

COMMITTEE OF THE WHOLE (PUBLIC MEETING) – SEPTEMBER 13, 2021

COMMUNICATIONS

<u>Distributed September 10, 2021</u>		<u>Item(s)</u>
C1	CP Proximity Ontario, dated August 30, 2021	1
C2	Presentation Material	1
C3	Michael Barenboim, Big Hill Crescent, dated September 10, 2021	2
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C5	Irina Kapler, dated September 10, 2021	2
C6	Shyamaly Vasuthevan, Peter Rupert Avenue (includes Petition), dated September 10, 2021	2
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Disclaimer Respecting External Communications

Communications are posted on the City's website pursuant to Procedure By-law Number 7-2011. The City of Vaughan is not responsible for the validity or accuracy of any facts and/or opinions contained in external Communications listed on printed agendas and/or agendas posted on the City's website.

Please note there may be further Communications.

COMMUNICATION C1

ITEM NO. 1

**COMMITTEE OF THE WHOLE
(PUBLIC MEETING)**

September 13, 2021

From: Clerks@vaughan.ca
To: [Assunta Ferrante](mailto:Assunta.Ferrante)
Subject: FW: File Z.21.021 - 1 Memorial Hill Drive & 56 Wallace Street, Vaughan
Date: Monday, August 30, 2021 8:53:49 PM
Attachments: [image001.png](#)
[Vaughan City - Zoning.pdf](#)

From: CP Proximity-Ontario <CP_Proximity-Ontario@cpr.ca>
Sent: Monday, August 30, 2021 4:55 PM
To: Clerks@vaughan.ca
Subject: [External] RE: File Z.21.021 - 1 Memorial Hill Drive & 56 Wallace Street, Vaughan

Good Afternoon,

RE: File Z.21.021 - 1 Memorial Hill Drive & 56 Wallace Street, Vaughan within 500m of CP Rail line

Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company. The safety and welfare of residents can be adversely affected by rail operations and CP is not in favour of residential uses that are not compatible with rail operations. CP freight trains operate 24/7 and schedules/volumes are subject to change. CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. The 2013 Proximity Guidelines can be found at the following website address: <http://www.proximityissues.ca/>.

Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.

Thank you,

CP Proximity Ontario



CP Proximity Ontario
CP_Proximity-Ontario@cpr.ca
7550 Ogden Dale Road SE, Building 1
Calgary AB T2C 4X9

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IMPORTANT NOTICE - AVIS IMPORTANT -----

56 Wallace Street and 1 Memorial Hill Drive

Zoning By-law Amendment Application Z.21.021

COMMUNICATION C2

ITEM NO. 1

**COMMITTEE OF THE WHOLE
(PUBLIC MEETING)**

September 13, 2021

Public Meeting
September 13, 2021



Air Photo



Marketlane Shopping Centre

Woodbridge Ave.

Kipling Ave.

Canadian Pacific Railway

Wallace Street

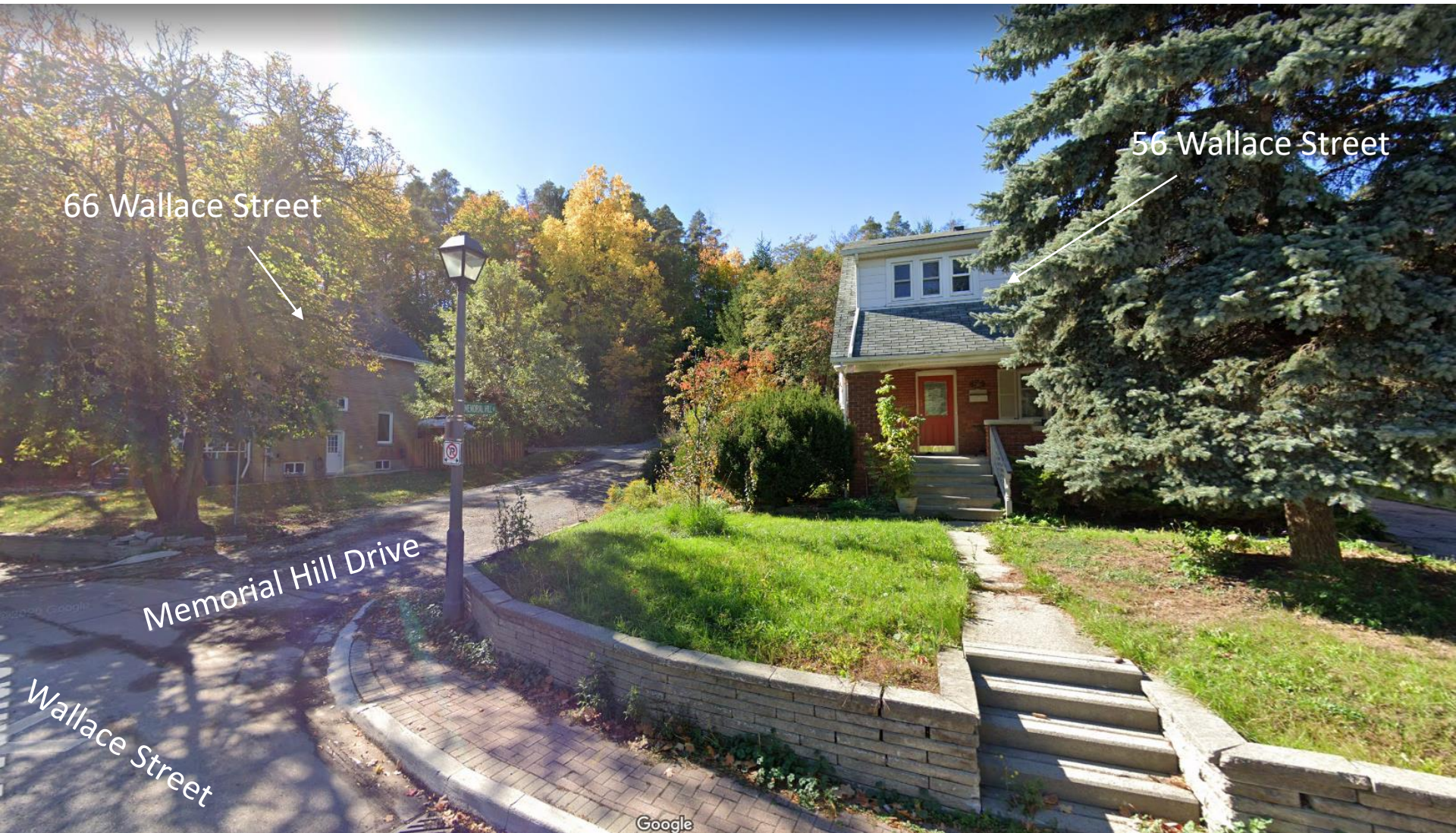
Islington Ave.

Highway 7

Woodbridge Memorial Tower

Toronto District Christian High School

Street Views



66 Wallace Street

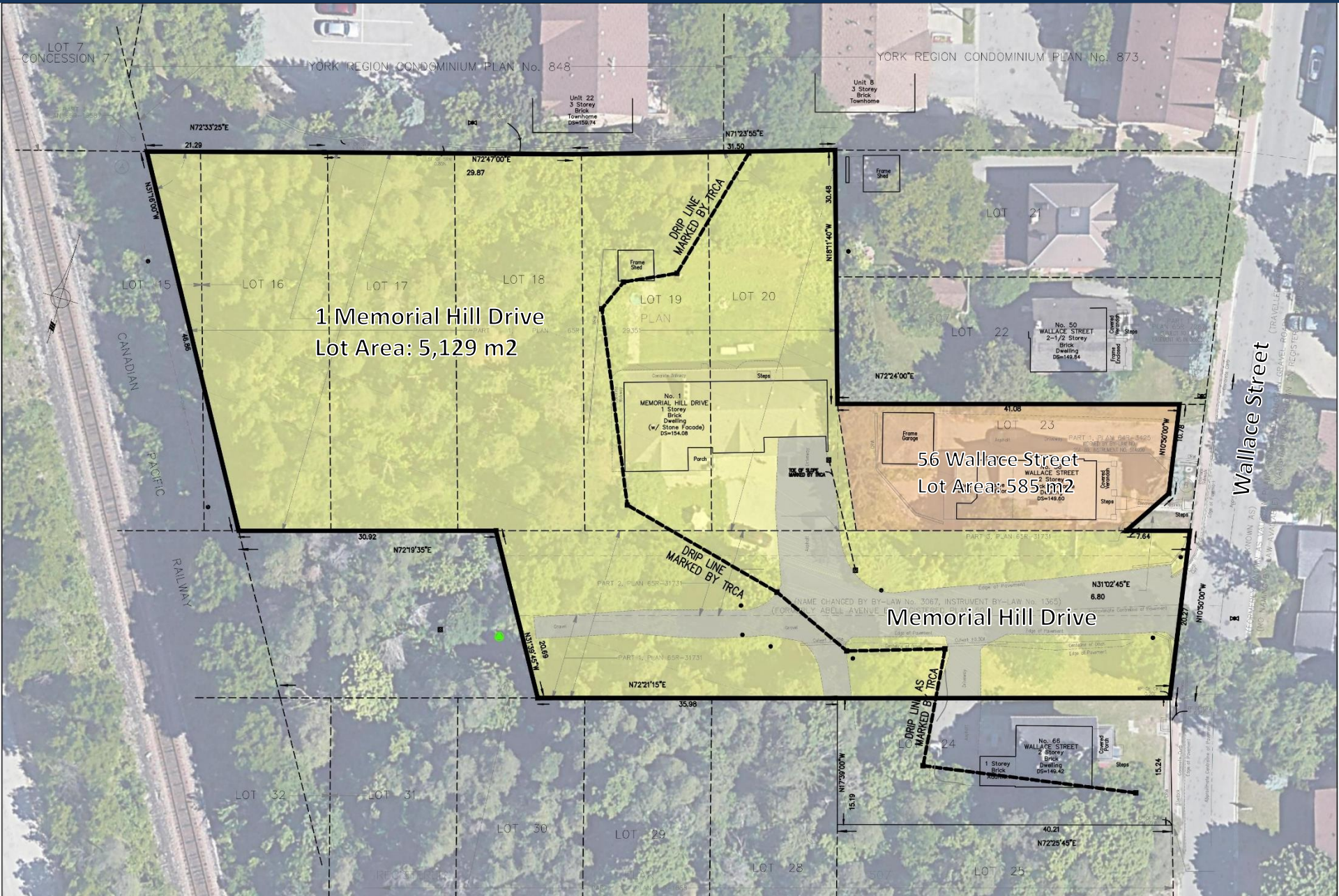
56 Wallace Street

Memorial Hill Drive

Wallace Street

Google

Site Context

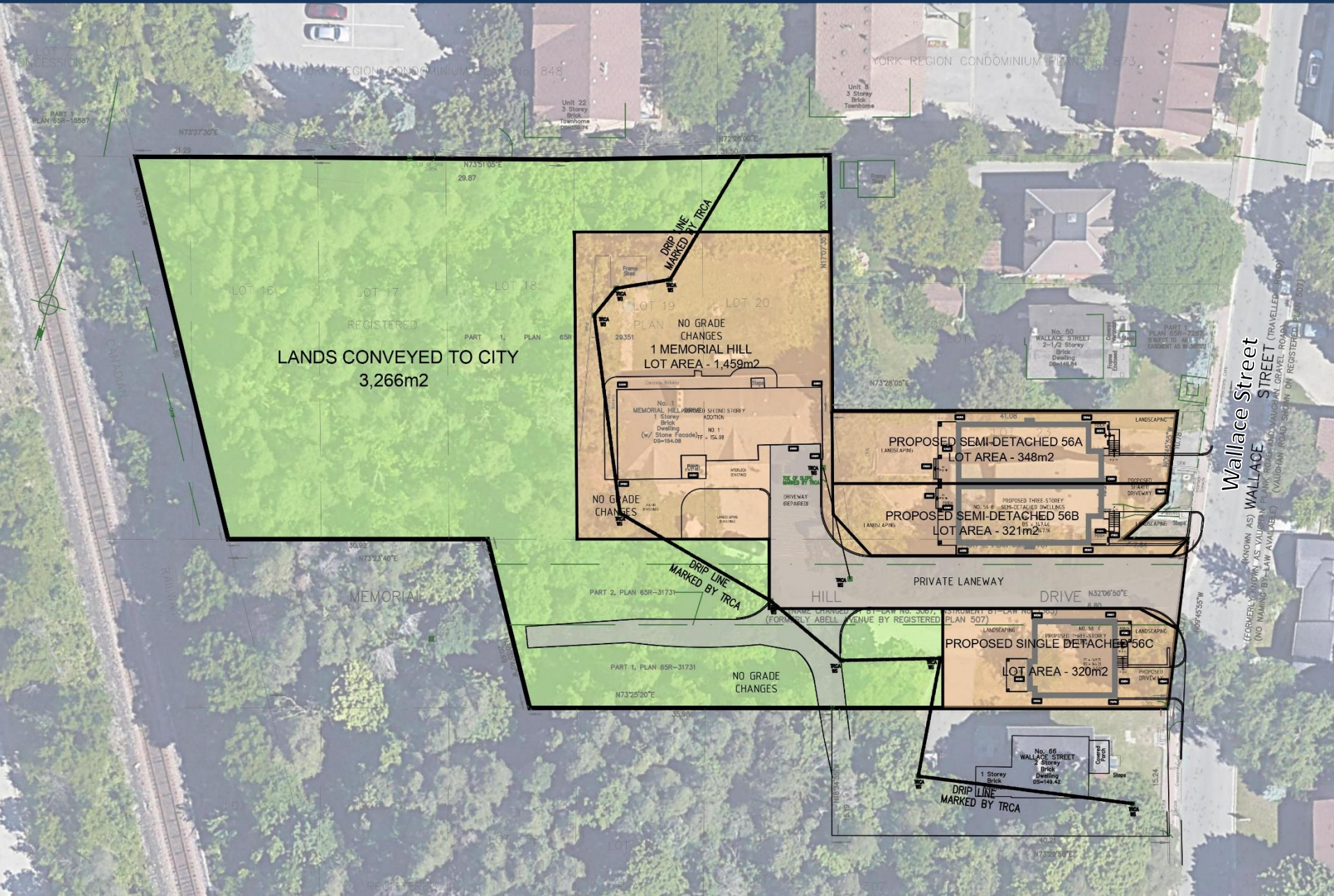


1 Memorial Hill Drive
Lot Area: 5,129 m²

56 Wallace Street
Lot Area: 585 m²

Memorial Hill Drive

Proposed Development



Street Views



43 & 49 Wallace Street



57 Wallace Street



65 Wallace Street



44 & 50 Wallace Street

Building Elevations – Proposed Single and Semi-Detached



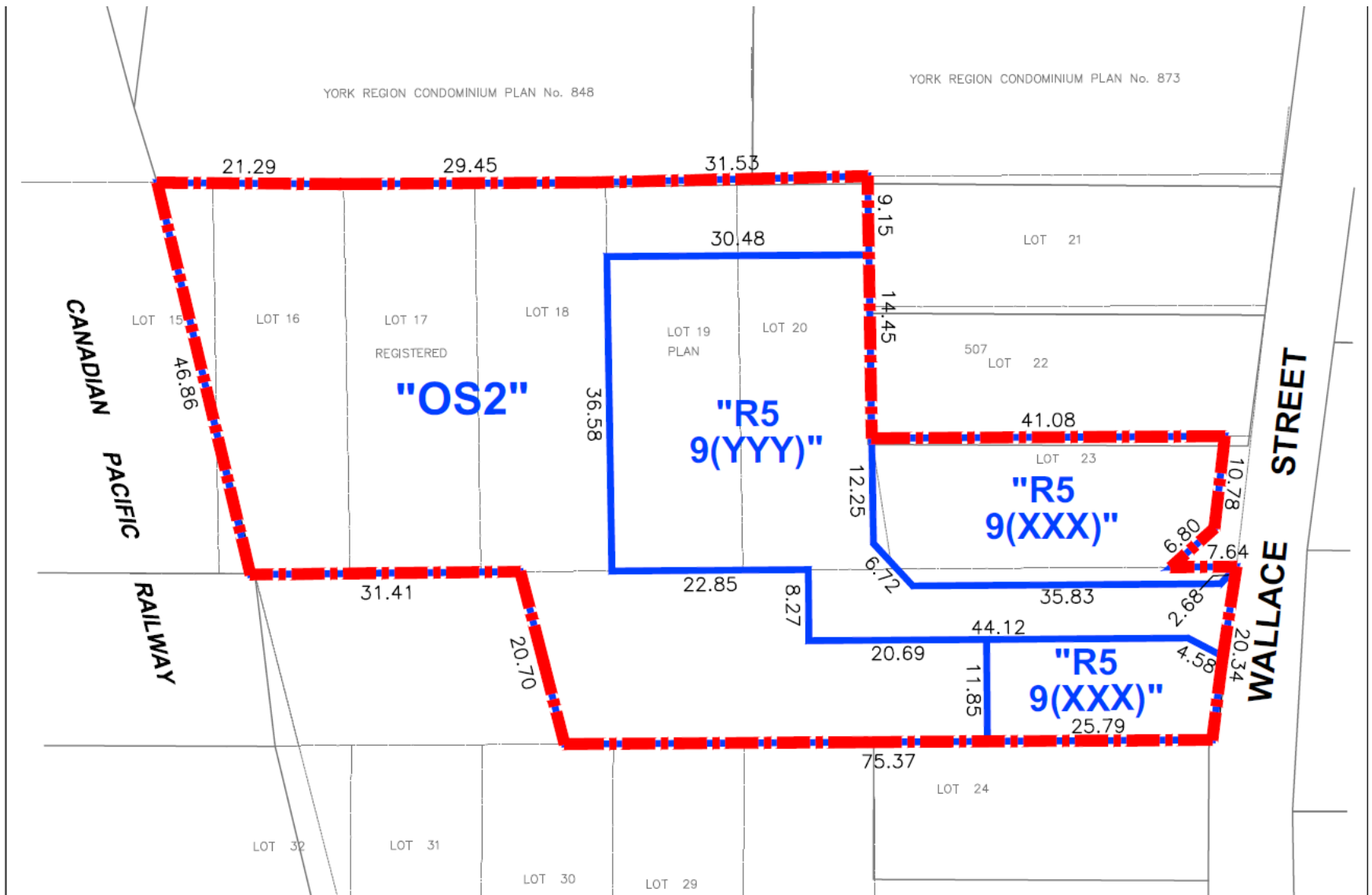
Building Elevations – Expanded 1 Memorial Hill Drive



Zoning Stats

	Proposed Semi-Detached	Proposed Single-Detached	1 Memorial Hill Drive	R5 Zone Standards
R5 Zone Permits the Uses of Single Detached Dwelling and Semi-detached Dwelling				
Lot Area	56A - 347.99 sqm 56B - 321.40 sqm	56C - 319.48 sqm	1458.36 sqm	225 sqm (Complies)
Lot Frontage	56A – 8.56m 56B – 8.56m	56C - 9.49m	6.3m (Laneway width)	7.5m (To amend for 1 Memorial Hill Drive)
Height	11.33 (To be lowered to 11m)	56C - 9.83m	7.72m	11m (Complies)
Minimum Side Yard	56A – 1.21m 56B – 1.22m	56C – 1.20m	1.18m	1.2m (To amend for 1 Memorial Hill Drive)
Minimum Front Yard	56A – 7.64m 56B – 3.34m (To garage)	56C – 5.9m (To garage)	N/A	4.5m & 6.4m to a garage (To Amend for 56B and 56C)
Maximum Lot Coverage	56A – 39.06% 56B – 36.08%	56C – 30.86%	14.40%	50% (Complies)
Maximum Driveway Width for Lots with Frontage between 6-6.99m	N/A	N/A	6.3m	3.5m (To Amend for 1 Memorial Hill Drive)

Proposed Zoning By-law Amendment



Thank You

COMMUNICATION C3

ITEM NO. 2

**COMMITTEE OF THE WHOLE
(PUBLIC MEETING)**

September 13, 2021

From: Mike Mike [REDACTED]

Sent: Friday, September 10, 2021 9:57 AM

To: Clerks@vaughan.ca

Subject: [External] I'm against resignation and rezone the land.OP.21.010 and Z.21.014

I'm against resignation and rezone the land. Files - OP.21.010 and Z.21.014

This is an area of 2-store houses and the area should remain this way. 28 store houses aren't appropriate for this area.

Also, the city of Vaughan has already done weird projects. For example Viva (I haven't seen anyone who isn't smiling on Viva because busses in the middle of the road stop traffic with additional traffic lights and make additional road crossings for people who need the right side of the street). Please don't do more weird projects such as this one where 28 store buildings are projected to be in the area of 2-store houses.

If these buildings would be built in the HWY7 & HWY400 area these would be appropriate because of the urban area there.

Also, I'd like to speak in the meeting on Monday.

Thank you,

Michael Barenboim

[REDACTED] Big Hill Cres

Maple ON [REDACTED]

[REDACTED]

COMMUNICATION C4

ITEM NO. 2

**COMMITTEE OF THE WHOLE
(PUBLIC MEETING)**

September 13, 2021

Chelsea Eagle Point

**Official Plan Amendment
Zoning By-law Amendment**

10000 Dufferin Street
City of Vaughan

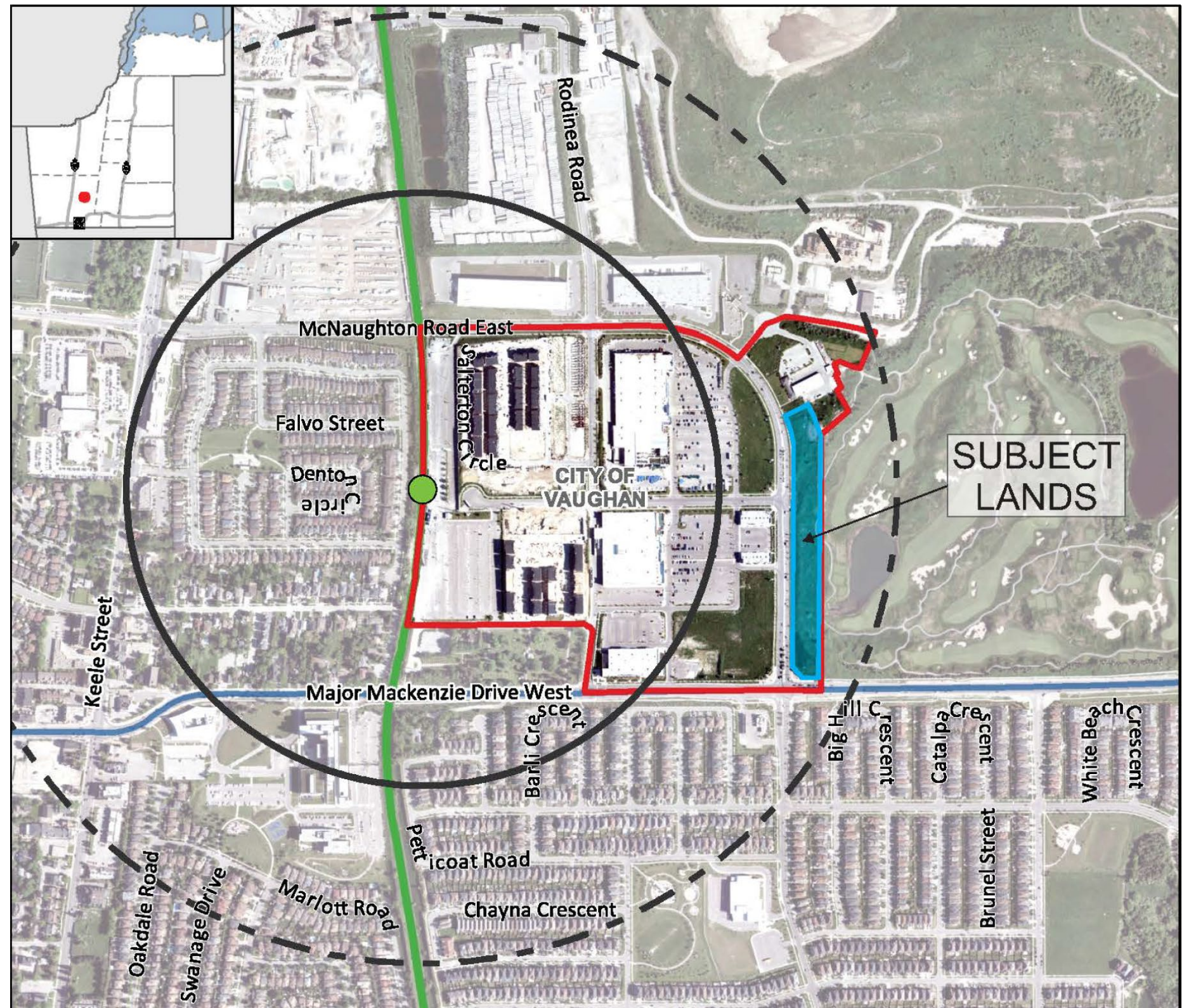
Subject Lands

- 10000 Dufferin Street;
- North-east of Major Mackenzie Drive W & McNaughton Road E;
- Rectangular in shape and follow the curve of McNaughton Road East and have an area of approximately 2.506 hectares (6.19acs.); and,
- Currently part of the existing Eagles Nest Golf Club (“ENGC”) and are located at the southwest corner of that facility.



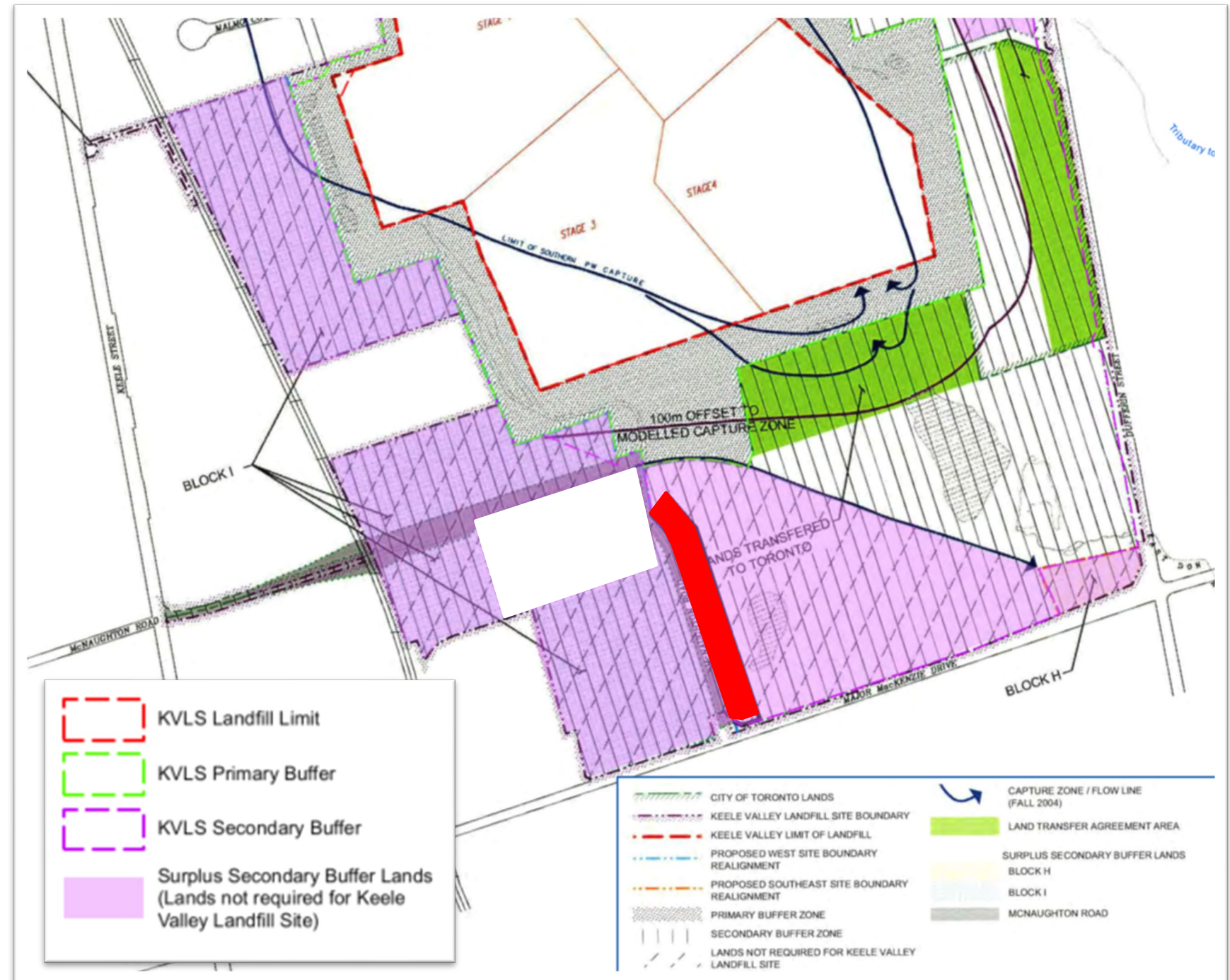
Maple GO Station

- The Subject Lands have been included within Maple GO Station Major Transit Station Area (the "MTSA").
- Proposed development providing increased residential density +/- 600 metres from the Maple GO Station.
- Service between Barrie and Toronto and currently part of the Metrolinx Regional Express Rail Expansion which will see all-day, two-way service on this line.



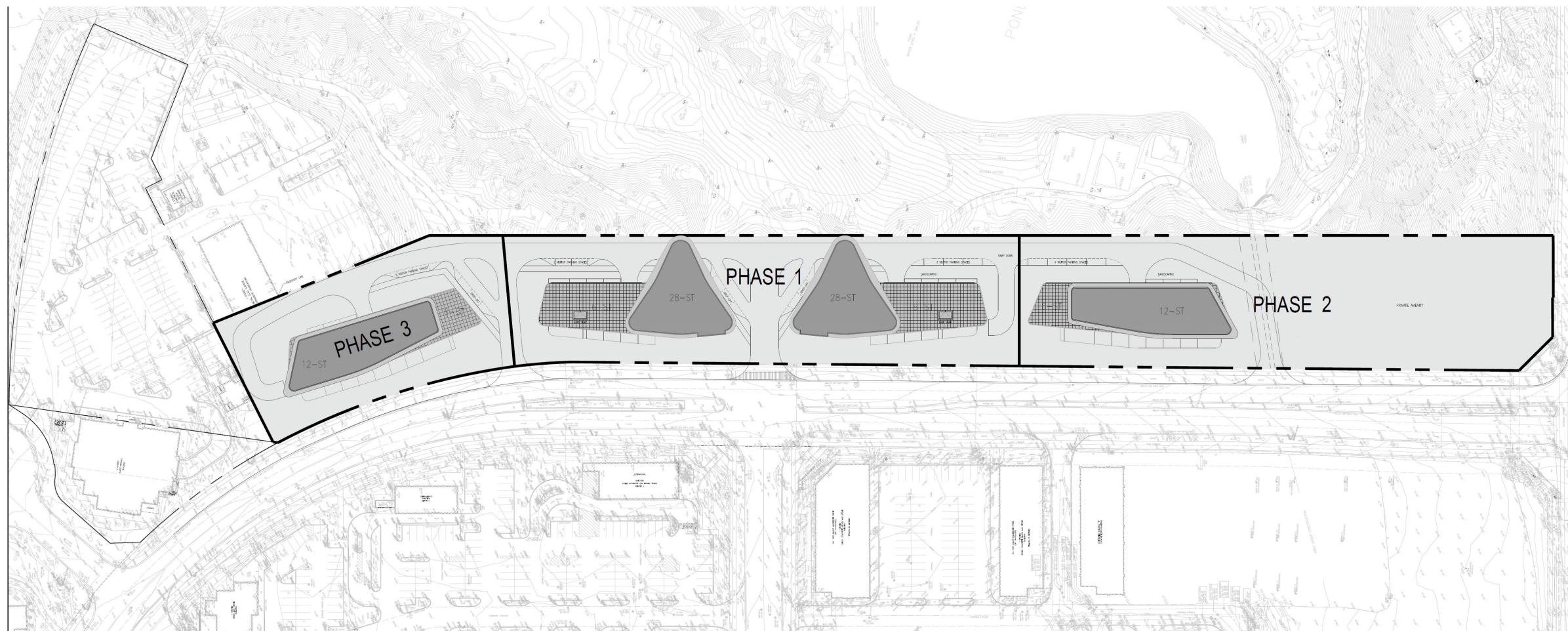
Closed Keele Valley Landfill and Secondary Buffer

- The Subject Lands are located in the Secondary Buffer for the closed Keele Valley Landfill Site.
- The Secondary Buffer constitutes a monitoring easement associated with the post closure care of the closed landfill.
- A 2006 report prepared by Conestoga Rovers Associates determined the lands in purple were not required for long term monitoring (incl. subject lands).
- Eagles Nest Golf Course is not being closed and will remain an 18-hole golf course owned by YMHI.



Development Proposal

- Two (2) 28-storey and two (2) 12-storey; residential
- 1,006 residential units;
- Gross Floor Area ("GFA") of 78,012 sm;
- Floor Space Index ("FSI") of 3.11;
- 1240 parking spaces within a three-level underground parking garage and accessory short-term surface parking; and,
- 0.53Ha. (1.31 acs.) private amenity space featuring walking trails and seating to serve the residents.



Development Proposal



Development Proposal



Development Proposal



View from Eagle Rock Way and McNaughton Road East - Looking Northeast

Development Proposal

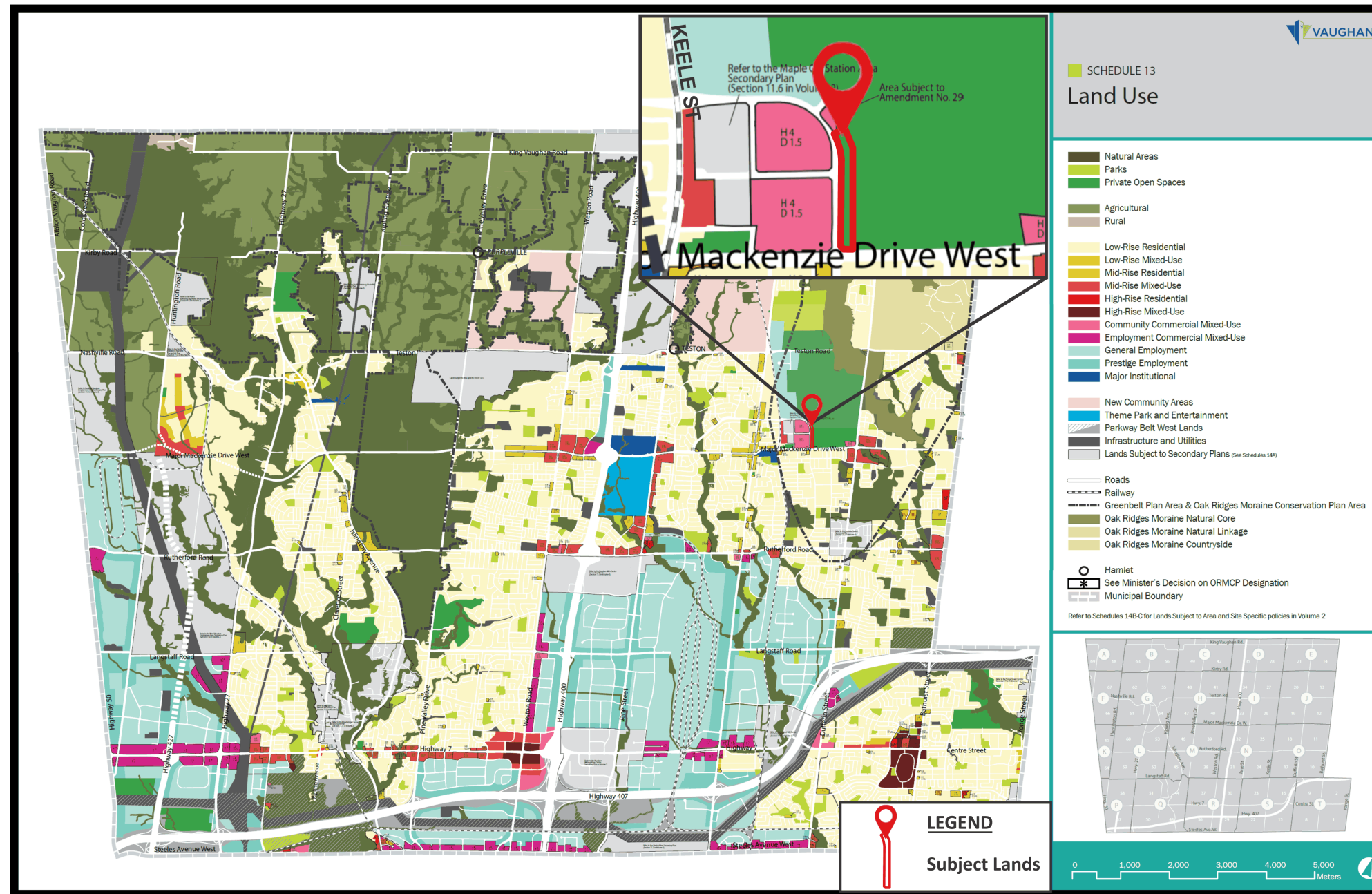
BUILDING ELEVATION AND MASSING DESIGN FROM MCNAUGHTON ROAD EAST



Landscape Plan



Vaughan Official Plan, 2010



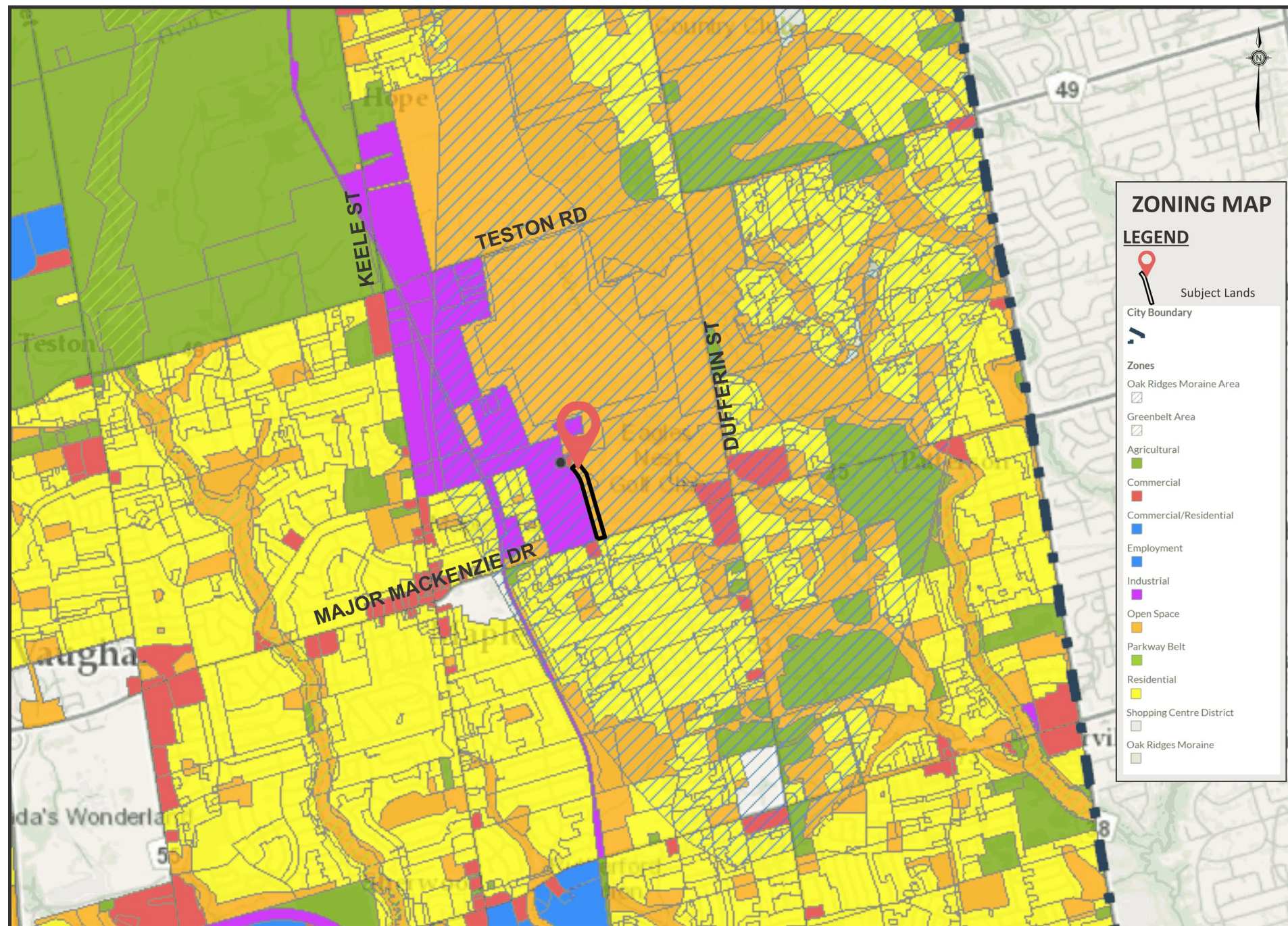
The Subject Lands are currently designated “Private Open Spaces”, within the Community Areas and Oak Ridges Moraine Conservation Plan Area and are within the Urban Boundary.

Official Plan Amendment

- Private Open Space designation does not permit the proposed high-rise residential use; and,
- Seeking to redesignate as “High-Rise Residential” with a maximum height of 28 storeys to permit the proposed residential use, along with site specific policies.



Vaughan Zoning By-law 1-88



The Subject Lands are currently zoned as “Open Space Park (OS2) Zone” within Vaughan Zoning By-law 1-88.

Zoning By-law Amendment

- Open Space Park (OS2) Zone does not permit the proposed high-rise residential use; and,
- Seeking to rezone as 'Apartment Residential (RA3) Zone' with certain site specific provisions.

OS2 9(1097)
to
RA3 9(aaaa)

SCHEDULE '1'
TO BY-LAW ____ - 2021
PASSED THE ____ DAY OF _____, 2021

SUBJECT LANDS

FILE NO:
LOCATION: PART OF LOT 22, CONC. 3

APPLICANT: CHELSEA EAGLE POINT
CITY OF VAUGHAN

SIGNING OFFICERS

MAYOR

CLERK



Questions?

Ryan Mino-Leahan
KLM Planning Partners
rmino@klmplanning.com

COMMUNICATION C5

ITEM NO. 2

**COMMITTEE OF THE WHOLE
(PUBLIC MEETING)**

September 13, 2021

From: Irina Kapler [REDACTED]
Sent: Friday, September 10, 2021 11:00 AM
To: Clerks@vaughan.ca
Subject: [External] Official Plan Amendment File OP.21.010 // Zoning By-law Amendment File Z.21.014

Re: Official Plan Amendment File OP.21.010 and Zoning By-law Amendment File Z.21.014

To whom it may concern,

I am writing to voice my concern about the new proposed rezoning application to build two 28-storey and two 12-storey apartment buildings.

My biggest concerns are traffic and local school capacity. During rush hour, the intersection of Major Mackenzie and Dufferin is already backed up in all directions (especially so in the "pre-covid" times). There are already a number of new constructions happening in the Maple Go station vicinity. As residents move into those buildings, the traffic will increase. With these new proposed developments, the intersection will turn into a virtual parking lot. Not to mention that the frustrated drivers will cut through the neighbourhood of Peter Rupert/Grand Trunk/Freedom Trail/Maurier Blvd, making the streets unsafe for our children, and there are a lot of children in this neighbourhood. The above mentioned neighbourhood "square" hosts 3 elementary schools (public, Catholic, French immersion). One can only imagine the havoc it will wreak on the streets in the mornings, with children walking/biking to school, parents dropping off kids and school buses trying to get out from parking lots. Is there a road widening planned on Major Mackenzie/Dufferin streets to accommodate for this new high-density development?

Speaking of schools, they are full. The local schools are at capacity with children. Is a new school going to be built to accommodate the few hundred of children that will undoubtedly need to be accommodated with the addition of over a thousand new residential units?

In short, infrastructure is not currently available to accommodate these new high-density developments, and it does not fit with the character of this suburban community. This is a low-density neighbourhood, let's keep it this way. Our kids need parks and open spaces, not high-rise buildings. I'm vehemently opposed to this proposed redevelopment and rezoning proposal.

Sincerely,

Irina Kapler

P.S. I would like to be notified of the council decision with regards to this application. Thank you.

--

COMMUNICATION C6

ITEM NO. 2

**COMMITTEE OF THE WHOLE
(PUBLIC MEETING)**

September 13, 2021

From: Shyamaly Vasuthevan [REDACTED]

Sent: Friday, September 10, 2021 10:09 AM

To: Clerks@vaughan.ca

Cc: Sandra Yeung Racco <Sandra.Racco@vaughan.ca>; Cindy Furfaro <Cindy.Furfaro@vaughan.ca>

Subject: [External] Written Submission for Committee of the Whole Meeting Sep 13

Dear Members of the Council,

My name is Shyamaly Vasuthevan, and I have been a resident of this neighbourhood for 14 years. I am writing on behalf of myself and several other residents of this neighbourhood about our shared concerns regarding the application to rezone and redesignate the land on McNaughton Road East and Major Mackenzie Drive. I intend to speak at the upcoming Committee of the Whole meeting on Monday September 13th with regards to this matter (Item 2).

My family came to this neighbourhood 14 years ago in search of a safe and quiet space to settle down. My parents were drawn in by the promises of an idyllic suburb where their children could play in the street and visit their friends without a care in the world. This neighbourhood has seen my family through many milestones – from my sister and I learning how to ride our bikes, to our graduations, and even her wedding. Our family has also witnessed the impact that construction and urbanization has had on this neighbourhood. As a young girl I would roll down the windows every time it rained to listen to the gentle shower as I did my homework. Now when I roll down my window, even with the recent heavy showers we've been experiencing, all I hear is screeching tires and honking cars. The sunset that would once stop me in my tracks in awe is now a signal to rush home before it gets dark in fear of my safety. The parks I played in as a child are now littered with takeout bags and cups, cigarette butts, and broken glass. My experience is unfortunately all too common. Many

residents of this neighbourhood have expressed dismay at the neglect our community has faced in response to the increased for-profit developments in our neighbourhood. Over the past few weeks, I have spoken to several members of our community who all share the same sentiment: our neighbourhood does not have the infrastructure to accommodate such a drastic increase in density.

The applicant's supplementary reports argue that traffic and noise levels are already near and in some cases over capacity, and that therefore the increased density that would follow the proposed development would have a relatively small impact. This argument fails to consider the impact of the increased noise and traffic on the residents of this neighbourhood. It also fails to consider the increased likelihood of motor vehicle accidents that follow an increase in traffic, especially in a neighbourhood filled with young children and their schools. The current noise level is over MECP guidelines; therefore, it is recommended that our windows and doors be kept shut. This recommendation is unfortunately ineffective, as the sounds of screeching tires and honking horns can be heard through closed doors, even those made to decrease the movement of sound. The increased noise and traffic, even if small in statistical relativity, would have an effect size that would significantly impact the residents of this neighbourhood quite negatively.

These reports also argue that this development is justified under the provincial affordable housing act, as it would provide greater diversity in the local housing market, however the planned development will inevitably be marketed as luxury living with access to a GO station. Providing a few smaller units to qualify within low to moderate income range betrays the applicant's intention to use the provincial mandate as justification to increase population density far beyond what this neighbourhood can handle, and therefore increase their own profits. Residents of this community believe that affordable housing is an admirable goal, as many of us were once in a position where we relied upon it. The applicant's attempt to exploit the affordable housing act for their own profit is distasteful and disrespectful to those who are in need of affordable homes.

The applicants have also provided a cursory report about the effect the development would have on the species at risk within the subject lands. It identifies the Monarch butterfly as a species at risk that would be disrupted by the development and rationalizes that milkweed and other native plants be introduced to mitigate the impact the development would have on the Monarch population. This adjustment would be insufficient in

preventing the ecological ramifications of disrupting the protected species, for there will inevitably be losses in the Monarch population, which will in turn affect the other flora and fauna in the area. Our neighbourhood is filled with flowering plant and vegetable garden that rely on the pollination activities of Monarch butterflies. The disruption of their primary feeding and breeding grounds would result in a decrease in their population, and as a result destabilize the fragile ecosystem of our community.

The subject lands are currently host to a variety of wildlife that play a vital role in the community biome, as pollinators, pest control, and even fertilization. These animals have existed on these lands for far longer than the residents of this community and have already faced countless disruptions in habitat and resources. The current private open space serves as a valuable source of food and shelter for small mammals. Like Monarchs, they interact with the environment in countless ways to keep our community bright and vibrant, which in turn contributes to cleaner air and lush greenery. Their loss would have devastating results on the ecological health of our community, as they would be forced to find other homes under decks and in backyards, resulting in unsafe conditions for both the human and animal residents of this community.

The reports provided by the applicant also fail to acknowledge the ramifications of building 28-storey buildings in an area that currently has no buildings of such extreme height. The neighbourhood is host to several migratory birds, such as Mallard ducks and the federally protected Canadian Geese. The introduction of several high-rise buildings will increase the likelihood of fatalities and disrupt migratory patterns, as it would introduce large reflective obstructions to their migration route. Furthermore, the smaller bird populations, such as the robins and mourning doves that sit on our rooftops and sing to us every morning will undoubtedly be counted amongst the fatalities brought about by this proposed development.

It is therefore evident that the applicant's proposal to rezone and redesignate the subject lands is driven not by community interest, but by corporate greed. To build such high-density buildings in a neighbourhood that already struggles to accommodate its current density would be irresponsible and cruel to those who came to this neighbourhood in search of a safe haven for their families. Furthermore, the current construction of a 16-storey residential building on Eagle Rock Way is already projected to significantly increase density. We therefore ask that the application to rezone and redesignate the lands for two 12-storey and two 28-storey high

rise buildings be denied, and that the applicant be held to a standard that prioritizes the wellbeing of the residents of this neighbourhood. Furthermore, we ask that the municipality take steps to ensure that any future developments that may occur in this neighbourhood be stringently vetted and regulated to prevent the social and environmental ramifications of high-speed urbanization. Attached is a preliminary petition of residents in the area adjacent to the subject lands.

Regards,

Shyamaly Vasuthevan

■ Peter Rupert Avenue

■

■



**Committee of the Whole (Public Meeting)
September 13, 2021**

Re: Item 2

**YORK MAJOR HOLDINGS INC. OFFICIAL PLAN AMENDMENT FILE
OP.21.010 ZONING BY-LAW AMENDMENT FILE Z.21.014 10,000
DUFFERIN STREET VICINITY OF MCNAUGHTON ROAD EAST AND
EAGLE ROCK WAY**

As an attachment to Communication C6, the Office of the City Clerk has received a petition from Ms. Shyamaly Vasuthevan on behalf herself and other residents in her neighbourhood - Peter Rupert Avenue, Bill Hill Crescent, Black Maple Crescent, Lealinds Road, Kavala Street, and Catalpa Crescent.

The total number of signatures on the petition are 70.

A copy of the entire petition document containing a total of 5 pages is on file in the Office of the City Clerk.



COMMUNICATION C7
ITEM NO. 4
COMMITTEE OF THE WHOLE
(PUBLIC MEETING)
September 13, 2021

TO: THE HONOURABLE MAYOR AND MEMBERS OF COUNCIL

FROM: CHRISTINA BRUCE, DIRECTOR
POLICY PLANNING AND SPECIAL PROGRAMS

DATE: SEPTEMBER 10, 2021

RE: COMMUNICATION
ITEM NO. 4, REPORT NO. 38
COMMITTEE OF THE WHOLE (PUBLIC MEETING)
SEPTEMBER 13, 2021

785343 ONTARIO LTD. & I & M PANDOLFO HOLDINGS INC.
OFFICIAL PLAN AMENDMENT FILE OP.21.009
ZONING BY-LAW AMENDMENT FILE Z.21.012
7551 & 7601 JANE STREET
VICINITY OF JANE STREET AND DOUGHTON ROAD

Please be advised that Attachments 2 and 3 of Item No. 4, Report No. 38 related to the Public Meeting report for Official Plan and Zoning By-law Amendment Files OP.21.009, Z.21.012 (785343 Ontario Ltd. & I&M Pandolfo Holdings Inc.) have been revised to correct an inaccurate annotation on the attachments. The plans are specifically being revised to correct the proposed height of Tower F from 45-storeys to 30-storeys.

Prepared By

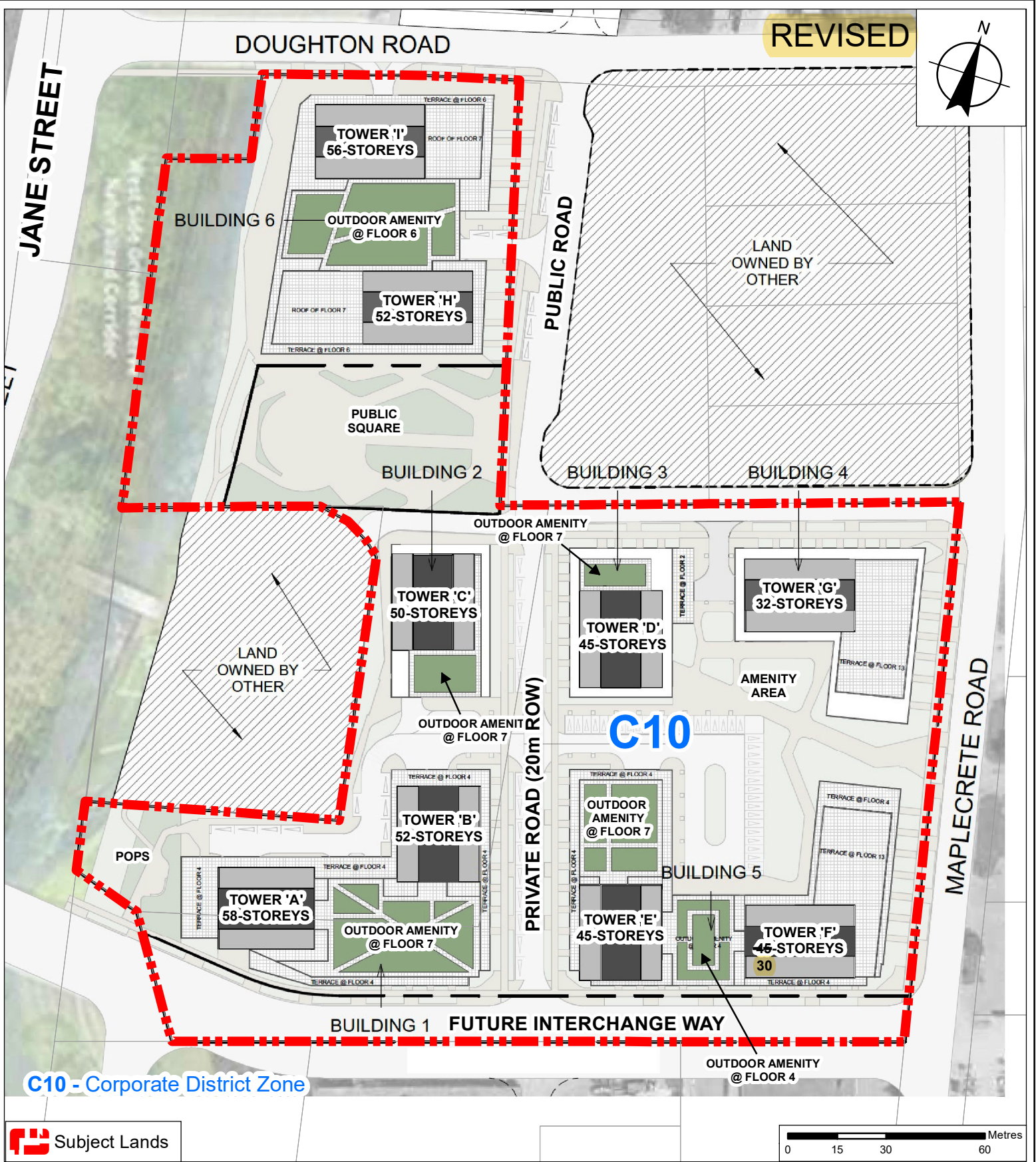
Jessica Kwan, VMC Senior Planner, ext. 8814
Amy Roots, VMC Senior Manager, ext. 8035
Christina Bruce, Director, VMC Program, ext. 8231

Respectfully submitted,

A handwritten signature in blue ink that reads 'Christina Bruce'.

Christina Bruce
Director – Policy Planning and Special Programs

Copy to: Isabel Leung, Deputy City Clerk
Haiqing Xu, Deputy City Manager, Planning and Growth Management



Site Plan and Proposed Zoning

LOCATION: Part of Lots 4 and 5, Concession 4
7551 and 7601 Jane Street

APPLICANT: 785343 Ontario Ltd. and
I & M Pandolfo Holdings Inc.

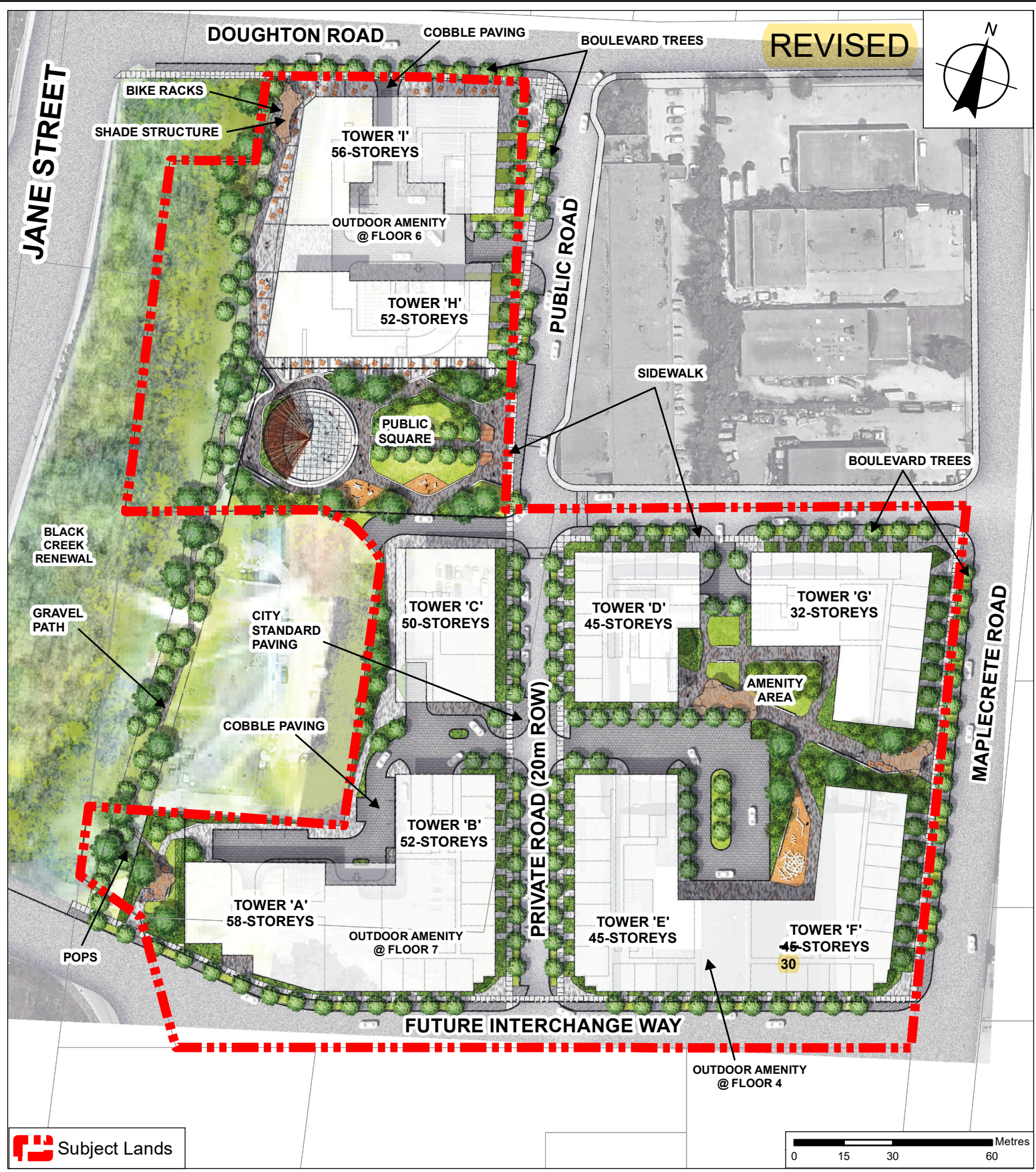


Attachment

FILES: OP.21.009 and
Z.21.012

DATE:
September 13, 2021

2



Landscape Plan

LOCATION: Part of Lots 4 and 5, Concession 4
7551 and 7601 Jane Street

APPLICANT: 785343 Ontario Ltd. and
I & M Pandolfo Holdings Inc.



Attachment

FILES: OP.21.009 and
Z.21.012

DATE:
September 13, 2021

3



185 DOUGHTON ROAD & 108-112 MAPLECRETE ROAD

Public Meeting:
OP.21.008 & Z.21.011, 19T-21V003

Owner: Mega Vista Real Estate
Development Inc.

September 13th, 2021

COMMUNICATION C8

ITEM NO. 3

**COMMITTEE OF THE WHOLE
(PUBLIC MEETING)**

September 13, 2021



SITE CONDITIONS & LOCATION




Site Stats:

- Approx. 2.20 acres (0.89 ha).
- Currently used for commercial and industrial uses.
- Frontage along Doughton Road and Maplecrete Road.

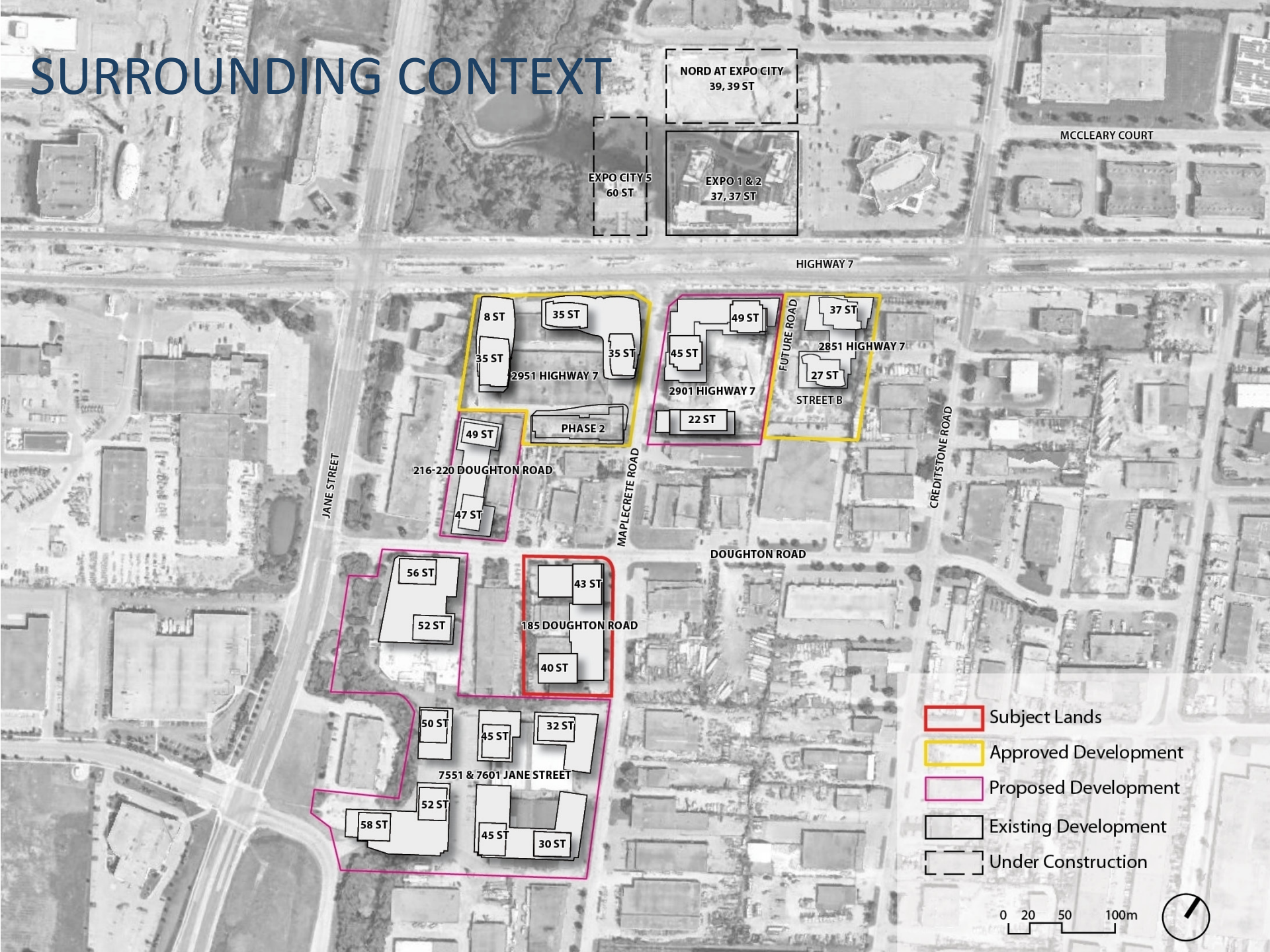
Transit Routes:

- Within 300 m VIVA BRT Creditstone Station.
- Within 500 m VMC Subway Station.

 Subject Lands



SURROUNDING CONTEXT



NORD AT EXPO CITY
39, 39 ST

EXPO CITY 5
60 ST

EXPO 1 & 2
37, 37 ST

MCCLEARY COURT

HIGHWAY 7

8 ST
35 ST
35 ST
2951 HIGHWAY 7
49 ST
PHASE 2
216-220 DOUGHTON ROAD
47 ST

49 ST
45 ST
2901 HIGHWAY 7
22 ST
37 ST
2851 HIGHWAY 7
27 ST
STREET B
FUTURE ROAD

JANE STREET

MAPLECRETE ROAD

CREDITSTONE ROAD

DOUGHTON ROAD

56 ST
52 ST
185 DOUGHTON ROAD
43 ST
40 ST
50 ST
45 ST
32 ST
7551 & 7601 JANE STREET
58 ST
52 ST
45 ST
30 ST

- Subject Lands
- Approved Development
- Proposed Development
- Existing Development
- Under Construction

0 20 50 100m



PROPOSED BUILT FORM

Proposed:

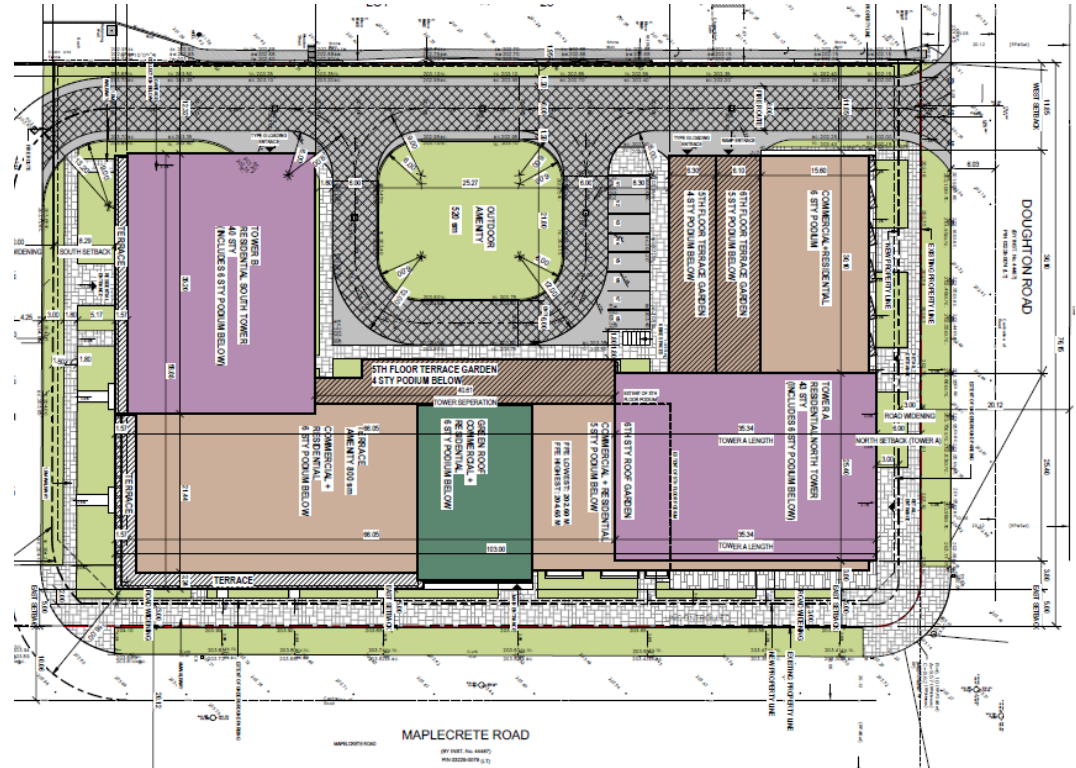
- 40-storey & 43-storey mixed use building;
- 8.2 times the lot area (including road widening);
- 9.6 times the lot area (excluding road widening).

Total GFA 80,069 sq. m (861,855 sq. ft.):

- 2,916 sq. m. (31,387 sq. ft.) retail GFA; and
- 64,740 sq. m. (696,855 sq. ft.) residential GFA.

787 residential units:

- 587 1-bedroom units (74%);
- 117 2-bedroom units (15%);
- 74 3-bedroom units (9%); and
- 9 2-bedroom townhouse units (2%).



479 parking spaces:

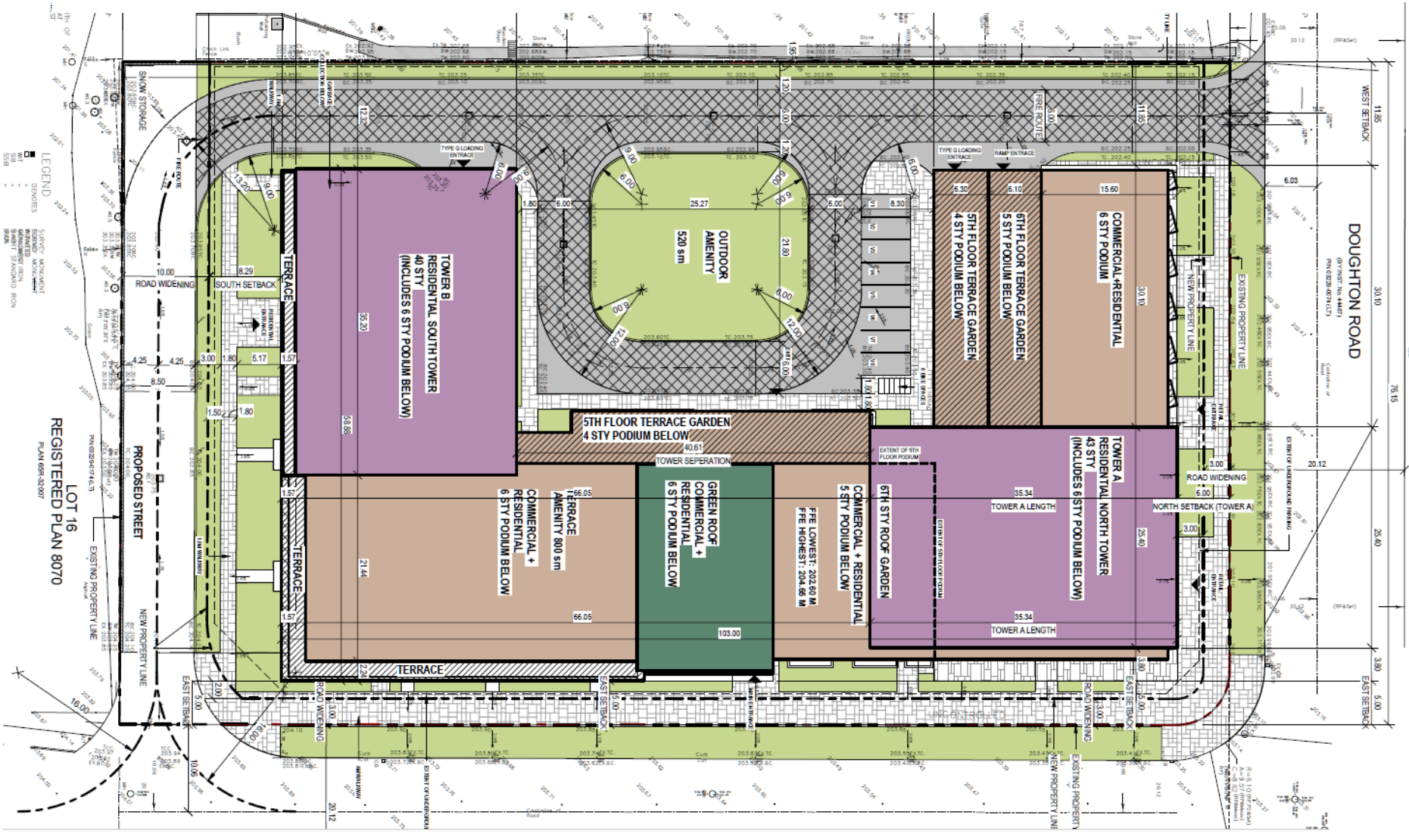
- two levels of underground parking;
- 8 surface parking spaces.

278 bicycle parking spaces

HEIGHT & DENSITY

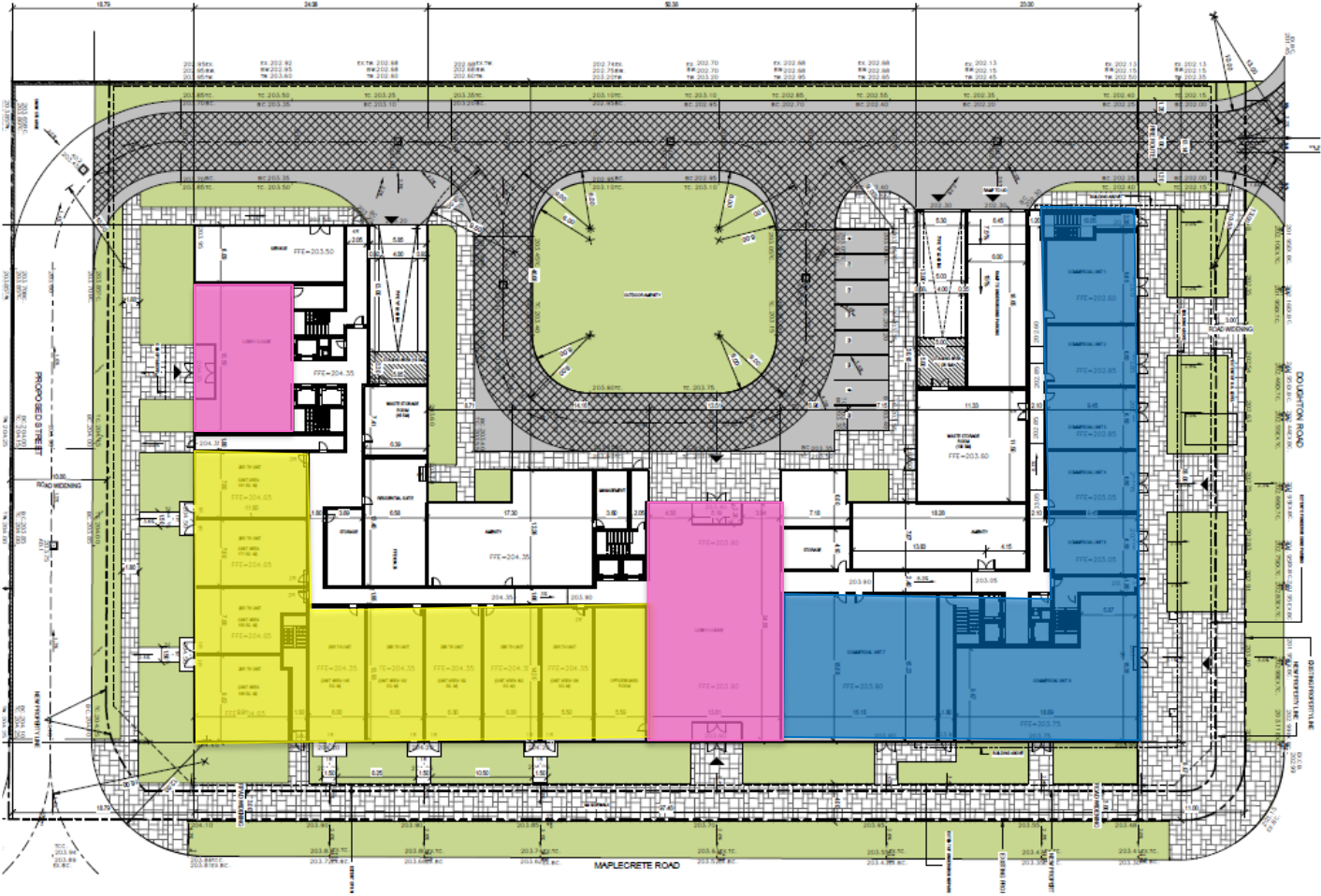
ADDRESS	APPLICATION STATUS	PROPOSED FSI	PROPOSED HEIGHT
175 Millway Ave (East Block Phase 2)	In progress (filed October 2020)	8.6 times the lot area	7 to 64-storeys
CG Tower	Approved May 2017	6.5 times the lot area	60-storeys
7800 Jane Street	In progress (filed March 2020)	10.0 times the lot area	50 and 60-storeys
3301 Highway 7 (Block 3N)	Approved 2020	7.8 times the lot area	40 to 59-storeys
3300 Highway 7	In progress (filed October 2019)	11.5 times the lot area	55 and 58-storeys
7551 & 7601 Jane Street	In progress (filed April 2021)	10.6 times the lot area	30 to 58-storeys
NE Corner of Highway 7 and Commerce Street (Block E2)	In progress (filed December 2020)	8.1 times the lot area	48 and 56-storeys
Transit City 1 & 2	Approved June 2017	8.64 times the lot area.	55-storeys
Transit City 3	Approved 2018	12.7 times the lot area	55-storeys
175 Millway Ave (East Block Phase 1)	Approved 2019	7.1 times the lot area	36 to 50-storeys
216-220 Doughton Road	In progress (filed April 2020)	11.4 times the lot area	47 and 49-storeys
2871 Highway 7 (Proposal)	In progress (filed March 2021)	7.5 times the lot area	22, 45 and 49-storeys
185 Doughton Road and 108- 112 Maplecrete Road	In progress (filed April 2021)	8.2 times the lot area	40 and 43-storeys
Expo 1-4	Approved May 2017	6.5 times the lot area	37 to 39-storeys
101 Edgeley Boulevard	In progress (filed November 2020)	4.72 times the lot area	4 to 38-storeys
2851 Highway 7	Approved December 2020	5.42 times the lot area	27 and 37-storeys

PROPOSAL



GROUND FLOOR PLAN

-  Residential Lobbies
-  2ST Townhouse Units
-  Commercial Units



CIRCULATION

Key Parking and Loading Areas



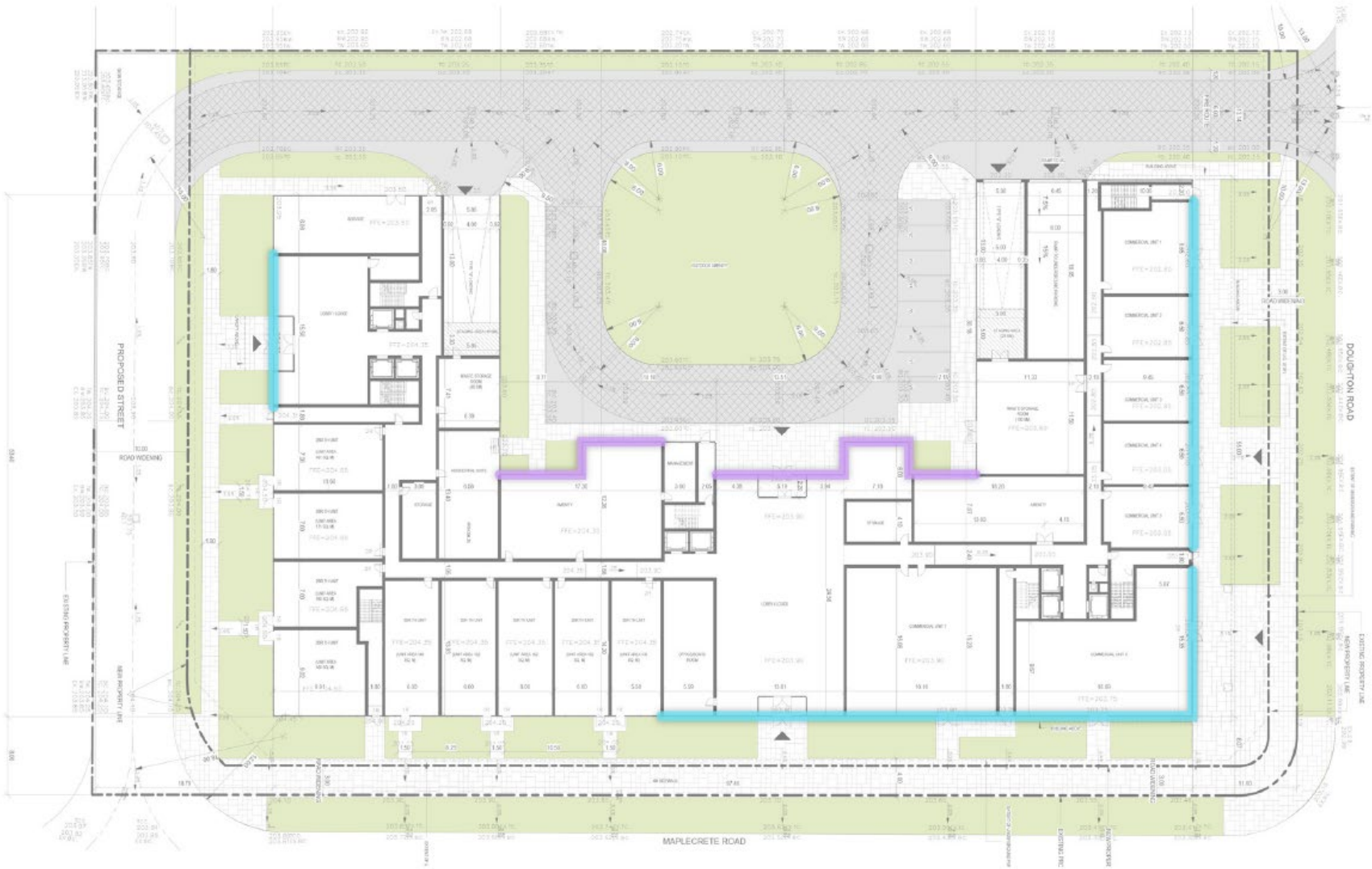
- Vehicular Circulation
- Parking Stalls
- Loading and Staging Areas
- Public Street (to be dedicated to City)



CIRCULATION

Entrances

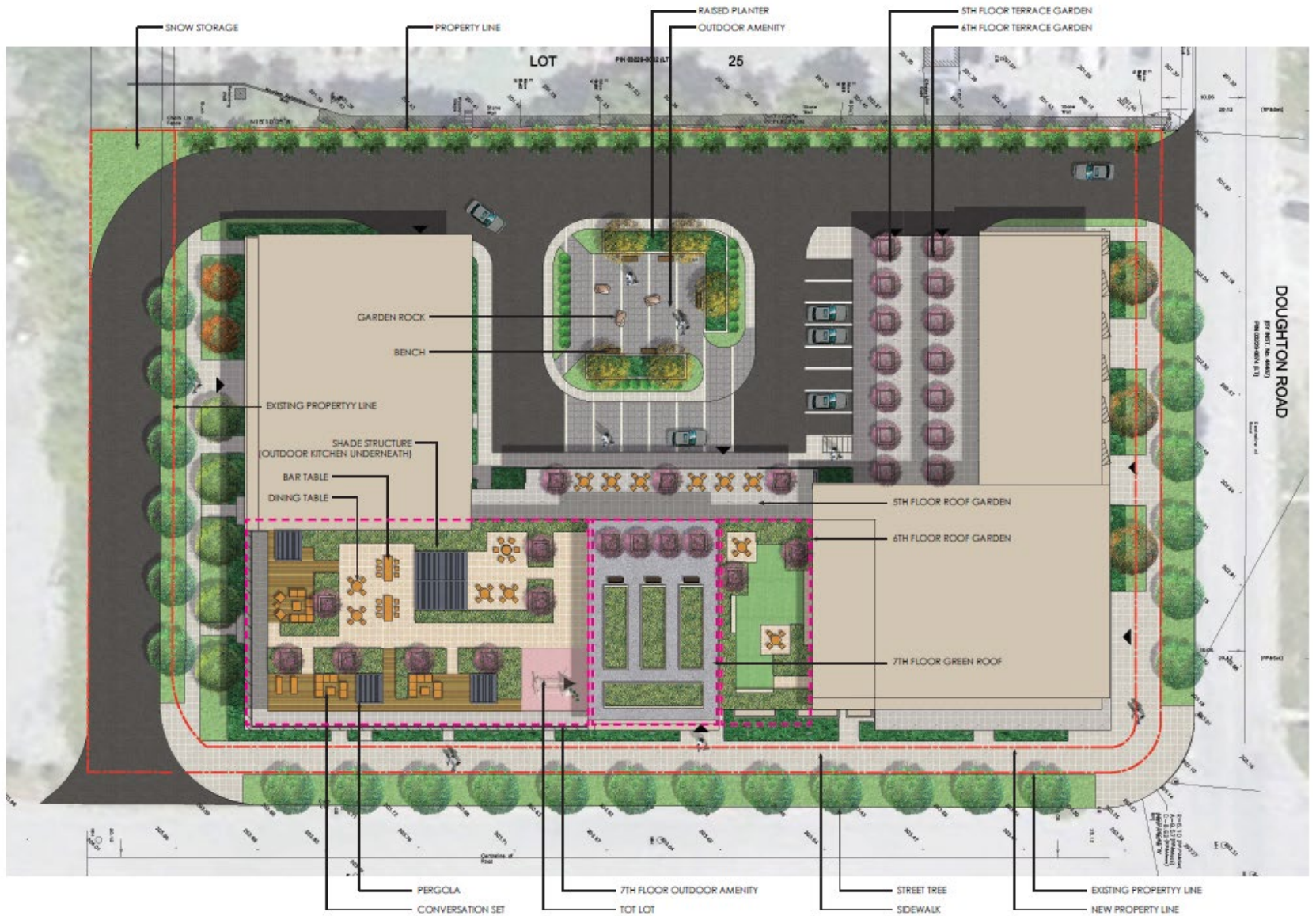


PUBLIC REALM



-  Primary Active Frontages
-  Secondary Active Frontages

LANDSCAPE PLAN



THANK YOU



Committee of the Whole

PUBLIC MEETING
September 13, 2021

Official Plan Amendment File OP.21.009
Zoning By-law Amendment File Z.21.012
7551 & 7601 Jane Street



COMMUNICATION C9
ITEM NO. 4
COMMITTEE OF THE WHOLE
(PUBLIC MEETING)
September 13, 2021



LANDS SUBJECT TO APPLICATIONS

Location:

- ❑ Situated along the east side of Jane Street
- ❑ Approximately 450 m south of Highway 7 and 300 m north of Highway 407
- ❑ Within the VMC



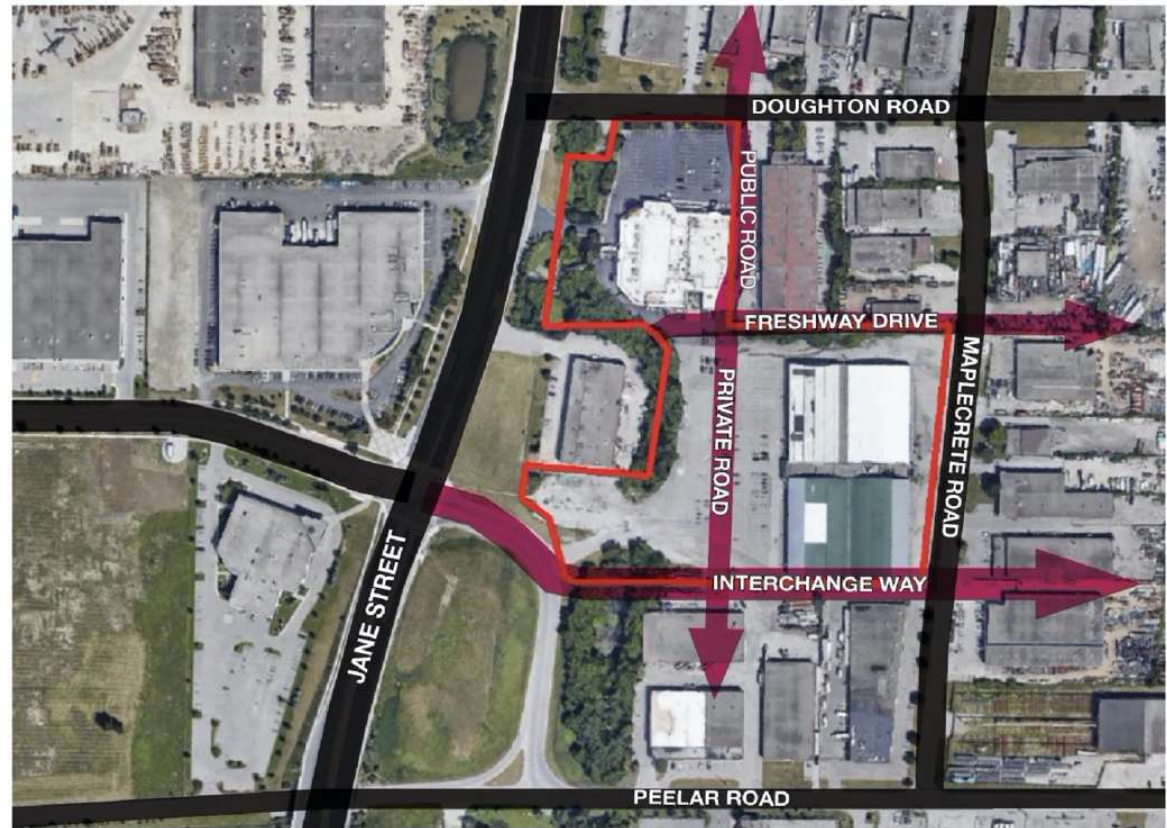
Subject Site
VMC Boundary

7551 & 7601 JANE STREET

LANDS SUBJECT TO APPLICATIONS

Location:

- Frontages along Doughton Road, Maplecrete Road, and Interchange Way
- Facilitates extension of interchange way
- Creates network of new public & proposed private streets



7551 & 7601 JANE STREET

PROPOSED CONCEPT MASTER PLAN



Key Proposed Development Statistics

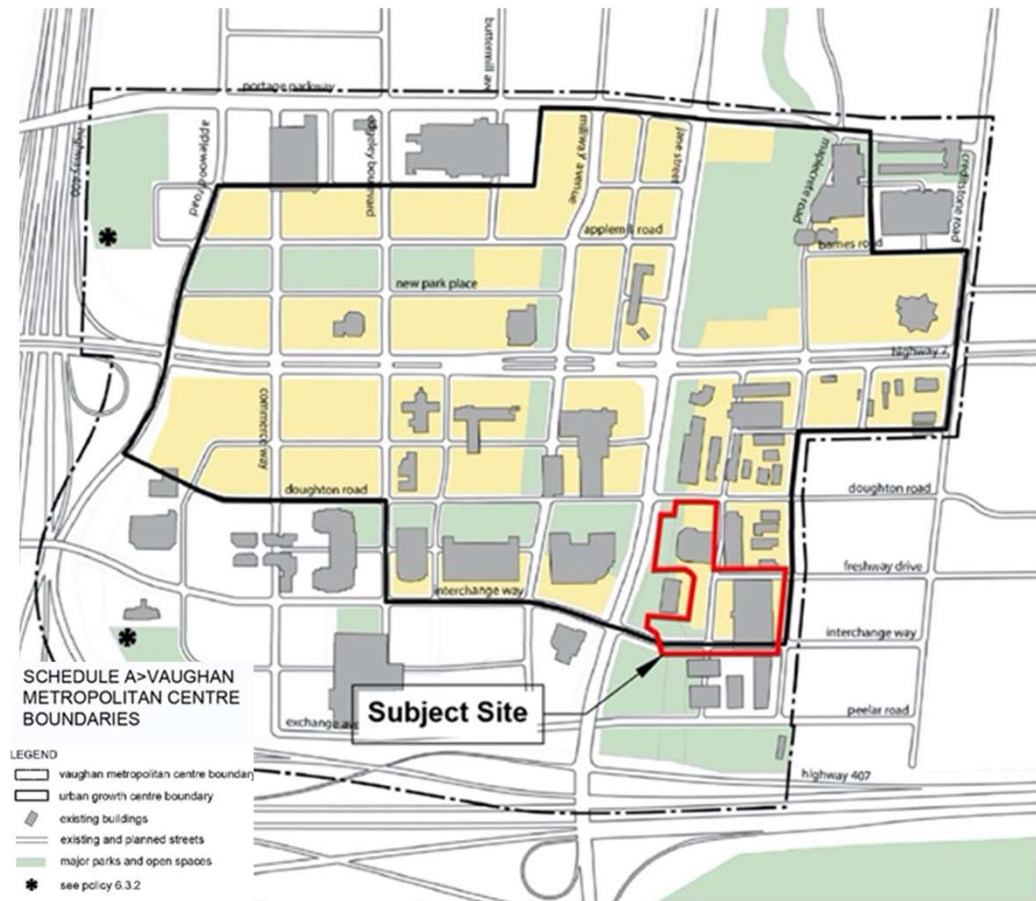
Site Area (ha)	4.72
FSI	10.6
Maximum Building Height (Storeys)	30 - 58
<ul style="list-style-type: none"> ○ 9 towers in 6 buildings 	
Total GFA (m2)	366,699
Non-Residential GFA (m2)	2439
Total Residential Units	4563
Residential Suite Breakdown	
Studio	3%
1-Bedroom	46%
2-Bedroom	40%
3-Bedroom	11%

7551 & 7601 JANE STREET

EXISTING LAND USE PERMISSIONS

City of Vaughan Official Plan:

- Vaughan Metropolitan Centre (VMC)
- Within the Urban Growth Centre



7551 & 7601 JANE STREET

EXISTING LAND USE PERMISSIONS

VMC Secondary Plan:

- ❑ Neighbourhood Precincts & Major Parks and Open Spaces (VMC Black Creek Renewal EA)
- ❑ Maximum heights of 30-storeys with a maximum Floor Space Index (FSI) of 5.0 permitted on west side of Subject Lands
- ❑ Maximum heights of 25-storeys with maximum FSI 4.5 permitted on east side of Subject Lands

City of Vaughan Zoning By-law:

- ❑ Prestige Employment Area (EM1) Zone



SCHEDULE F > LAND USE PRECINCTS

LEGEND

- station precinct
- south precinct
- neighbourhood precincts
- west and east employment precincts
- major parks and open spaces
- land use designations are subject to the results of the VMC Black Creek Renewal EA (Stages 3 & 4) (see also schedules D and J, and policies 5.6.4 - 5.6.10, 8.1.6, 8.2.4 & 8.4.2)
- - - existing floodplain (see policies 5.6.4 - 5.6.10)
- ▨ office uses permitted (see policy 8.4.3 & 8.5.3)
- * see policy 6.3.2

7551 & 7601 JANE STREET

PROPOSED AMENDMENTS

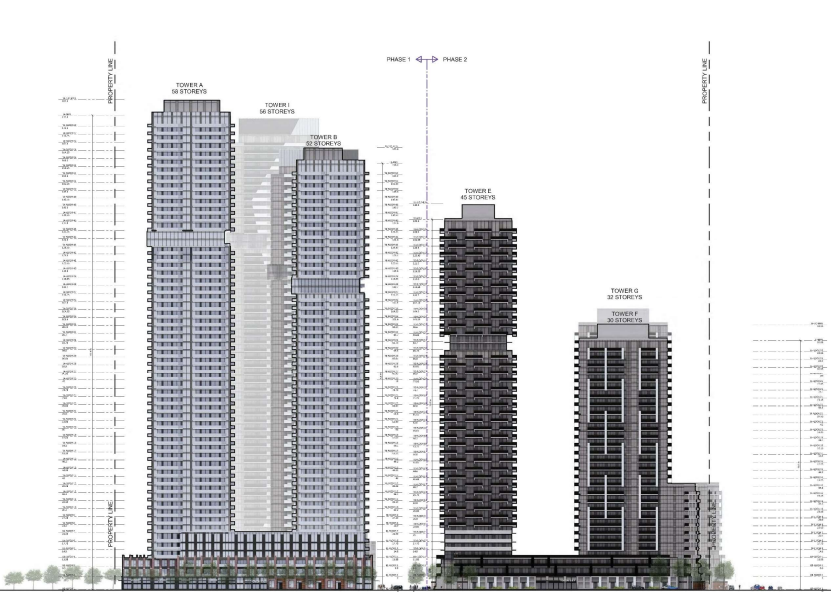
Official Plan Amendment:

- Maximum heights of 30 to 58-Storeys
- Maximum density of 10.6 FSI
- North/South Local Road extending from Freshway Drive to Interchange Way to be a Private Road.

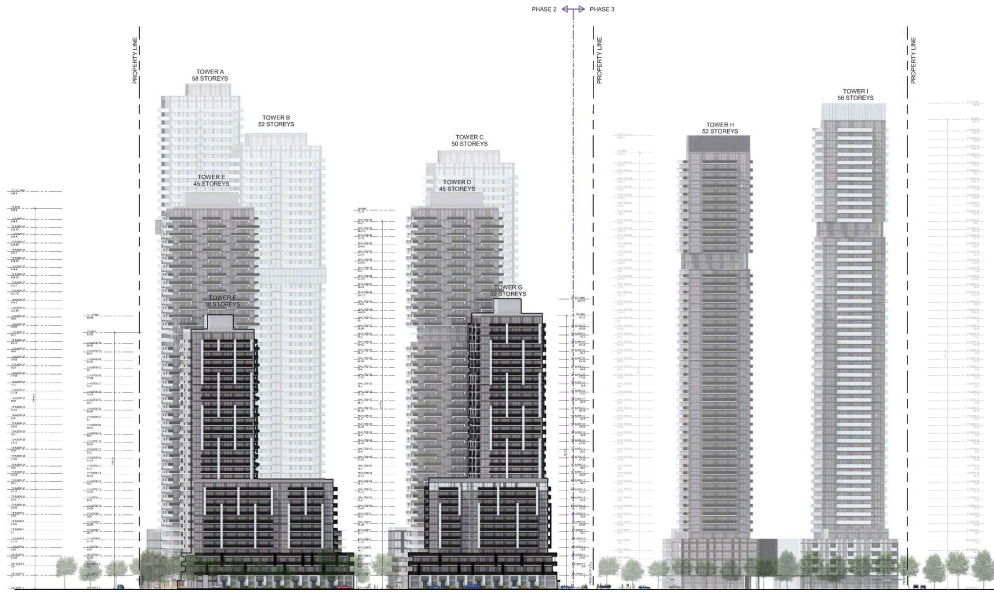
Zoning By-law Amendment:

- Corporate Centre Zone
- Site-Specific provisions for parking, setbacks, maximum building heights and maximum density.

PROPOSED DEVELOPMENT DESIGN



SOUTH ELEVATION

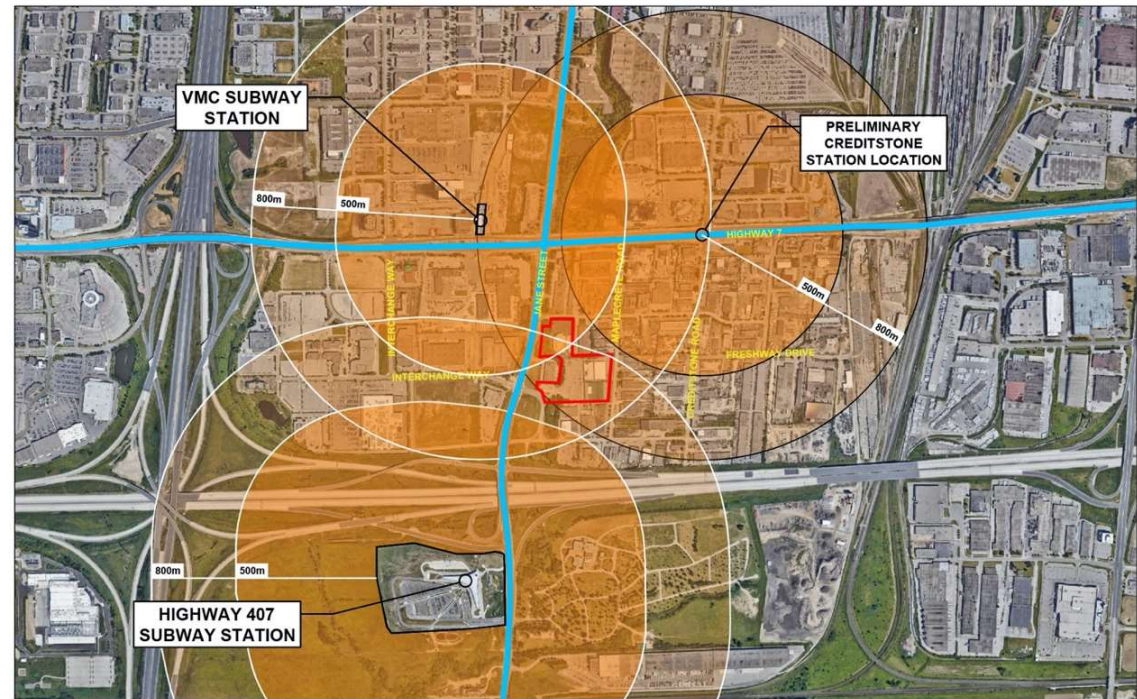


EAST ELEVATION

7551 & 7601 JANE STREET

LOCATIONAL FEATURES

- ❑ The subject site is located within a walkable distance to three key transit stations:
 - ❑ Vaughan Metropolitan Centre (TTC Subway)
 - ❑ Highway 407 (TTC Subway)
 - ❑ Highway 7/Creditstone Road (Viva BRT)
- ❑ Located along the planned Jane Street Viva BRT corridor

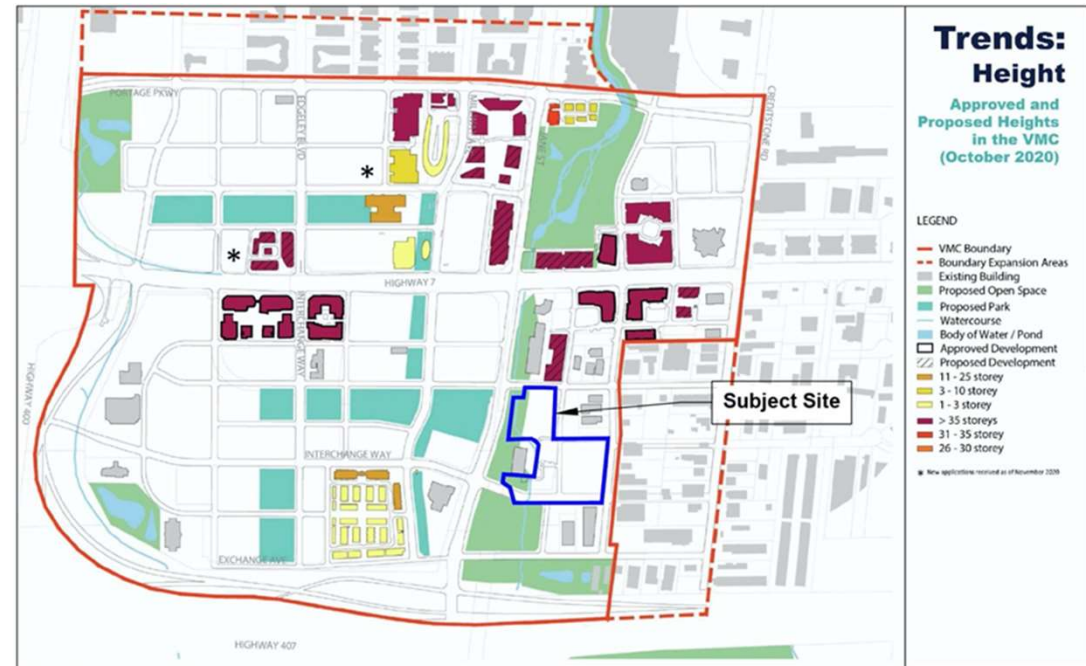


 Subject Site
 Viva Bus Rapid Transit

7551 & 7601 JANE STREET

TRENDS IN HEIGHTS

- ❑ Emerging high-rise context within the VMC.
 - ❑ Multiple developments within the VMC have been approved for heights greater than 35 storeys.
 - ❑ Many proposed developments are greater than 35 storeys.
- ❑ The proposed development contemplates a density and heights similar to nearby projects adjacent to the site and within the VMC.



7551 & 7601 JANE STREET

PUBLIC REALM CONTRIBUTIONS

- ❑ New public park (“Black Creek Square”)
- ❑ Realigned Black Creek Drive
 - ❑ with multi-use path
- ❑ Outdoor amenity spaces provided at grade and through terraced roof tops
- ❑ A new circulation network prioritizes active modes of movement
 - ❑ Connectivity between Black Creek Corridor, Black Creek Square, Outdoor Amenity Spaces and the proposed street network



7551 & 7601 JANE STREET

PUBLIC REALM CONTRIBUTIONS

- ❑ At grade retail adjacent to the public park to further animate the space
- ❑ Podiums frame the public realm
- ❑ Terraced design and articulation of each building is intended to provide visual interest to the VMC skyline



7551 & 7601 JANE STREET

A COMPLETE COMMUNITY

- ❑ Supports an effective mix of residential, retail, and recreational uses:
- ❑ Each podium will provide at grade uses and direct access to the public realm
- ❑ New high-quality streetscapes
 - ❑ Street trees
 - ❑ Enhanced landscaping



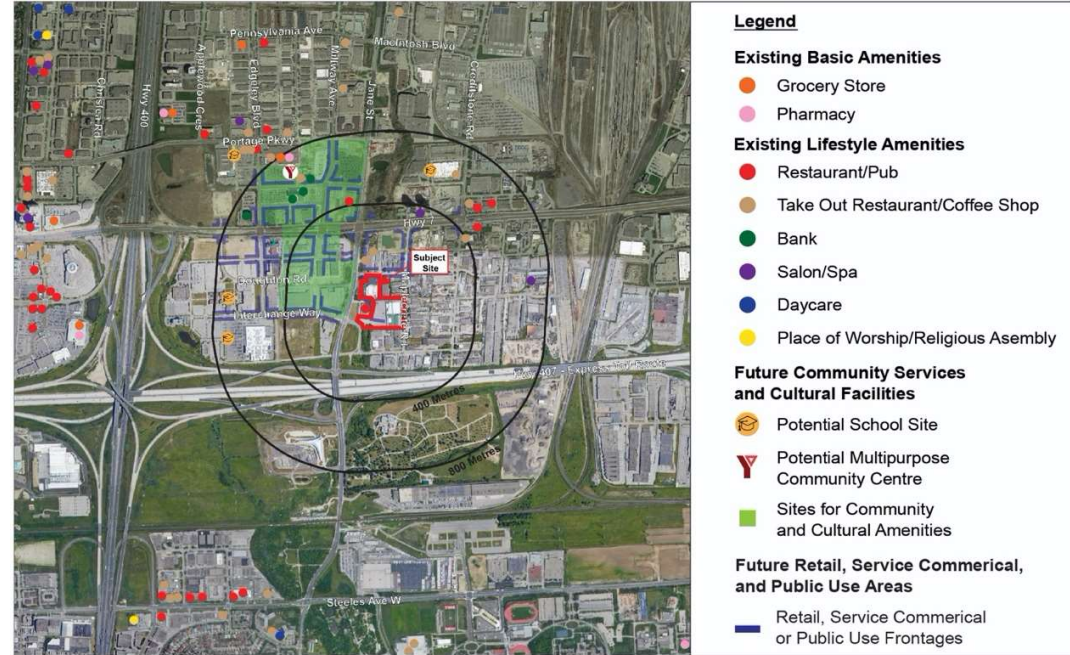
7551 & 7601 JANE STREET

A COMPLETE COMMUNITY

Existing amenities within walking distance including:

- Restaurants/Pubs
- Take Out Restaurants/Coffee Shops
- Retail stores
- Banks
- Personal services

A multipurpose community centre and three potential school sites are planned within immediate area.



7551 & 7601 JANE STREET