

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 VMCSPP 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 VMCSPP.

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

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Reviewed by



Jim Harnum, City Manager