary sewer will not be permitted.
21. Temporary dewatering discharge is proposed to a 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 or by contacting 905-830-4444 extension 75097.
22. The Owner shall provide written confirmation that an application for a dewatering discharge permit has been made.

Servicing Allocation

23. The Owner shall provide to the Region the following documentation to confirm that water and wastewater services are available to the subject development and have been allocated by the City of Vaughan:
 - a) a copy of the Council resolution confirming that the City of Vaughan has allocated servicing capacity, specifying the specific source of the capacity, to the development proposed within this site plan.
 - b) a copy of an email confirmation by a City of Vaughan staff member stating that the allocation to the subject development remains valid at the time of the request for regional clearance of this condition.

Impact on Regional Infrastructure

24. The Owner is advised that the Regional 750mm diameter watermain is located in the north side of the Highway 7 right-of-way. The integrity of the aforementioned infrastructure is to be maintained at all times during the grading and construction activities of the proposed development. Therefore the Owner shall notify Sami Butorsky (sami.butorsky@york.ca, 905-830-4444 ext. 77648), Construction Coordinator with the Environmental Services, 48 hours in advance of the preconstruction meeting and/or any work commencing on the site or the Regional right-of-way.

25. All construction drawings showing works in close proximity of the region's watermain, including but not limited to shoring and tie-back systems, shall include the following note for the contractor:

"Integrity of York Region's 750mm diameter watermain on Highway 7 is to be maintained at all times"

Municipal Wastewater and Water Servicing

26. The FSR indicates that both interim and ultimate water and wastewater servicing for the proposed development is to be provided through connections to existing local municipal watermain and sewers located on Creditstone Road and Maplecrete Drive. Region has previously informed the Owner that no direct connections to the regional 750mm diameter watermain on Highway 7 would be permitted.
27. Should there be any change in the proposed servicing scheme, the Owner shall forward the revised Site Servicing Plan to the Region for review and record.

Transportation

28. The Study shall include assessment of other modes of transportation such as transit and active transportation for internal and external to the site in the future total conditions as per the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016). This Study is considered incomplete and shall be revised.
29. In the Site Plan Agreement, the Owner shall agree:
- i. To provide direct shared pedestrian/cycling facilities and connections from the proposed development to boundary roadways and adjacent developments to support active transportation and public transit, where appropriate.
 - ii. To 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.
 - iii. That the proposed access onto Highway 7 will be restricted to right-in/right-out.
 - iv. To implement all recommendations in the revised Transportation Study, including all TDM measures, to the satisfaction of the Region.

Transit

30. The Owner shall agree to advise all potential purchasers of the existing and future introduction of transit services. The Owner/consultant is to contact YRT Contact Centre (tel. 1-866-668-3978) for route maps and the future plan maps.

Traffic Management

31. 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

General Comments:

32. Provide a response matrix identifying how the following comments have been addressed. Simply stating ‘Acknowledged’ or ‘Noted’ is not an acceptable response.
33. Update the cost estimate based on the limits of the Hwy 7 right-of-way as noted in the previous comment. Cost estimates are to be coordinated between civil and landscape and are to account for all works associated with the removal and reinstatement of the H2VMC streetscape, including but not limited to removal & disposal, drainage infrastructure, irrigation, utility removal / relocates, sidewalk reconstruction, etc.

Tree Inventory and Preservation Plans / Arborist Report:

34. No further comments.

Landscape Plans:

35. Undertake a general clean-up of the drawings removing all duplicate symbols and text.
36. Clearly show and label only the HWY 7 ultimate right-of-way, as redlined on Sheet L-100.
37. Clear up any confusion around limit of construction lines through adequate labelling and proper half toning of existing existing elements to remain vs black lining of proposed elements.
38. Expand the scope of the drawing to include the existing HWY 7 streetscape condition 20 metres west and east of the subject site's limits.
39. The Existing Conditions / Demolition / Removal Plan should be at the front of the landscape package.
40. Elements of the HWY 7 H2VMC streetscape are to be overlaid and visible on the Existing Conditions / Demolition / Removal Plan. Demolished / removed items are not to be shown on any other landscape plan within the package as these plans are to show only proposed works associated with the final HWY 7 right-of-way condition.
41. Include a note on the Existing Conditions / Demolition / Removal Plan which states "Ex. subdrain to run continuous between planters with break outs to catch basins. All subdrains are to be left intact and fully functional and/or replaced if damaged".
42. Subject to the review and approval of York Region, the Owner shall coordinate with Alectra Utilities to determine final placement of existing hydro poles requiring relocation. Final placement of the relocated hydro poles shall be shown on the landscape plans and coordinated within the context of the streetscape design so as to result in minimal impacts to the H2.VMC streetscape. Furthermore, the Owner shall provide documentation and drawings from Alectra Utilities to York Region demonstrating any and all utility relocates have been approved in support of future submissions. Given the severity of utility impacts on streetscape design, York Region Staff will not provide sign-off on the landscape drawings until this comment has been fully addressed.
43. The two proposed 8.0m planters conflict with existing utility access locations. Undertake a thorough review of existing and proposed utilities, ensuring the provision of replacement planters within the Region's right-of-way have been properly coordinated with utility and utility access locations.
44. Pedestrian crossing design is to follow YRRTC Typical Driveway Details (continuous sidewalk, tactile grooved paver, etc.). Details have been provided.

45. Identify bench type and include manufacturer's cut sheet on the details page ensuring consistency with Rapid Transit furnishings.
46. Include a typical viva paving transition enlargement with the following construction note – "Existing Cut Pavers along the Viva Edge to be removed with colour and pattern matched to create a seamless transition between unit paver installs".
47. Sheet L-100 – Soil Volume Calculations Table
 - Update soil volume calculations to include access to soil in the soil cell for tree in planters H1 and H2.
 - Planters H1 and H2 show '0' for # of trees column. Change to read '1'. Plant SI, Syringa reticulata, Ivory silk to be consistent with adjacent planters.
48. Sheet L-101 – Plant Schedule
 - SI-Syringa reticulata - change caliper size to York Region standard of 50 mm
49. Sheet L-306. Please reference and include Region Engineered Growing Media specifications for soil inside of planters and soil cells. These have been attached to the redlines provided.
50. Sheet L-306
 - Detail 8/L-306 - Label missing for drainage pipe to subdrain/CB every 4 trees

Construction Site Management

51. The submitted construction management plan shows a lane closure on Highway 7 to accommodate construction staging – as well as a closure of the pedestrian walkway to accommodate hoarding and construction trailers for a period of 8 months. This is not acceptable to the Region. The Owner shall submit a revised construction management plan based on the following Regional requirements:
 - No construction staging and long-term lane closures on Highway 7
 - Cyclist and pedestrian movements along Highway 7 shall be maintained at all times
52. The Owner shall submit a separate construction management plan for each phase of construction.
53. 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.

54. ***Prior to construction*** 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 Kirolis Istafanous, Development Engineering Technologist at extension 74952.

Sincerely,

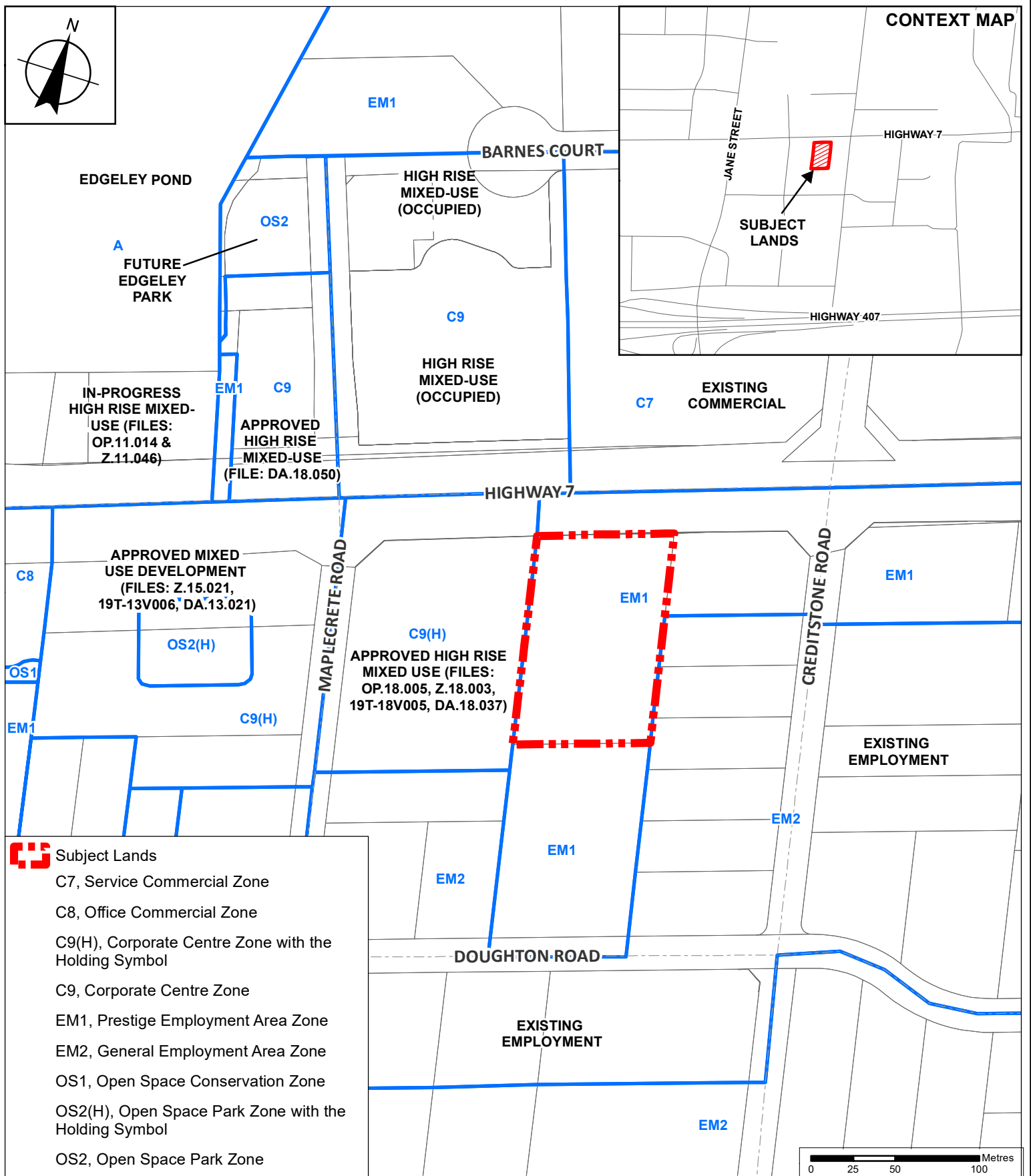


Calvin J. Mollett, P.Eng.
Program Manager, Development Engineering

CM/ki

Attached

Copy to: Alireza Khosrowshahi, GB (Vaughan Seven): (e-mail: akhosrowshahi@melroseinvestments.com)
Grant Uyeyama, KLM Planning Partners Inc. (e-mail: guyeyama@klmplanning.com)
Ivan Gonzalez, Development Engineering, York Region (e-mail)



Context and Location Map

LOCATION:

Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:

GB (Vaughan Seven) Limited Partnership



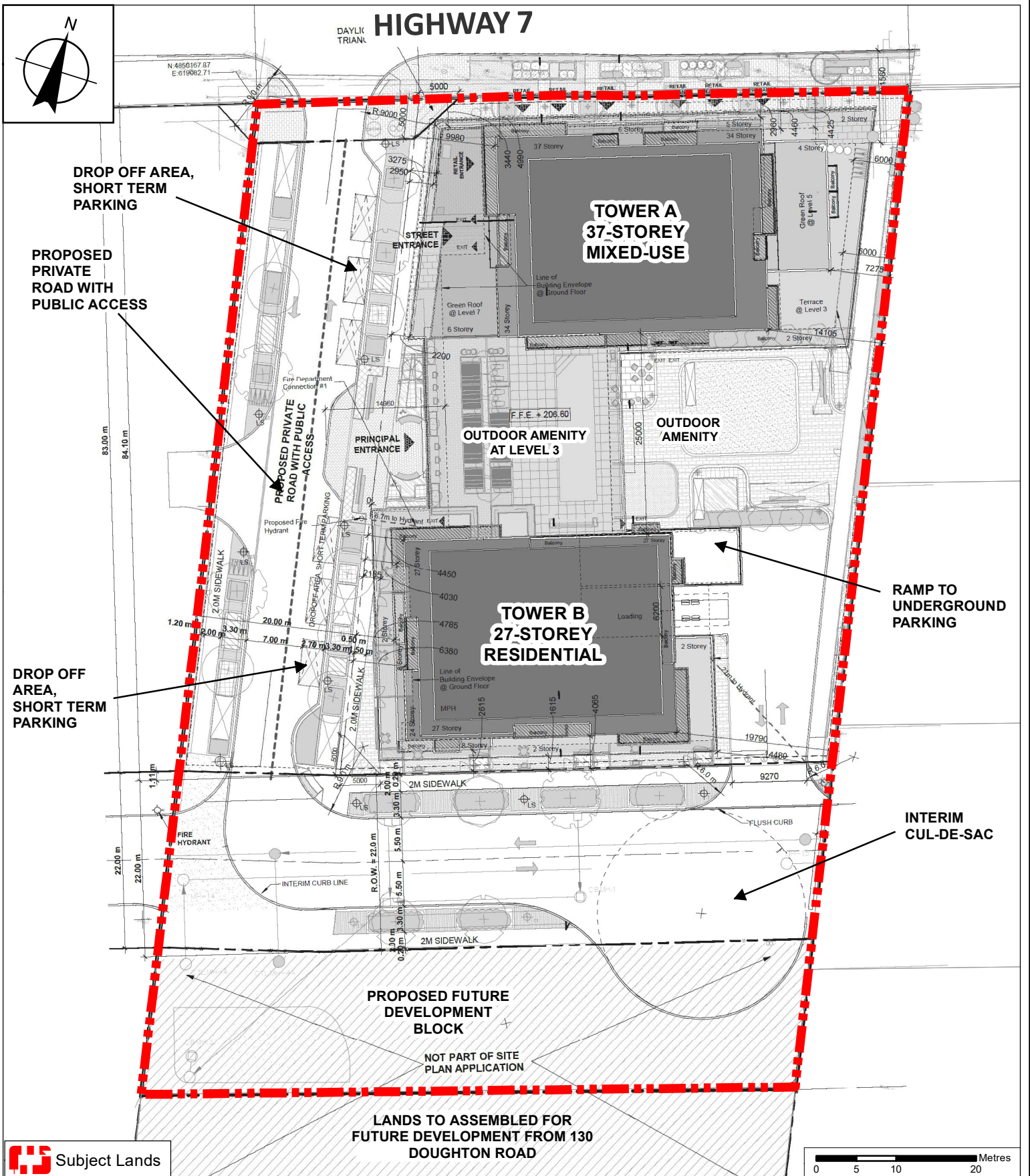
Attachment

FILES:

OP.19.009, Z.19.024,
19T-19V004, DA.19.075

DATE: December 1, 2020

3



Site Plan

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership

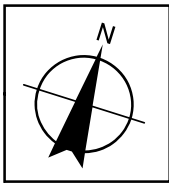


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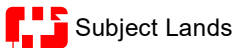
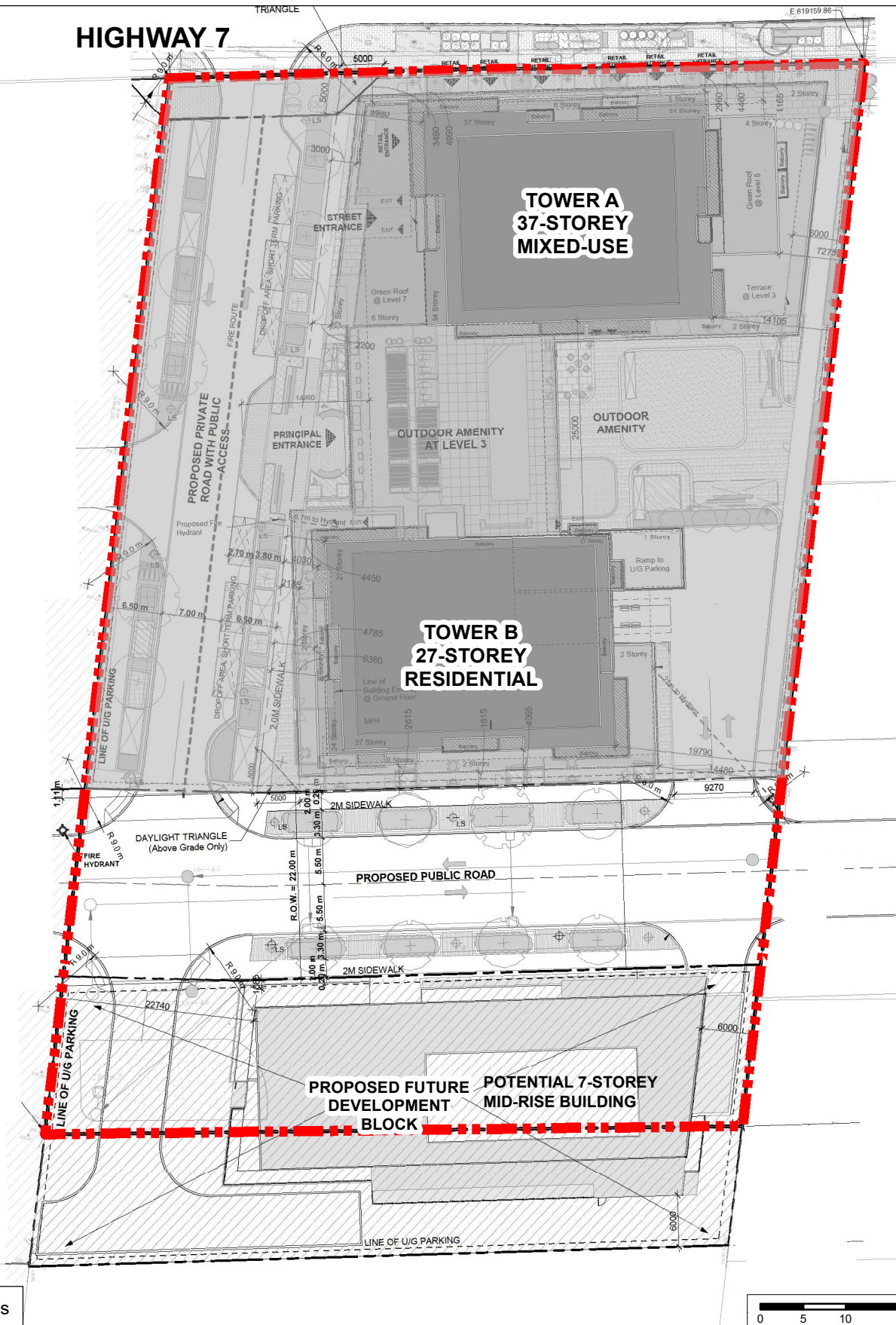
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OP.19.009, Z.19.024,
19T-19V004, DA.19.075

DATE: December 1, 2020

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HIGHWAY 7



Conceptual Ultimate Site Plan on Future Development Block

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership

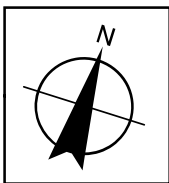


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FILES:
OP.19.009, Z.19.024,
19T-19V004, DA.19.075

DATE: December 1, 2020

5a



Ground Floor Plan

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership



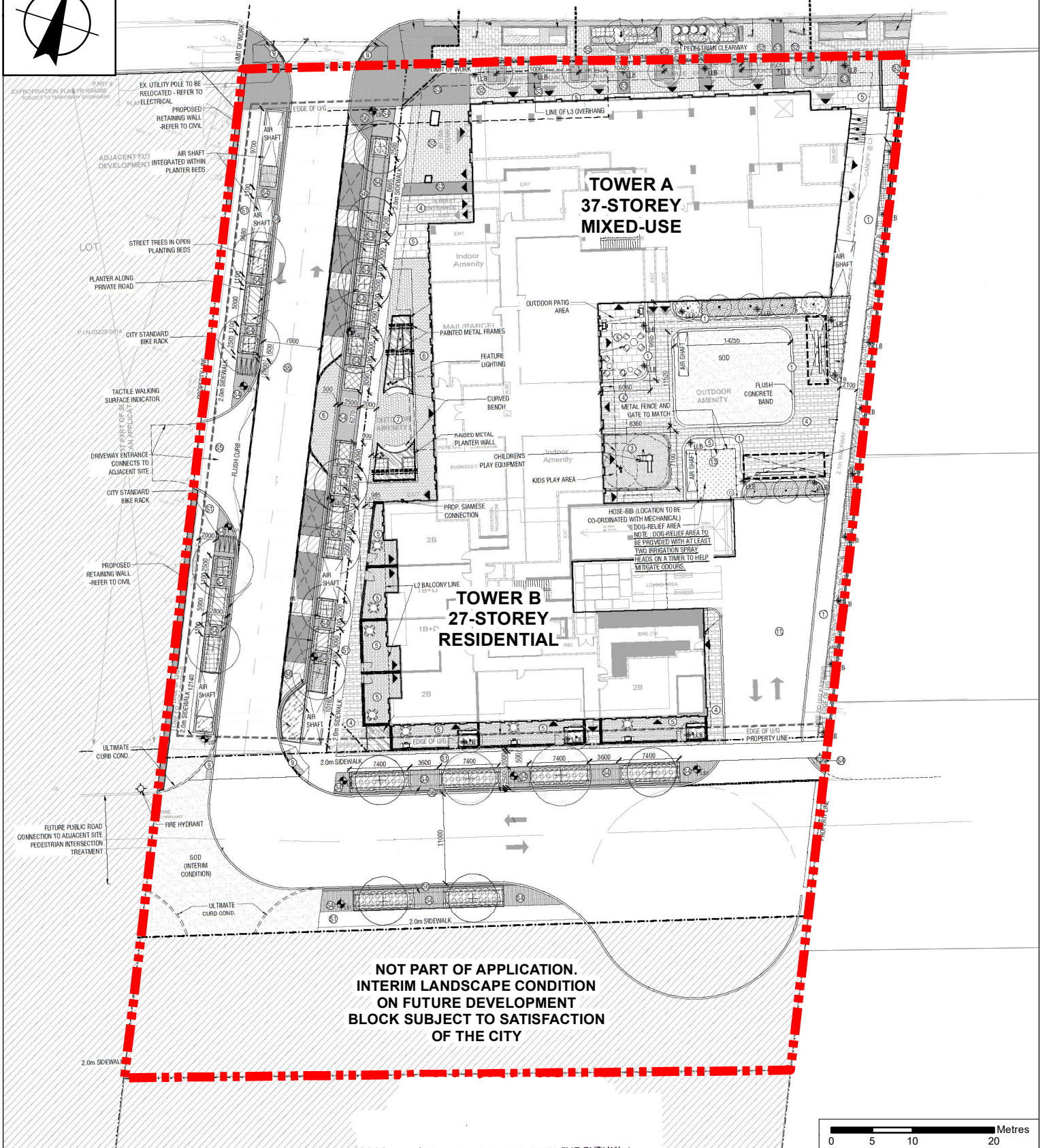
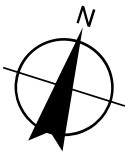
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19T-19V004, DA.19.075

DATE: December 1, 2020

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HIGHWAY 7



Landscape Plan

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership

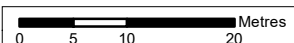
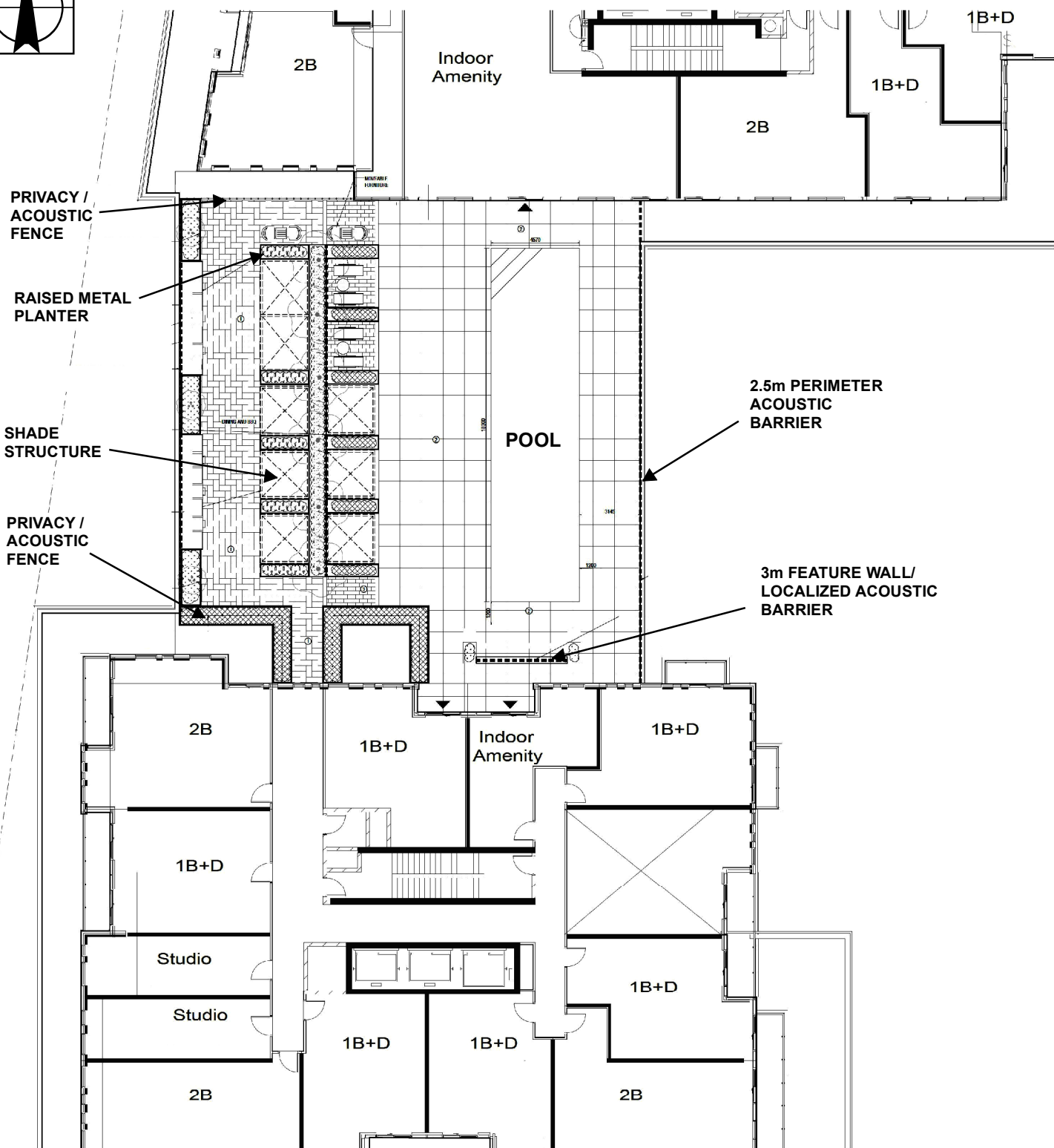
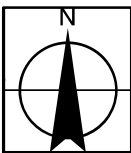


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FILES:
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19T-19V004, DA.19.075

DATE: December 1, 2020

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Amenity Roof Plan

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership



Attachment

FILES:
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**TOWER A
37-STOREY**

GLASS
VISION
PANEL

PREFINISHED
ALUMINUM
METAL PANEL

ARCHITECTURAL
PRE-CAST
CONCRETE PANEL

ARCHITECTURAL
PRE-CAST
CONCRETE PANEL

GLASS
VISION
PANEL

NORTH ELEVATION - FACING HIGHWAY 7

STEEL SIDING
SYSTEM

GLASS
VISION
PANEL

**TOWER B
27-STOREY**

R.O.W.

WOOD PLANK
IMAGE PRINT
ALUMINUM PANEL

PROPERTY LINE

EAST ELEVATION

Not to Scale

North and East Elevations

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership

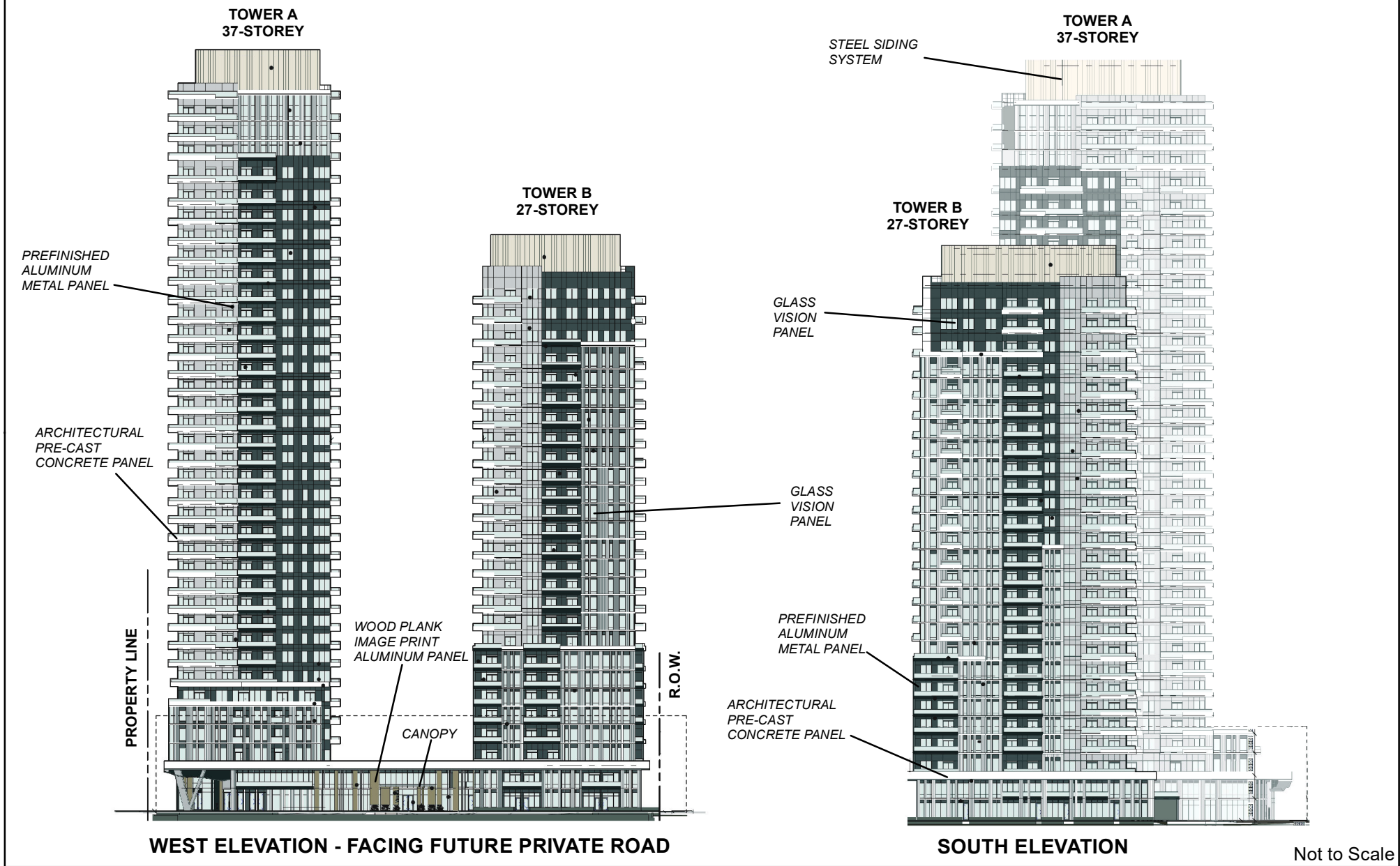


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FILES:
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19T-19V004, DA.19.075

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West and South Elevations

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership



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19T-19V004, DA.19.075

DATE: December 1, 2020

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VIEW FROM PRIVATE ROAD



VIEW TOWARDS RETAIL AT NORTHWEST CORNER FROM HIGHWAY 7



VIEW FACING EAST ELEVATION ALONG PRIVATE ROAD



VIEW TOWARDS RETAIL ALONG HIGHWAY 7

Not to Scale

Perspective Renderings

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership



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VIEW TOWARDS RESIDENTIAL ENTRANCE FROM NORTH WEST



VIEW TOWARDS MAIN RESIDENTIAL ENTRANCE



VIEW OF RETAIL ALONG HIGHWAY 7 LOOKING EAST



VIEW OF RETAIL ALONG HIGHWAY 7 LOOKING WEST

Not to Scale

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership



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VIEW FROM WEST TOWARDS DEVELOPMENT

Not to Scale

Perspective Rendering

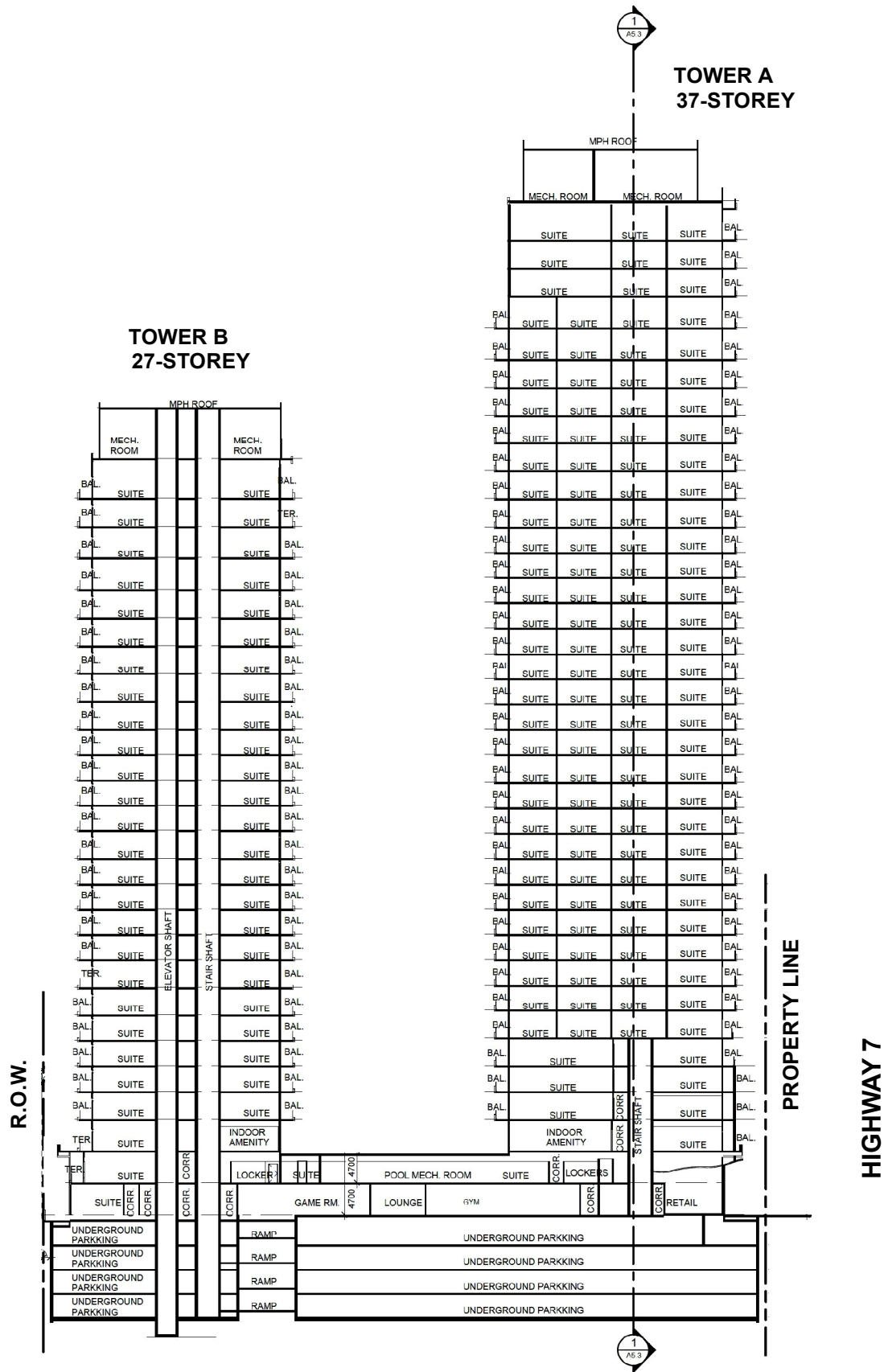
LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership



Attachment
FILES:
OP.19.009, Z.19.024,
19T-19V004, DA.19.075
DATE: December 1, 2020

13



Cross Section North - South Courtyard

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership

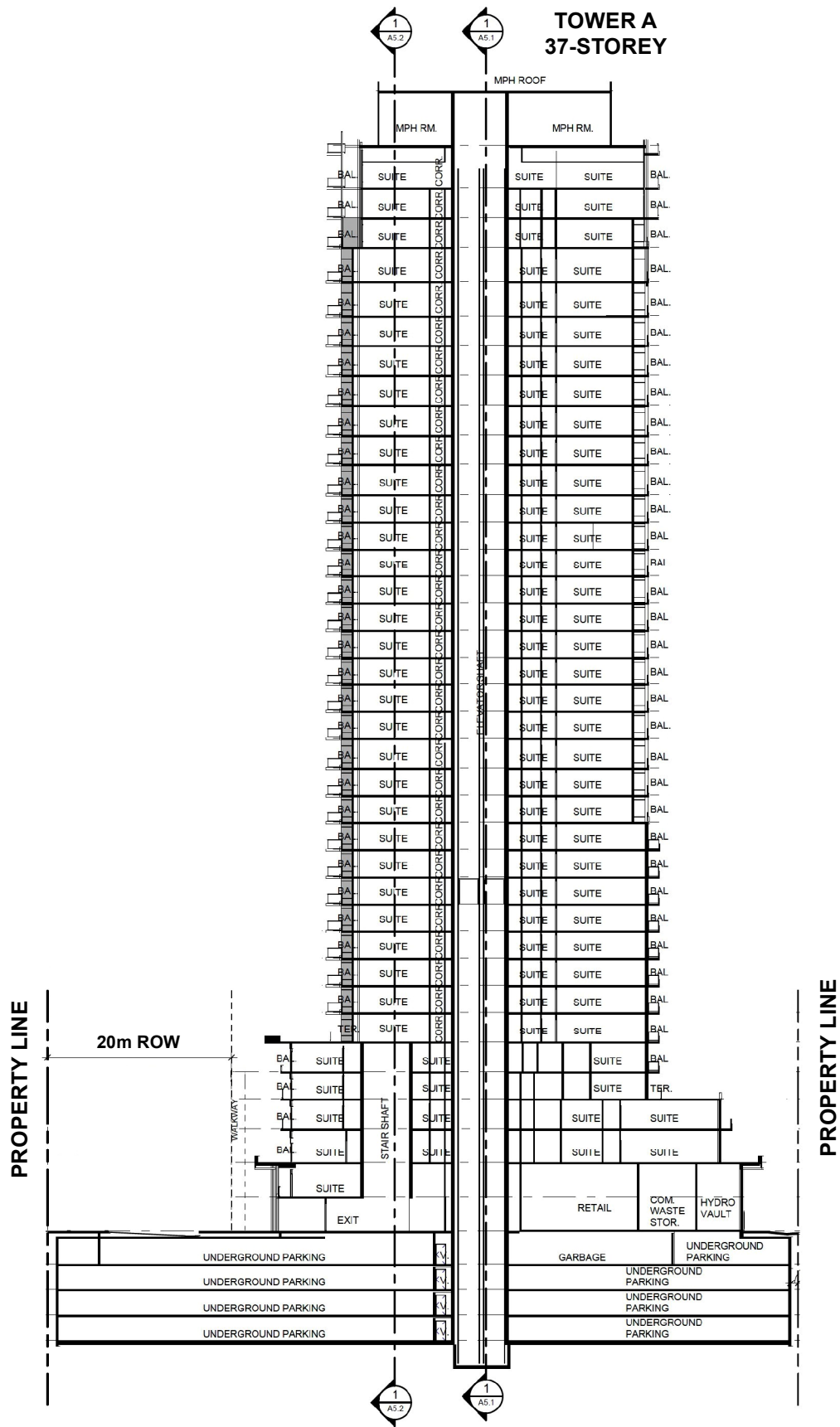


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19T-19V004, DA.19.075

DATE:
December 1, 2020

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Cross Section East - West

LOCATION:
Part of Lot 5, Concession 4; 2851 Highway 7

APPLICANT:
GB (Vaughan Seven) Limited Partnership



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DATE:
December 1, 2020

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