

Committee of the Whole (1) Report

DATE: Tuesday, June 01, 2021

WARD(S): 1

TITLE: APRA TRUCK LINE

OFFICIAL PLAN AMENDMENT FILE OP.19.008

ZONING BY-LAW AMENDMENT FILE Z.19.021

(TEMPORARY USE)

SITE DEVELOPMENT FILE DA.20.034

7300 MAJOR MACKENZIE DRIVE

VICINITY OF MAJOR MACKENZIE DRIVE AND HIGHWAY 50

FROM:

Haiqing Xu, Deputy City Manager Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Official Plan and Zoning By-law Amendment and Site Development Files OP.19.008, Z.19.021 and DA.20.034 for the subject lands shown on Attachment 2. The Owner proposes to amend Vaughan Official Plan 2010 and Zoning By-law 1-88 to permit the outside storage of truck cabs (46 parking spaces) and an accessory administrative office, as shown on Attachments 3 to 6, as temporary uses for a maximum of 3 years.

Report Highlights

- The Owner proposes the outside storage of truck cabs and an accessory administrative office as temporary uses for a maximum of 3 years
- The Development Planning Department supports the Applications as the temporary uses are consistent with the Provincial Policy Statement 2020, the Growth Plan 2019, as amended, the York Region Official Plan, meet the criteria for temporary uses in Vaughan Official Plan 2010 and the amendments to Zoning By-law 1-88, and are considered compatible with the existing and planned uses for the surrounding area

Recommendations

1. THAT Official Plan Amendment File OP.19.008 (APRA Truck Line), BE APPROVED to amend Vaughan Official Plan 2010, Volume 2, West Vaughan Employment Area, Section 11.9, to permit the outside storage of 46 truck cabs and an accessory administrative office, as temporary uses for 3 years.
2. THAT Zoning By-law Amendment File Z.19.021 (APRA Truck Line), BE APPROVED to amend Zoning By-law 1-88 to permit the outside storage of 46 truck cabs and an accessory administrative office, as temporary uses for 3 years, together with the site-specific zoning exceptions identified in Table 1 of this report.
3. 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 for the Subject Lands came into effect, to permit minor adjustments to the implementing Zoning By-law.
4. THAT Site Development File DA.20.034 (APRA Truck Line), BE DRAFT APPROVED SUBJECT TO THE CONDITIONS identified in Attachment 1, to permit the outside storage of 46 truck cabs and an accessory administrative office, as shown on Attachments 3 to 6.

Background

The 0.35 ha subject lands (the 'Subject Lands') are municipally known as 7300 Major Mackenzie Drive and are located on the north side of Major Mackenzie Drive, east of Highway 50. The Subject Lands are currently occupied with a one-storey, 143 m² accessory administrative office, frame shed, frame dwelling, trailer, diesel storage tank, and truck cab parking. The Subject Lands and surrounding land uses are shown on Attachment 2.

By-law History

The Owner received a Notice to Comply dated August 17, 2009 from the City of Vaughan By-law and Compliance, Licensing and Permit Services, citing that the existing outside storage use on the Subject Lands was not permitted under the "A - Agricultural Zone". On October 1, 2019, through a Court proceeding, a settlement was reached between the parties and the Owner pled guilty and was charged a fine.

A Pre-Application Consultation Meeting was held by the Development Planning Department on March 13, 2019. The required Official Plan and Zoning By-law Amendment Files OP.19.008 and Z.19.021 were received by the City on October 8, 2019 and the associated Site Development File DA.20.034 was received August 13, 2020. These applications were submitted in order to temporarily obtain land use permissions for the existing uses on the Subject Lands.

Date applications were deemed complete: Official Plan and Zoning By-law Amendment Files OP.19.008 and Z.19.021 were deemed complete on December 2, 2019. Site Development File DA.20.034 was deemed complete on April 9, 2021.

Official Plan Amendment, Zoning By-law Amendment and Site Development Applications have been submitted to permit the proposed uses on a temporary basis for a maximum of three years

APRA Truck Line (the 'Owner') submitted the following applications (the 'Applications') to permit the outside storage of 46 truck cabs and an accessory administrative office with 7 parking spaces (the 'Development'), as temporary uses for 3 years on the Subject Lands as shown on Attachments 3 to 6:

1. Official Plan Amendment File OP.19.008 (APRA Truck Line) to amend the Vaughan Official Plan 2010 ('VOP 2010'), Volume 2, Section 11.9 – West Vaughan Employment Area Secondary Plan (WVEA').
2. Zoning By-law Amendment File Z.19.021 (APRA Truck Line) to amend the "A Agricultural Zone" of Zoning By-law 1-88 together with the proposed site-specific zoning exceptions identified in Table 1 of this report.
3. Site Development File DA.20.034 to facilitate the Development.

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

On December 20, 2019, a Notice of Public Meeting was circulated to all property owners within 150 m of the Subject Lands, to the Kleinburg and Area Ratepayer's Association and anyone on file with the City Clerk. A copy of the Notice was posted on the City's website at www.vaughan.ca and a notice sign was installed on the Subject Lands along Major Mackenzie Drive in accordance with the City's Notice signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on January 21, 2020, to receive comments from the public, and the Committee of the Whole. Vaughan Council, on January 28, 2020, ratified the Recommendation of the Committee of the Whole to receive the Public Hearing report of January 21, 2020.

No written submissions regarding the Applications were received by the Development Planning Department; however, Kurt Franklin of Weston Consulting, representing the Owner, provided a presentation of the Development to the Committee at the Public Meeting.

Previous Reports/Authority

The following is a link to the Public Meeting report regarding the Subject Lands: [Item 1, Report No. 3, of the Committee of the Whole \(Public Hearing\), which was adopted without amendment by the Council of the City of Vaughan on January 28, 2020.](#)

Analysis and Options

The Development is consistent with the Provincial Policy Statement, 2020

Section 3 of the *Planning Act* requires that all land use decisions in Ontario “shall be consistent with” the Provincial Policy Statement, 2020 (the ‘PPS’). The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong communities, a strong economy, and a clean and healthy environment.

The Development is consistent with the Employment Areas policies (Sections 1.3.1, 1.3.2.1, 1.3.2.3, 1.3.2.6) and Airports, Rail and Marine Facilities policies (Section 1.6.9.1) of the PPS. The Development is consistent with the Employment Areas policies of the PPS as the temporary nature of the Development protects and preserves the Subject Lands for future employment uses and supports the long-term operational and economic viability of employment uses for the Subject Lands and the surrounding area. The Subject Lands are not located in proximity to sensitive land uses, and the necessary infrastructure such as roads and servicing exists on and in proximity to the Subject Lands.

The Subject Lands are located in proximity to the Canadian Pacific Intermodal Facility (the ‘CP Facility’), located on the south side of Major Mackenzie Drive. The PPS encourages planning authorities to protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations. Planning for land uses in the vicinity of rail facilities shall be undertaken so that the long-term operation and economic role of major goods movement facilities is protected.

The Planning Justification Report submitted with the Applications identifies that the truck cabs parked on the Subject Lands are used to pick up trailers from the CP Facility and transport them elsewhere within and outside the City limits. As the temporary uses proposed for the Subject Lands support a nearby major goods movement facility, the Development is consistent with the Employment Areas and Rail Facilities policies of the PPS.

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

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

The Subject Lands are identified as being located within a “Provincially Significant Employment Zone” which are defined as: “areas for the purpose of long-term planning for job creation and economic development”.

The Subject Lands make use of an existing employment area, are located within an “Employment Area” identified in VOP 2010 and the temporary nature of the Development preserves the availability of sufficient land in proximity to a major goods movement facility to accommodate future employment growth. In addition, residential uses and other sensitive land uses are not located in proximity to the Subject Lands; therefore, an appropriate interface is being maintained in this employment area. In consideration of the above, the Development conforms to the Growth Plan.

The Development conforms to the York Region Official Plan 2010

The York Region Official Plan 2010 (‘YROP 2010’) guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Urban Area” on Map 1 - “Regional Structure”. The “Urban Area” designation permits a range of residential, commercial, institutional, industrial and employment uses. YROP 2010 encourages maintaining the economic viability of employment lands, which are contingent upon its long-term protection, effective planning and design, and a shift toward increasingly sustainable and innovative industrial processes.

The Development conforms to the “Planning for Employment Lands” policies (Section 4.3) of YROP 2010 as the Development incorporates employment uses on a temporary basis which maintains and enhances the long-term viability of the Subject Lands for employment uses.

The Development also conforms to the “Goods Movement” policies of Section 7.2. of YROP 2010 as the Subject Lands are located in proximity to the CP Facility and truck cabs parked on the Subject Lands are used to pick up trailers from the CP Facility and transport them elsewhere within and outside of the City limits. The Subject Lands have frontage on Major Mackenzie Drive and are located in proximity to the intersection of Highway 50 and Major Mackenzie Drive. Both the Highway 50 and Major Mackenzie Drive rights-of-way are identified as arterial roads with planned rights-of-way widths of up to 45 metres and 43 metres respectively.

The Subject Lands are privately serviced with well-water and a private septic system. The Development Engineering Department has reviewed the existing services and is satisfied that the Development can be accommodated on the Subject Lands. As the Development is temporary in nature, the proposed uses provide opportunity for the future redevelopment of the Subject Lands. Therefore, in consideration of the above, the Applications conform to the policies of the YROP.

The Development Planning Department supports the Amendments to Vaughan Official Plan 2010 to permit the Development on a temporary basis

The Subject Lands are located within an “Employment Area,” as identified on Schedule 1 “Urban Structure” of VOP 2010 and are not located within an “Intensification Area”.

The Subject Lands are designated “Prestige Employment” by VOP 2010, Volume 2, Section 11.9 – West Vaughan Employment Area (‘WVEA’) Secondary Plan, which permits the following uses in accordance with Section 9.2.2.11.c of VOP 2010, Volume 1:

- Industrial uses including manufacturing, warehousing (but not a retail warehouse), processing, and distribution uses located within wholly enclosed buildings and which do not require outside storage. Outside storage is not permitted
- office and or retail uses accessory to and directly associated with the industrial uses listed above
- office uses not accessory to and directly associated with any of the uses listed above, up to a maximum gross floor area of 10,000 square metres
- ancillary retail uses
- gas stations

The proposed outside storage of truck cabs is not permitted on the Subject Lands. The Development is not consistent with the “Prestige Employment” designation policies of VOP 2010 and therefore, an amendment to the Official Plan is required. The Owner is proposing to permit the Development on the Subject Lands on a temporary basis for a maximum of 3 years.

Vaughan Official Plan 2010 permits Temporary Uses

The *Planning Act* allows municipal Councils to establish the temporary use of land, buildings or structures for any purpose otherwise not permitted by the parent zoning by-law. A temporary use by-law must define the area to which it applies and specify the time in which it would be in force, which shall not exceed 3 years from the day of the passing of the By-law. Policy 10.1.2.4 of VOP 2010 includes policies to permit the temporary use of land, buildings or structures provided the temporary use meets the following conditions:

- Is consistent with the general intent of the Plan
- Is compatible with adjacent land uses
- Is temporary in nature and can be easily terminated when the temporary zoning by-law expire
- Sufficient servicing and transportation capacity exists for the temporary use
- Maintains the long-term viability of the lands for the uses permitted in this Plan

The Development conforms to the Temporary Use Provisions of VOP 2010

As the Development proposes outside storage uses on the Subject Lands, the Development is not consistent with the “Prestige Employment” designation policies of VOP 2010 and therefore, an amendment to the Official Plan is required. However, the Development Planning Department is of the opinion that the Applications satisfy the Temporary Use conditions of VOP 2010, as follows:

Is consistent with the general intent of this Plan

The Development meets the general intent of VOP 2010 as employment uses are proposed that support the surrounding employment area and its temporary nature allows for the future redevelopment of the Subject Lands for Prestige Employment uses. In this regard, the Development is consistent with the “Rail and Goods Movement” and “Supporting Goods Movement” policies (Policy 4.4.1.2 and Policy 4.4.2. of VOP 2010) and Policies 2.15 and 2.2.10 of the WVEA Secondary Plan of VOP 2010, Volume 2.

Section 2.6.1 of the WVEA Secondary Plan requires the preparation of detailed Block Plans to implement the Secondary Plan. The landowners in Block 66, within which the Subject Lands are located, have not initiated a Block Plan for the block. The temporary nature of the Development will not impede the future development of the Subject Lands through the Block Plan process. The Owner will be required to participate in a future Block Plan process, as identified by the WVEA Secondary Plan. A condition to this effect is included in Attachment 1.

Is compatible with adjacent land uses

The Subject Lands are located within an “Employment Area” and are surrounded by existing and approved outside storage and industrial land uses, as shown on Attachment 2, where heavy truck traffic is prevalent due to the proximity of the CP Facility. In addition, neither “Community Areas” or “Intensification Areas” are located within the immediate vicinity of the Subject Lands which would result in incompatible uses; therefore, the Development is compatible with adjacent land uses.

Is temporary in nature and can be easily terminated when the temporary Zoning By-law expires

The proposed temporary uses can be easily terminated from the Subject Lands and the existing administrative office can be converted to a use that complies with the “A - Agricultural Zone” of Zoning By-law 1-88 or be demolished, when the temporary zoning by-law expires.

Sufficient servicing and transportation capacity exist for the temporary use

The Subject Lands are serviced with private well-water and septic system. The Development Engineering Department has advised that the existing services are sufficient to accommodate the Development on the Subject Lands. The Subject Lands have frontage on Major Mackenzie Drive and are located in proximity to the intersection of Highway 50 and Major Mackenzie Drive. Both the Highway 50 and Major Mackenzie Drive rights-of-way are identified as arterial roads with planned rights-of-way widths of up to 45 metres and 43 metres respectively.

Maintains the long-term viability of the lands for the uses permitted in this Plan

The Development is temporary in nature and can be easily terminated from the Subject Lands, therefore the long-term viability of the Subject Lands for uses permitted within the “Prestige Employment” designation and any future land use and development identified through the Block Plan process, would be maintained.

In consideration of the above, the Development Planning Department can support the Official Plan Amendment application to permit the Development on a temporary basis for a maximum period of 3 years. Should the Official Plan Amendment application be approved, the implementing Official Plan Amendment will be tied to the approval of a site-specific temporary use Zoning By-law to permit the temporary uses for a maximum period of 3 years.

Site-Specific amendments to Zoning By-law 1-88 are required to permit the Development

The Subject Lands are zoned “A Agricultural Zone” by Zoning Bylaw 1-88 which does not permit the proposed outside storage or accessory administrative office uses on the Subject Lands. The Owner is proposing to maintain the existing “A Agricultural Zone” with the following site-specific exceptions to Zoning By-law 1-88 identified in Table 1 below, to permit the Development on a temporary basis for a maximum of 3 years:

Table 1:

	Zoning By-law 1-88 Standards	A Agricultural Zone Requirement	Proposed Exceptions to the A Agricultural Zone Requirement
a.	Permitted Uses (Section 8.2)	The outside storage of truck cabs and an accessory administrative office is not permitted	Permit the outside storage of truck cabs and an accessory administrative office on a temporary basis for a maximum of 3 years
b.	Minimum Front Yard Setback to Major Mackenzie Drive	15 m	<ul style="list-style-type: none"> • 6 m to exterior stairs • 8 m to main wall of building
c.	Parking Requirements for Commercial, Industrial and Institutional Uses (Section 3.8.k)	For all commercial, industrial, and institutional uses, the surface of all loading spaces and related driveways, parking spaces and maneuvering areas shall be paved with hot-mix asphalt or concrete	A gravel surface shall be permitted for the driveways, parking area and maneuvering areas

	Zoning By-law 1-88 Standards	A Agricultural Zone Requirement	Proposed Exceptions to the A Agricultural Zone Requirement
d.	Minimum Landscape Width Abutting an Arterial Road	9 m	6 m (abutting Major Mackenzie Drive)
e.	Maximum Number of Parking Spaces for Outside Storage Use	The outside storage of truck cabs is not permitted; therefore, a maximum number of parking spaces is not identified	The number of truck cabs stored shall be equivalent to the number of parking spaces provided for the truck cab use on the Subject Lands (46 spaces)
f.	Minimum Number of Parking Spaces for the Accessory Office Use	The accessory office use is not permitted; therefore, a maximum number of parking spaces is not identified	7 parking spaces shall be provided for the accessory office use
g.	Outside Storage (Section 6.3.2.i)	Outside storage is not permitted in the "A Agricultural zone" Outside accessory storage shall not exceed thirty (30%) of the lot area	Outside storage shall not exceed 88% of the lot area
h.	Outside Storage (Section 6.3.2.ii)	Outside storage is not permitted on any lot unless there is an existing building with a GFA of at least 550m ²	Outside storage shall be permitted on the lot with an existing building having a gross floor area of 143 m ²
i.	Outside Storage (Section 6.3.2.iii)	No outside storage shall be located in any front yard, exterior side yard or between any main building and a street line, and further shall be no closer than 20 m to any street line	All outside storage shall be setback a minimum of 8.3 m from the front property line (Major Mackenzie Drive)

	Zoning By-law 1-88 Standards	A Agricultural Zone Requirement	Proposed Exceptions to the A Agricultural Zone Requirement
j.	Outside Storage (Section 6.3.2.iv)	The outside storage area shall be completely enclosed by a stone or masonry wall or chain link fence with appropriate landscaping screen and no such enclosure shall be no less than two 2m in height	The outside storage area shall be completely enclosed by a 2 m high wooden privacy fence, except for the driveway area which will be enclosed by a 1.8 m high chain link gate.

The Development Planning Department can support the proposed zoning exceptions in Table 1 for the following reasons:

- the proposed outside storage and accessory office uses meet the Temporary Use conditions of VOP 2010 and will be permitted for 3 years
- the proposed uses are complimentary and compatible with the adjacent outside storage and employment land uses and supports the operations of the CP Facility located in proximity to the Subject Lands
- appropriate landscaping will be provided along the Major Mackenzie Drive to screen the outside storage area from the street

The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 years of a Zoning By-law coming into full force and effect

Section 45 (1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application to the Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance application(s) within 2 years of the passing of the zoning by-law amendment. Should Council approve the Zoning By-law Amendment application, the Development Planning Department has included a Recommendation to permit the Owner to apply for a Minor Variance application(s), if required, in advance of the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization of the Applications.

The Development Planning Department has no objection to the Site Development Application subject to conditions

Site Plan

The Site Plan shown on Attachment 3, consists of an existing accessory administrative office with a total GFA of 143 m². A total of 46 truck cab and 7 parking spaces

(including 1 barrier free parking space) for the administrative office are proposed. The existing frame shed, and frame dwelling will be demolished, and the trailer and diesel storage tank currently located on the Subject Lands must be removed to facilitate the Development.

Access to the Subject Lands is provided by an existing 7.5 m private driveway from Major Mackenzie Drive. Two snow storage areas are proposed along the northeast and northwest limits of the Subject Lands, as shown on Attachment 3. A concrete pad for an outdoor waste storage system is located on the west side of the Subject Lands. Prior to final site plan approval, the Owner shall submit a waste management plan to enclose the waste storage area using high-quality materials to screen the waste storage area from view. A condition to this effect is included in Attachment 1.

Landscape Plan

The Landscape Plan is shown on Attachment 4. Ten (10) out of thirteen (13) existing trees will be preserved on the Subject Lands. The proposed landscape plan includes 11 coniferous trees, 7 deciduous trees, 36 deciduous shrubs, 32 perennials, ground covers and grasses to screen the outside storage area from Major Mackenzie Drive.

The Subject Lands are enclosed by existing fencing with a chain link gate, however the Owner is proposing to replace all existing fencing on the Subject Lands with a 2 m high wood privacy fence and a 1.8 m high, 6 m wide chain link gate over the drive aisle leading to Major Mackenzie Drive.

The final Landscape Plan shall be approved to the satisfaction of the Development Planning Department.

Building Elevations

The building elevations for the existing administration office use are shown on Attachments 5 and 6. The existing façades include aluminum fascia board, lap siding, and trim, corrugated clear acrylic panels, decorative metal guard and asphalt roof shingles.

Lighting

No new lighting is proposed for the Subject Lands. All existing lighting will be maintained on the Subject Lands.

Sustainability Metrics

The Development achieves an overall application score of 18, which does not meet the City's minimum threshold requirement of 31 for Site Development applications. The Owner will be required to revise the sustainability metrics to bring their total application score up to 31.

Prior to the execution of the Site Plan Agreement, the final site plan, waste management plan, building elevations, architectural materials, landscape plan and details, landscape cost estimate and sustainability metrics must be approved to the

satisfaction of the Development Planning Department. A condition to this effect is included in Attachment 1.

The Forestry Operations Division has no objection to the Applications, subject to the condition in Attachment 1

The Forestry Operations Division has no objection to the Applications, subject to the Arborist Report and Tree Preservation Plan being revised to reflect existing conditions and the recommendations of the Forestry Operations Division. Prior to the execution of Site Plan Agreement, the Owner is required to obtain a Private Property Tree Removal and Protection Permit to the satisfaction of the Forestry Operations Division in accordance with the City's Tree Protection Protocol. Conditions to this effect are included in Attachment 1.

The Development Engineering Department has no objection to the Applications, subject to conditions

The Development Engineering ('DE') Department has no objections to the Applications subject to the conditions in Attachment 1, and provides the following comments:

Water and Sanitary Servicing

The Subject Lands are currently serviced with well-water and a private septic system. The DE Department is satisfied that the existing services can accommodate the Development during post-development conditions.

Storm Servicing

The existing drainage for the Subject Lands flows towards Major Mackenzie Drive. The DE Department is satisfied that the existing system can accommodate drainage flows during post-development conditions. Furthermore, no quality control measures are required for the Subject Lands. Quantity and quality of the discharge onto Major Mackenzie Drive shall be reviewed and approved by the Region of York.

Prior to final site plan approval, the Owner is required to submit a revised Functional Servicing and Stormwater Management Report which shall include a comprehensive stormwater management analysis to the satisfaction of the Region of York. The revised report shall demonstrate that adequate stormwater management measures are implemented for the Subject Lands to the satisfaction of the York Region. A condition to this effect is included in Attachment 1.

Prior to final site plan approval, the Owner is also required to obtain the necessary approvals and permits from the Region of York. A condition to this effect is included in Attachment 1.

Environmental Site Assessment

A Phase One ESA and Reliance Letter prepared by Terraprobe Inc., was submitted in support of the Applications. The Environmental Engineering division of the DE Department has reviewed these documents and is satisfied with the conclusions.

Transportation

Full movement access to the Subject Lands is provided by an existing 7.5 m private driveway from Major Mackenzie Drive. The DE Department is satisfied that the existing access can accommodate the truck turning movements of truck cabs as sufficient throat width and curb radii are provided on the grading plan that was submitted for the Applications.

A total of 53 parking spaces are proposed for the Subject Lands, forty-six (46) of which are allocated to the parking of truck cabs, while the remaining seven (7) spaces are allocated to the accessory administrative office. The DE Department is satisfied that the proposed parking supply can accommodate the uses proposed on the Subject Lands.

Waste

The DE Department has reviewed the truck turning movements adjacent to the waste storage area and is satisfied that there is enough maneuverability on the Subject Lands to accommodate a private waste collection vehicle.

The grading plan, servicing plan, erosion and sediment control plan, functional servicing and stormwater management report shall be approved to the satisfaction of the DE Department. A condition to this effect is included in Attachment 1.

The Policy Planning and Environmental Sustainability Department ('PPES') have no objections to the Applications

The PPES Department advises there are no natural heritage features on the Subject Lands that require protection, and the Block 66 landowners have not initiated a Block Plan process for Block 66, however the Owner shall agree to participate in a future Block plan process as identified by the WVEA Secondary Plan. A condition to this effect is included in Attachment 1. As the Owner seeks to recognize existing uses on the Subject Lands that are temporary in nature, a Block Plan is not required for the Development. The temporary nature of the Development will also not impede a future Block Plan process for Block 66.

The Subject lands are identified as having archaeological potential

The Cultural Heritage Division of Development Planning advises that the Subject Lands are of archaeological potential and that the standard archaeological clauses be included in the Site Plan Agreement, should the Applications be approved.

Cash-in-lieu of Parkland is applicable for the Development

The Office of Infrastructure Development Department, Real Estate Division has identified that the Owner shall pay to cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the Subject Lands in accordance with Section 51 of the *Planning Act*. The Owner shall submit an appraisal report of the Subject Lands prepared by an accredited appraiser to form the basis of the cash-in-lieu payment. The cash-in-lieu payment in accordance with Section 42 of the *Planning Act* will not be required as long as the Vaughan Council cash-in-lieu waiver policy implemented in

1998 remains in effect to exempt cash-in-lieu payments for industrial lands. A condition to this effect is included in Attachment 1.

The Parks Infrastructure Planning and Development Department has no objection to the approval of the Development

The Parks Infrastructure Planning and Development Department has no objection to the approval of the Applications.

The Building Standards Department has no objection to the Applications, subject to a Building Permit being approved for the existing administrative office

The Building Standards Department has no objection to the Applications, subject to the Owner applying for and receiving approval for a building permit to the satisfaction of the Building Standards Department for the existing administrative office located on the Subject Lands, in accordance with the Ontario Building Code.

The By-law and Compliance, Licensing and Permit Services Department has no objection to the Applications

The By-law and Compliance, Licensing and Permit Services Department has no objection to the Applications. Should the Applications be approved, the By-law and Compliance, Licensing and Permit Services Department will close all open cases with the Owner of the Subject Lands. Should the Applications not be approved, the Owner will be required to comply with the requirements of the "A Agricultural Zone" of Zoning By-law 1-88.

Development Charges are applicable for the Applications

As there is no record of a building permit being issued for the administrative building, the Development Finance Department has advised that the Owner shall pay to the City, 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. A condition to this effect will be included as a standard condition in the Site Plan Agreement, should the Applications be approved.

The various utilities have no objection to the Development, subject to conditions

Alectra Utilities Corporation and Enbridge Gas Inc. have no objections to the Applications, subject to the Owner coordinating servicing connections, easements and locates prior to the commencement of any site works. A condition to this effect is included in Attachment 1. To date, comments have not been received from Bell, Rogers or Hydro One.

The Toronto and Region Conservation Authority has no objection to the Applications

The Toronto and Region Conservation Authority (TRCA) has advised that the Subject Lands are not located within the TRCA Regulated Area and are not located within a Wellhead Protection Area (WHPA-Q), therefore no further consultation with the TRCA is required.

Financial Impact

Not applicable.

Broader Regional Impacts/Considerations

In correspondence dated December 17, 2019, York Region determined the Official Plan Amendment application is a matter of local significance and does not adversely affect Regional planning policies or interest, and on this basis has exempted the Official Plan Amendment File OP.19.008 from Regional Approval by the Regional Planning Committee and Council.

York Region has no objection to the Applications subject to their requirements being satisfied as outlined in their letter dated January 25, 2021 related to Site Development File DA.20.034. A condition to this effect has been included in Attachment 1.

Region of Peel and City of Brampton

The Applications were circulated to the Region of Peel and City of Brampton because of the proximity of the Subject Lands to Highway 50 which is under the jurisdiction of the Region of Peel and the City of Brampton. The Region of Peel has advised that since the Subject Lands do not propose access onto Highway 50, they have no objections to the approval of the Applications. To date, no comments have been received from the City of Brampton.

Conclusion

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment and Site Development Files OP.19.008, Z.19.021 and DA.20.034 to facilitate the outside storage for 46 truck cabs and an accessory administrative office with 7 parking spaces as shown on Attachments 3 to 6, as temporary uses for a maximum of 3 years.

The Development Planning Department is of the opinion that the Applications are consistent with the PPS, conform to the Growth Plan as amended, the YROP 2010, maintain the intent of VOP 2010, and are compatible with the surrounding area context. Accordingly, the Development Planning Department supports the approval of the Applications. Should Council approve the Applications, the Owner shall satisfy the conditions of approval that are included in Attachment 1 to this report.

For more information, please contact Rebecca Roach, Planner, Development Planning Department, Extension 8626.

Attachments

1. Conditions of Approval
2. Context and Location Map
3. Site Plan
4. Landscape Plan
5. Building Elevations – South and West
6. Building Elevations – North and East

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Reviewed by



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