

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 20, 2015**

Item 17, Report No. 2, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on January 20, 2015.

**17**

**ZONING BY-LAW AMENDMENT FILE Z.13.043  
DRAFT PLAN OF SUBDIVISION FILE 19T-13V010  
NINE-TEN WEST LIMITED  
WARD 4 - VICINITY OF DUFFERIN STREET AND RUTHERFORD ROAD**

**The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Planning, Director of Development Planning and Manager of Development Planning, dated January 13, 2015:**

**Recommendation**

The Commissioner of Planning, Director of Development Planning and Manager of Development Planning recommend:

1. THAT the Ontario Municipal Board be advised that City of Vaughan Council ENDORSES the following:
  - a) Zoning By-law Amendment File Z.13.043 (Nine-Ten West Limited) to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone to the following zone categories as shown on Attachment #8:
    - i. Rezone Blocks “1” to “3” to RT1 Residential Townhouse Zone, together with the site-specific zoning exceptions identified in Table 1 of this report;
    - ii. Rezone Blocks “4” to “12” to CMU3(H) Mixed-Use 3 - Carrville Centre Zone with the Holding Symbol “(H)”, together with the proposed definitions, permitted uses, development standards and parking requirements identified in Tables 2 to 5 of this report; and,
    - iii. Rezone Blocks “13” and “14” to OS2 Open Space Park Zone.
  - b) The Holding Symbol “(H)” shall not be removed from the lands zoned CMU3(H) Mixed-Use 3 - Carrville Centre Zone until such time as a Site Development Application and Servicing Allocation have been approved by Vaughan Council, in whole or in part for each block. Prior to removal of the Holding Symbol “(H)”, the following uses shall be permitted on parts of the subject lands:
    - i. stand-alone, single-use commercial buildings, as interim uses, on the lands shown as “Block 10” on Attachment #8;
    - ii. stand-alone, single-use one-storey commercial buildings with a minimum height of 10 m, which may include a mezzanine and a maximum Gross Floor Area of 2,500 m<sup>2</sup> for each building, as interim uses, on the lands shown as “Block 6” on Attachment #8;
    - iii. stand-alone, single-use commercial buildings with a minimum height of one-storey and a maximum Gross Floor Area of 2,500 m<sup>2</sup>, as interim uses, on the lands shown as “Block 8” on Attachment #8; and,
    - iv. a temporary surface parking lot, as an interim use, on the lands shown as “Block 4” on Attachment #8.

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- c) Draft Plan of Subdivision File 19T-13V010 (Nine-Ten West Limited) to facilitate a Plan of Subdivision comprised of nine (9) high-rise mixed-use blocks, three (3) low-rise (townhouse) blocks, and two (2) open space park blocks as shown on Attachment #4, subject to the conditions of approval set out in Attachment #1.
  - d) The subdivision agreement for Draft Plan of Subdivision File 19T-13V010 (Nine-Ten West Limited) shall contain the following clauses:
    - i. “The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 dwelling units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City’s Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.”;
    - ii. “For residential high-density development, the Owner shall dedicate parkland and/or pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at a fixed rate per unit prior to the issuance of a Building Permit, in accordance with the Planning Act and the City’s Cash-in-lieu Policy”; and,
    - iii. “Prior to final approval of the Plan, the Owner shall enter into a Developers’ Group Agreement with the other participating landowners within Block 18 to the satisfaction of the City. The Agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland dedication, roads and municipal services within Block 18. This Agreement shall also provide a provision for additional developers to participate within the Developers Group Agreement when they wish to develop their lands.”
  - e) The Transportation Management and Sidewalk Plan for Draft Plan of Subdivision File 19T-13V010 (Nine-Ten West Limited) as shown on Attachment #5, subject to the conditions of approval set out in Attachment #1.
- 2. THAT Draft Plan of Subdivision File 19T-13V010 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 45 residential units (138 persons equivalent) for Blocks “1” to “3” zoned RT1 Residential Townhouse Zone, as shown on Attachment #8.
  - 3. THAT City of Vaughan staff be directed to attend the Ontario Municipal Board Hearing in support of Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010.

#### **Contribution to Sustainability**

The applications implement the following Goals and Objectives of Green Directions Vaughan:

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.1: To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City’s Consolidated Growth Management Strategy - 2031, and by ensuring that the strategy is subject to periodic review and renewal
- Objective 2.3: To create a City with sustainable built form

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Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact

- Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation
- Objective 3.3: Reduce single occupant vehicle (SOV) trips by supporting active transportation, car pooling and public transit

Goal 4: To create a vibrant community where citizens, businesses and visitors thrive

- Objective 4.2: Ensure that the City of Vaughan attracts businesses and investment that will result in well-paying jobs for Vaughan citizens, a sustainable tax base and continuing prosperity into the 21st century

In accordance with the goals and objectives identified above, the Owner has advised that the following, but not limited to, sustainable site and building features will be included in the proposed development:

- medium and high-density residential and mixed-use built-forms that efficiently support water, sewage, energy and transit infrastructure
- a connected and permeable street network and enhanced streetscapes to encourage pedestrian activity, provide a safe comfortable pedestrian environment and facilitate the efficient movement of pedestrians, cyclists, transit and vehicles through and within the community
- enhanced on-street landscaping along all major and minor roads, thereby creating a comfortable pedestrian environment and reducing the urban heat island effect
- bicycle parking located throughout the site
- park blocks that support passive and active recreation, as well as social interaction activities, within a 2.5 to 5 minute walk
- passive solar alignments to permit enhanced efficiencies and optimal conditions for solar strategies by utilizing an east-west orientation for two of the low-rise mixed-use blocks
- additional sustainable design features will be identified through future Site Development Applications for each block

#### **Economic Impact**

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

#### **Communications Plan**

On January 31, 2014, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands, and to the Eagle Hills Community Association, the Valleys of Thornhill Ratepayers Association and the Confederation Parkway Ratepayers Association. The Notice of Public Hearing was also posted on the City's web-site at [www.vaughan.ca](http://www.vaughan.ca) and Notice Signs were installed on the property in accordance with the City's Sign Notification Protocol. A courtesy notice of the Public Hearing was also circulated to approximately 2,000 residents in proximity to the subject lands and outside of the required 150 m circulation area, as shown on Attachment #2.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 25, 2014, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on March 18, 2014, and included a resolution

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that the Local Councillor convene a community meeting, which was held at Vaughan City Hall on June 16, 2014. The following deputations, written submissions and petitions were received at the Public Hearing:

#### Deputations

- Mr. Daniel Leeming, Partner, The Planning Partnership, Bay Street, Toronto, on behalf of the Owner
- Ms. Irina Rakhimova, Santa Amato Crescent, Vaughan
- Mr. Selim Gabra, Maple Valley Road, Maple
- Mr. Nilay Bhatt, Apple Blossom Drive, Thornhill
- Mr. Joseph Del Vasto, Tuscana Boulevard, Concord
- Mr. Furio Liberatore, Princess Isabella Court, Maple
- Mr. Elliott Silverstein, Belvia Drive, Vaughan
- Mr. Fadi Minawi, District Avenue, Vaughan
- Mr. Peter Badali, Butterfield Crescent, Maple, representing the Eagle Hills Community Association
- Mr. Eduardo Suarez, Santa Amato Crescent, Thornhill
- Mr. Jeffrey Stone, Bathurst Street, Vaughan
- Mr. Kevin Hanit, Queensbridge Drive, Concord
- Mr. Nikolay Shlepov, Maverick Crescent, Maple
- Mr. Rubin Zak, Maverick Crescent, Maple
- Mr. Sherif Abouelenin, Maple Valley Road, Vaughan
- Mr. Jason Badrick, Peter Rupert Avenue, Maple

#### Written Submissions

- Mr. Geo, Maple Valley Road, Maple, dated February 22, 2014
- Mr. Brad Byrne, Jacobi Court, Thornhill, dated February 23, 2014
- Mr. Earl S. Weiner, Yale & Partners LLP, Holly Street, Toronto, dated February 24, 2014
- Mr. Oz Solomon, Chaya Sara Gardens, Maple, dated February 24, 2014
- Ms. Elvira Kondratovits, Maple Valley Road, dated February 23, 2014
- Mr. Alexander Levin, Santa Amato Crescent, Vaughan, dated February 24, 2014
- Mr. Anat Goldschmidt, Foxwood Road, Vaughan, dated February 24, 2014
- Ms. Nicole Kondratovits, Maple Valley Road, dated February 24, 2014
- Mr. Ali Karevan, Maple Valley Road, Maple, dated February 24, 2014
- Mr. Abbas Rizvi, Santa Amato Crescent, Vaughan, dated February 25, 2014
- Mr. Kaniz Sivjee, Santa Amato Crescent, Vaughan, dated February 25, 2014

#### Petitions

- a) Petition submitted to the City Clerks Department on June 9, 2014, with 58 signatures from residents living on the following streets:
- Santa Amato Crescent, Maple
  - Jacobi Court, Thornhill
  - Apple Blossom Drive, Vaughan
  - Rivington Avenue, Thornhill
  - Paperbark Avenue, Vaughan
  - Maple Valley Road, Vaughan

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- b) Form letter and online petition consolidated by the City Clerks Department on February 25, 2014, with 29 signatures from the following streets:

- Santa Amato Crescent, Maple
- Autumn Hill Boulevard, Thornhill
- Maple Valley Road, Vaughan
- Pantano Drive, Thornhill
- Golden Forest Road, Maple
- Redmond Drive, Thornhill
- Jacobi Court, Thornhill
- Apple Blossom Drive, Vaughan

The following is a summary of, and response to the concerns noted in the written submissions and petitions, the Public Hearing (February 25, 2014) and the subsequent community meeting with the residents and Owner (June 16, 2014):

- a) Traffic and Transit

The proposal will result in increased traffic, on-street parking and congestion, noise and air pollution.

Response

Traffic studies have been completed for the Carrville District Centre Plan through the OPA #651/VOP 2010 approval processes and the review of the subject applications. These studies have been reviewed and approved by the City of Vaughan Development/Transportation Engineering Department and York Region. If the applications are approved, the development must comply with the recommendations in the approved Traffic Studies including pedestrian and traffic systems. In addition, the Owner is required to submit a separate Transportation Demand Management (TDM) plan for each high-rise mixed-use block at the Site Plan stage. Comments respecting traffic and the road network are discussed further in the Vaughan Development/Transportation Engineering Department and Regional Implications sections of this report.

- b) Density and Community Safety

The increase in the number of residents and traffic will hinder community safety and negatively impact the quality of life for the surrounding residents.

Response

The proposal is consistent with the policies, objectives and requirements of the Carrville Centre Secondary Plan (Section 11.2 in Volume 2 of Vaughan Official Plan 2010), to establish a District Centre in this area that will become a centre of commercial and residential activities in the Carrville Community. The proposed density is consistent with the Vaughan Official Plan 2010 policies and related Urban Design Study for the Carrville District, which was approved by Vaughan Council on June 29, 2010.

- c) Building Height

The proposed building heights will result in a loss of privacy for the abutting residents, and will cast shadows on the existing residential development resulting in reduced exposure to sunlight. Concerns were also raised regarding appropriateness and compatibility with the surrounding community that is developed with low-density residential and commercial uses.

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Response

The proposed building heights for the development are in conformity with the Carrville Centre Secondary Plan. Building heights are strategically planned to provide an appropriate transition whereby buildings with the greatest heights are located along the regional arterial roads of Dufferin Street and Rutherford Road. Blocks “1” to “4”, as shown on Attachment #4, are intended to be developed with low and mid-rise building typologies in order to provide an appropriate transition from the existing low-density residential development to the west, to the proposed mid and high-rise building forms located internal to the site and closer to Dufferin Street and Rutherford Road. The maximum building height for each block will be controlled by the implementing Zoning By-law, and shadow studies are required for the entire development prior to final registration of the Plan of Subdivision.

d) Over-development of the Site

The proposal represents an over-development of the site and will overload infrastructure.

Response

The Owner has been working with the City of Vaughan to approve plans for the development of the subject lands for approximately 10 years. Vaughan Council has envisioned the Carrville District as a commercial and residential centre for the Carrville Community since the approval of OPA #600 on June 29, 2001. The Block Plan for Planning Block 18, which was approved by City of Vaughan Council on April 14, 2003, as shown on Attachment #10, identifies the subject lands as a “District Centre”.

The proposed development is consistent with the building height and density requirements of the Carrville Centre Secondary Plan, and proposes a compact urban form that will efficiently utilize sewer and water infrastructure, while promoting travel by other modal alternatives to the car, and thereby fostering public transit ridership.

e) Parkland and Amenity Space

The proposed park areas are out of proportion and too small when compared to the development. Concerns were also raised regarding insufficient amenities in the area to cope with the increase in population.

Response

The subject lands represent a majority of the northwest quadrant within the Carrville Secondary Plan Boundary, as shown on Attachment #3. The northwest quadrant of the Carrville Secondary Plan area represents the primary focus for higher density, urban and compact building typologies in the form of mixed commercial and residential land uses. The Carrville Secondary Plan requires a minimum of 5.0 ha of parkland for the entire Carrville Secondary Plan Boundary area, and identifies larger, conventional parks to the north and east of the subject lands, as shown on Attachment #7. The approved Block 18 Plan, as shown on Attachment #10, also identifies a planned new District Park and Community Centre located on the west side of Peter Rupert Avenue, north of Rutherford Road.

f) Notification for January 13, 2015, Committee of the Whole

On December 19, 2014, a courtesy notice was mailed to all individuals and groups who spoke on deputation, provided written comments, signed a petition and attended any of the above-noted meetings, and requested notification of upcoming meetings respecting the subject applications.

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#### Purpose

To seek instructions from the Committee of the Whole on the following applications, which have been appealed by the Owner to the Ontario Municipal Board and are scheduled for a one-day Pre-Hearing on February 20, 2015:

1. Zoning By-law Amendment File Z.13.043 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from A Agricultural Zone to the following zone categories in the manner shown on Attachment #8:
  - a) RT1 Residential Townhouse Zone (Lot Accessed By a Lane) (Blocks 1 to 3 inclusive), together with the site-specific zoning exceptions identified in Table 1 of this report;
  - b) CMU3(H) Mixed Use 3 - Carrville Centre Zone with the Holding Symbol "(H)" (Blocks 4 to 12 inclusive) together with the proposed definitions, permitted uses, development standards and parking requirements identified in Tables 2 to 5 of this report; and,
  - c) OS2 Open Space Park Zone (Blocks 13 and 14).
2. Draft Plan of Subdivision File 19T-13V010, consisting of the following as shown on Attachment #4:

Low-Rise Mixed-Use (Blocks 1-3)	0.88 ha
High-Rise Mixed-Use (Blocks 4-12)	7.80 ha
Parks (Blocks 13 and 14)	0.48 ha
Public Right-of-Way (Streets "A" to "C" (23 m), "D" (17.5 m) and Lanes "1" (11.5 m) and "2" (8.5 m))	2.06 ha
Total Area	11.22 ha

#### Background - Analysis and Options

##### Location

The 11.22 ha vacant subject lands shown on Attachments #2 and #3 are located in the Block 18 quadrant of the Carrville District Centre, bounded by Dufferin Street, Rutherford Road, Grand Trunk Avenue and District Avenue. The surrounding land uses are shown on Attachment #3.

##### Vaughan Design Review Panel (DRP)

The Vaughan Design Review Panel (DRP) reviewed the development proposal on January 30, 2014. The DRP made the following suggestions for consideration by the Owner and the Vaughan Planning Department:

- early phasing of the development should include synergy with commercial spaces, such as professional offices, on top of two-storey retail buildings
- the relationship between the urban square and westerly neighbourhood park should be improved through a linear green feature connecting the neighbourhood park to the urban square
- more effort to integrate and connect with adjacent communities so that people can arrive on foot, with better consideration given to the location of pedestrian crossings at signalized intersections, materiality, and streetscape design
- consider how to create better built form presence along Dufferin Street
- the neighbourhood park at the west end is a successful interface with the adjacent low density residential that should be better connected to the inner parts of the plan

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- the pedestrian mews that breaks down the size of the block between Main Street and Dufferin Street are positive features of the development
- the relationship between the existing townhouse units on Grand Trunk Avenue and the proposed park on the east side needs to be considered
- encourage the inclusion of more native species and fewer cultivars in the tree planting mix

The Owner has addressed many of the DRP comments that relate to the proposed Draft Plan of Subdivision, as shown on Attachment #4. If the applications are approved, the DRP will have the opportunity to review each separate high-rise mixed-use development block through the Site Development Approval process.

#### Land Use Policies and Planning Considerations

The Vaughan Planning Department has reviewed Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010, and provide the following analysis:

##### a) Application History for Official Plan Amendment File OP.13.015

On May 23, 2006, Vaughan Council approved OPA #651, known as the Carrville District Centre Plan. OPA #651 provided a framework to develop the Carrville District Centre, as shown on Attachment #3, as a compact, pedestrian friendly community with high density residential and mixed-use (i.e. commercial and residential) development.

Following the approval of the Carrville District Centre Plan (OPA #651), Vaughan Council approved the Carrville District Centre Urban Design Streetscape Master Plan Study on June 29, 2010, which facilitated modifications to the policies included in OPA #651 to achieve an appropriate built form and massing within the Carrville District Centre. This included minor adjustments to the road and block patterns, and increased building heights, while maintaining the same overall density within the District Centre as stipulated in OPA #651.

The changes identified in the Carrville District Centre Urban Design Streetscape Master Plan Study were incorporated into Volume 2 of the City of Vaughan Official Plan 2010 (VOP 2010). VOP 2010 was adopted by Vaughan Council on September 7, 2010 and was approved, in part, by the Ontario Municipal Board on September 30, 2014. The Ontario Municipal Board approved the Carrville Centre Secondary Plan (Volume 2, Section 11.2), as shown (in part) on Attachment #7, on December 2, 2013.

On November 29, 2013, the Owner submitted Official Plan Amendment File OP.13.015 to amend the permitted building heights, densities, road pattern and site-specific exceptions of the in-effect Official Plan, being OPA #651. Official Plan Amendment File OP.13.015 was submitted in consideration of the Carrville Centre Secondary Plan (Vaughan Official Plan 2010, Volume 2, Section 11.2), as the proposed land use designations, development blocks, building heights, densities and road network for OP.13.015 were consistent with the policies and objectives of the Carrville Centre Secondary Plan (CCSP), as incorporated into VOP 2010. However, the CCSP was not in-effect at the time of submission, and as a result, an Official Plan Amendment application was required to amend the policies of OPA #651.

The Ontario Municipal Board approved the CCSP on December 2, 2013, which supersedes OPA #651. Accordingly, Official Plan Amendment File OP.13.015 is no longer required, as the proposed land use designations, development blocks, building heights, densities and road network of the proposal are consistent with the policies and objectives of the CCSP. On November 27, 2014, the Owner withdrew Official Plan Amendment File OP.13.015.



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##### b) Official Plan

The subject lands are identified as a “Local Centre”, with Rutherford Road identified as a “Primary Intensification Corridor” on Schedule 1, “Urban Structure” of VOP 2010. Local Centres are intended to be developed as mixed-use areas that serve the surrounding community to meet the daily needs of residents. Primary Intensification Corridors are intensification areas that are planned to evolve with mixed-use intensification over time to complement adjacent areas, support public transit, and enhance the structure of the City by linking intensification areas.

The subject lands are designated “High-Rise Mixed-Use”, “Low-Rise Mixed-Use” and “Parks” by Section 11.2 in Volume 2 of VOP 2010 (the Carrville Centre Secondary Plan). The land use configuration permitted building heights and densities of the CCSP are shown on Attachment #7.

The “High-Rise Mixed-Use” designation represents the primary retail development area within the Carrville District Centre, and is intended to be developed as an active, mixed-use area characterized by high quality design standards. The “High-Rise Mixed-Use” designation permits residential units in a low, mid and high-rise building formats, with a broad variety of retail and commercial activities, offices, and cultural, entertainment and social facilities. The “Low-Rise Mixed-Use” designation permits street, block and stacked townhouse units, and is intended to provide an appropriate built-form transition from the existing low-density residential neighborhoods surrounding the District Centre.

The CCSP identifies a “Main Street” and “Urban Square”, as shown on Attachment #7, which will act as a gateway and community fulcrum to the District Centre, and will support and achieve the following features:

- a pedestrian-oriented, human-scaled environment
- a safe and comfortable walking environment
- a consistent level of streetscape design, planting, signage, street furniture and other amenities
- active commercial ground floor uses
- a strong relationship between the building and the street

In order to assist in establishing the District Centre and Main Street during initial phases of development, the CCSP identifies a number of exceptions to the “High-Rise Mixed-Use” policies that allow for commercial uses and built forms that are not permitted within the “High-Rise Mixed-Use” designations. The intent of the exceptions is to attract a larger number of people and to act as a catalyst to further development into the District Centre. The exception areas are shown on Attachment #7, and permit the following:

- a large commercial complex located in the area identified by a “\*1”, which will function as a commercial anchor for the District Centre
- stand-alone, single-use commercial buildings, as interim uses (10 to 15 years) in the initial phase of development, with a minimum height of one-storey and a maximum gross floor area of 2,500 m<sup>2</sup>, on the areas identified by a “\*2” and “\*3”

As discussed above, the proposed Draft Plan of Subdivision and Zoning By-law Amendments conform with the permitted land use designations and development blocks, building height, density and road network, and is consistent with the policies and objectives of the CCSP, including:

- facilitating development with a compact urban form
- facilitating a broad range of retail and office uses
- implementing strong urban design principles

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- supporting efficient transportation
- providing a range of housing and unit types
- anticipating future growth

c) Ontario Municipal Board (OMB)

On September 25, 2014, pursuant to Sections 34(11) and 51 (34) of the Planning Act, the Owner appealed Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010 to the OMB (File No. PL141122), citing Vaughan Council's refusal or neglect to make a decision on the Zoning By-law Amendment and Draft Plan of Subdivision Application within 120 and 180 days, respectively, of filing complete applications. An OMB pre-hearing is scheduled for February 20, 2015.

Zoning

The subject lands are zoned A Agricultural Zone by Zoning By-law 1-88. To facilitate the Draft Plan of Subdivision shown on Attachment #4, a Zoning By-law Amendment is required to rezone the subject lands from A Agricultural Zone to the following zone categories in the manner shown on Attachment #8:

1. Rezone Blocks 1 to 3 to RT1 Residential Townhouse Zone (Lot Accessed by a Lane), subject to the zoning exceptions identified in Table 1 below:

Table 1:

	<b>By-law Standard</b>	<b>By-law 1-88 RT1 Residential Townhouse Zone Requirements (Lot Accessed by a Lane)</b>	<b>Proposed Exceptions to RT1 Residential Townhouse Zone Requirements (Lot Accessed by a Lane)</b>
a.	Definition of Lot (Block 1 – Attachment #8)	Lot must have frontage on a street	Permit a lot to have frontage on a park (OS2 Open Space Park Zone) and rear onto a lane
b.	Minimum Lot Area	180 m <sup>2</sup>	145 m <sup>2</sup>
c.	Minimum Lot Depth	30 m	25 m
d.	Minimum Front Yard Setback	4.5 m	4 m
e.	Minimum Rear Yard Setback (Attached Garage)	15 m	1.5 m

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f.	Minimum Exterior Side Yard Setback	4.5 m	3 m
g.	Minimum Exterior Side Yard Setback to Attached Garage Abutting a Public Lane or Sight Triangle	3 m	1 m
h.	Maximum Building Height	11 m	12 m
i.	Maximum Interior Garage Width	3.048 m	5.8 m

2. Rezone Blocks 13 and 14 to OS2 Open Space Park Zone; and,
3. To create the "CMU3 Mixed-Use 3 - Carrville Centre Zone" as a new zone category in Zoning By-law 1-88 for Blocks 4 to 12 inclusive, as shown on Attachment #8, in order to implement the policies of the CCSP, with the following definitions, permitted uses, development standards and parking requirements:

Table 2: Proposed Definitions

ARTS STUDIO:	Means a building or part of a building primarily used as the workplace of an artist or craftsman who is engaged in the creation of hand-made material arts and includes an artist, painter, sculptor, photographer or artisan, and where accessory uses may include the retail sale of the created goods and instruction.
COMMERCIAL PARKING LOT:	Means a building or part of a building used for the temporary parking of motor vehicles but shall not include the storing of impounded or damaged motor vehicles or a salvage yard. A commercial parking lot shall include ten (10) or more parking spaces along with parking aisles and with principal access to a street.
OFFICE, GENERAL:	Means a building or part of a building in which one or more persons are employed in a profession or the administration, direction or management of a business, agency, brokerage, or organization, but shall not include a Medical Office or the office of a Veterinarian.
OFFICE, MEDICAL:	Means the building or part of a building used for the consultation, diagnosis and/or treatment of outpatients by a Regulated Health Professional.
RESTAURANT:	Means a building or part of a building where food and drink are prepared and offered for sale or sold to the public for consumption on or off the premises and may include delivery and an Outdoor Patio.

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RESTAURANT, TAKE-OUT:	Means a building or part of a building having limited seating not to exceed six (6) seats where food and drink are prepared and offered for sale to be primarily taken out or delivered for consumption off the premises.
RETAIL ESTABLISHMENT:	Means a building or part of a building where goods, wares, merchandise, substances, articles or things are offered and kept for sale directly to the public at retail but does not include a supermarket or an automotive retail store.
TEMPORARY PARKING LOT:	Means a parcel of land used as an interim parking area servicing the short-term parking needs of commercial establishments.

Table 3: Proposed Permitted Uses

### **Commercial Uses:**

- Arts Studio
- Club
- Health Centre
- Commercial Parking Lot
- Day Nursery
- Financial Institution
- Hotel
- Office, General
- Office, Medical
- Personal Service Shop
- Place of Entertainment
- Recreational Use
- Restaurant
- Restaurant, Take-Out
- Retail Establishment
- Service or Repair Shop
- Supermarket, including a Garden Centre
- Technical or Commercial School
- Veterinary Clinic

### **Residential Uses:**

- Dwelling, Apartment
- Dwelling, Block Townhouse
- Dwelling, Street Townhouse
- Independent Living Facility
- Long Term Care Facility
- Supportive Living Facility

Table 4: Proposed Development Standards for the CMU3 Mixed-Use 3 - Carrville Centre Zone

	<b>By-law Standard</b>	<b>Proposed CMU3 Mixed-Use 3 - Carrville Centre Zone Standards</b>
a.	Minimum Lot Area	5,000 m <sup>2</sup>
b.	Minimum Lot Frontage	50 m

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c.	Maximum Building Height	<ul style="list-style-type: none"> <li>• 7-storeys and 27.5 m (Blocks 4, 5 and 9)</li> <li>• 8-storeys and 31 m (Blocks 10 and 11)</li> <li>• 15-storeys and 55.5 m (west half of Block 6)</li> <li>• 20-storeys and 73 m (east half of Block 6)</li> <li>• 20-storeys and 73 m (Block 8)</li> <li>• 22-storeys and 80 m (Block 12)</li> <li>• 25-storeys and 90.5 m (Block 7)</li> </ul> <p>As shown on Attachment #8</p>
d.	Maximum Density (Floor Space Index - FSI)	<ul style="list-style-type: none"> <li>• 2.5 FSI (Blocks 4, 5, 6, 9, 10, 11 inclusive)</li> <li>• 2.9 FSI (Block 8)</li> <li>• 4.32 FSI (Block 12)</li> <li>• 6.05 FSI (Block 7)</li> </ul> <p>As shown on Attachment #8</p>
e.	Building Setback (Build-Within Zone) Requirements (See Attachment #9)	<p>Minimum “build-within zone” setback requirements:</p> <ul style="list-style-type: none"> <li>• 0.6 m - 2 m for all sight triangles and lot lines abutting “Block 13”;</li> <li>• 1 m - 3 m for lot lines abutting Streets “A”, “B”, “C”, “D” and District Avenue;</li> <li>• 3 - 8 m for lot lines abutting Rutherford Road, Dufferin Street and Grand Trunk Avenue;</li> <li>• 7 - 15 m for the southeasterly lot line abutting Street “A” on Block “10”; and,</li> <li>• 4 - 18 m for the westerly lot line abutting Grand Trunk Avenue on Block “4”;</li> </ul> <p>As shown on Attachment #9.</p> <p>Minimum setback for towers above podium:</p> <ul style="list-style-type: none"> <li>• A 1.5 m minimum setback is required from the “build-within zone” for buildings 8-storeys and under; and,</li> <li>• A 4 m minimum setback is required from the “build-within zone” requirement for buildings 9-storeys and greater.</li> </ul> <p>Minimum setback requirement between shared lot lines:</p> <ul style="list-style-type: none"> <li>• 3 - 9 m, in the manner shown on Attachment #9.</li> </ul>

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f.	“Build-Within Zone”, meaning an area abutting a street line within which a portion of the building on the lot must be located. The horizontal extent to which the build to zone is required to be occupied by a building is given as a percentage of the length of the street line of the lot on which the building is located.	<p>75% of the podium shall be located within the “minimum build-within zone” for lot lines abutting Streets “A”, “B”, “D” and Grand Trunk Avenue, as shown on Attachment #9</p> <p>50% of the podium shall be located within the “minimum build-within zone” for lot lines abutting Street “C”, District Avenue, Rutherford Road and Dufferin Street, as shown on Attachment #9</p>
g.	Minimum Landscaping Requirements	<p>i) The minimum width of a landscape strip abutting the street line shall be equal in width to the required minimum setback; and,</p> <p>ii) Outdoor Patios shall be permitted within the required landscape strip.</p>
h.	Minimum Floor to Floor Height for Ground Floor Units	4.5 m
i.	Maximum Building Floorplate of a Tower Above a Podium	850 m <sup>2</sup>
j.	Minimum Distance Between Towers Above Podiums	25 m
k.	Building Types Not Permitted	Stand-alone, one-storey commercial buildings are not permitted.
l.	Exceptions for Blocks 5, 6, 7, 8, 9, 10, 11 and 12, as shown on Attachment #8	<p>i. The uses permitted in the CMU3 Zone shall be developed in a mixed-use development format;</p> <p>ii. Only commercial uses shall be provided at each block grade;</p> <p>iii. The maximum gross floor area for all ground floor commercial units shall be 2,500 m<sup>2</sup> and,</p> <p>iv. The front façade and main entrance of a building shall face Street “A” and Street “B”, shown as “Main Street” on Attachment #8.</p>

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m.	Exceptions for Block 5, as shown on Attachment #8	<p>A stand-alone commercial building shall be permitted, and shall comply with the following:</p> <ul style="list-style-type: none"> <li>i. the commercial building shall be developed in accordance with the permitted building height and density requirements shown on Attachment #8;</li> <li>ii. the commercial building may contain individual or a combination of the commercial uses permitted by the CMU3 Zone;</li> <li>iii. the commercial building shall contain at-grade commercial uses;</li> <li>iv. the front façade and main entrance of the commercial building shall face “Street A”; and,</li> <li>v. no driveways, parking or access shall be permitted between the building face and “Street A”.</li> </ul>
n.	Interim Uses Permitted (10 to 15 year timeframe)	<ul style="list-style-type: none"> <li>i. Stand-alone, single-use commercial buildings shall be permitted on an interim basis on the lands shown as “Block 10” on Attachment #8, provided that the uses comply with the permitted “commercial” uses in the CMU3 Zone and that no driveways, parking or access shall be permitted between the building face and “Street A” and “Street B” shown as “Main Street” on Attachment #8;</li> <li>ii. Stand-alone, single-use one-storey commercial buildings with a minimum height of 10 m, which may include a mezzanine, and a maximum Gross Floor Area of 2,500 m<sup>2</sup> for each building shall be permitted as interim uses on the lands shown as “Block 6” on Attachment #8, provided that the uses comply with the permitted “commercial” uses in the CMU3 Zone and that no driveways, parking or access shall be permitted between the building face and “Street A” and Rutherford Road;</li> </ul>

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		<p>iii. Stand-alone, single-use commercial buildings with a minimum height of one-storey and a maximum Gross Floor Area of 2,500 m<sup>2</sup> shall be permitted as an interim use on the lands shown as “Block 8” on Attachment #8, provided that the uses comply with the permitted “commercial” uses in the CMU3 Zone and that no driveways, parking or access shall be permitted between the building face and the portion of “Street A” shown as “Main Street” on Attachment #8; and,</p> <p>iv. A temporary parking lot shall be permitted on the lands shown as Block “4” on Attachment #8, and may be used for the calculation of the minimum required parking for a commercial building on “Block 5” on Attachment #8.</p>
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**Table 5: Proposed Parking Requirements for the CMU3 Mixed-Use 3 - Carrville Centre Zone**

<b>Parking Standards (Carrville Mixed Use Zone)</b> <b>(Number of parking spaces/100m<sup>2</sup> GFA or as specified)</b>			
	<b>Type of Use</b>	<b>Minimum</b>	<b>Maximum</b>
<b>COMMERCIAL</b>	Arts Studio Personal Service Shop Retail Establishment Financial Institution Service or Repair Shop Supermarket	3.0	4.25
	Restaurant	8.0	-
	Restaurant, Take-Out	4.0	-
	General Office	2.0	3.0
	Medical Office	3.0	-
	Hotel	0.85 / bedroom	-
	Club	4.5	-
	Health Centre	6.0	-
	Place of Entertainment	8.0	-
	Commercial or Technical School	3.5 / classroom + 1.0 / 7 seats in an auditorium or theatre	-



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<b>Parking Standards (Carrville Mixed Use Zone)</b> <b>(Number of parking spaces/100m<sup>2</sup> GFA or as specified)</b>				
	<b>Type of Use</b>		<b>Minimum</b>	<b>Maximum</b>
	Day Nursery	Parking	0.85 / employee	-
		Pick-up and Drop-off/ Visitor spaces	3 spaces + 1.0 space / classroom	-
RESIDENTIAL	Street Townhouse Dwelling Block Townhouse Dwelling		1.0 / unit	2.0 / unit
	Apartment Dwelling	Resident Parking	1.0 / unit	1.5 / unit
		Visitor Parking	0.20 / unit	0.25 / unit
RESIDENTIAL / INSTITUTIONAL	Independent Living Facility	Bachelor / 1 Bedroom	0.50 / unit	-
		2 Bedrooms	0.70 / unit	-
		Visitor	0.20 / unit	-
	Supportive Living Facility	Parking	0.45 / unit	-
		Visitor	0.20 / unit	-
	Long Term Care Facility	Parking	0.25 / bed	-
		Visitor	0.20 / bed	-

The Vaughan Planning Department can support the proposed site-specific exceptions and the new CMU3 Mixed Use 3 - Carrville Centre Zone to Zoning By-law 1-88, for the following reasons:

**RT1 Residential Townhouse Zone Exceptions**

a) **Lot Definition (Block 1)**

The Owner proposes to redefine a “lot” to permit frontage on a park (and rear onto a public lane), for only the future lots fronting on the OS2 Open Space Park Zone in Block “1” on the subject lands, whereas the Zoning By-law 1-88 defines “lot”, in part, as a parcel of land fronting on a street. The Vaughan Planning Department considers this exception appropriate, as the proposed definition of “lot” would facilitate a planned housing form that will animate and provide direct access to a future public open space area.

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##### Minimum Lot Area and Lot Depth (Blocks 1, 2 and 3)

The Owner is requesting an exception to reduce the minimum lot area from 180 m<sup>2</sup>/unit (Lot Accessed by a Lane) to 145 m<sup>2</sup>/unit for all townhouse lots. The Owner is also seeking a reduction in the minimum lot depth requirement from 30 m to 25 m. These reductions are appropriate since the intent of the Carrville District Centre is to plan for more urban forms of development at higher densities than townhouse developments in the area surrounding the Carrville District Centre.

##### b) Minimum Building Setbacks (Blocks 1, 2 and 3)

The following site-specific setbacks are proposed for the RT1 Residential Townhouse Zone:

- reduced front yard setback to a dwelling from the required 4.5 m to 4 m;
- reduced rear yard setback to an attached garage from the required 15 m to 1.5m;
- reduced exterior side yard setback to a dwelling from the required 4.5 m to 3 m; and,
- reduced minimum exterior side yard setback to an attached garage abutting a public lane or sight triangle from 3 m to 1 m.

The proposed building setback reductions will facilitate an appropriate pedestrian and street interface in a compact urban built form, as stipulated by the CCSP, while providing for an appropriate transition from the low density neighbourhoods surrounding the Carrville District Centre.

##### c) Maximum Building Height (Blocks 1, 2, and 3)

The Owner is proposing to increase the maximum permitted building height for the townhouse units from 11 m to 12 m (3 storeys). The proposed building height is justified since it will provide a transition in building height from the low density residential (2-storey) community to the west, to the proposed high-rise residential buildings planned for the easterly portion of the subject lands.

##### d) Maximum Interior Garage Width (Blocks 1, 2, and 3)

The Owner proposes a maximum interior garage width of 5.8 m to facilitate double car garages accessed by a lane, whereas the Zoning By-law 1-88 permits a maximum interior garage width of 3.048 m for a single car garage. The proposed interior garage width will provide storage for an additional vehicle in a garage that faces an internal lane. The double car garage townhouse typology accessed by a lane has been successfully implemented by the Owner in other areas of the City where physical access to the individual units is via the lane through the garage.

#### CMU3 Mixed Use 3 - Carrville Centre Zone (Blocks 4 to12)

##### Definitions

The definitions proposed for the CMU3 Zone shown on Table 2 are verbatim to the definitions specific to the Vaughan Metropolitan Centre (VMC) in Zoning By-law 1-88, which were approved by Vaughan Council on December 10, 2013. However, as these definitions are specific to the VMC area only, they must also be incorporated as site-specific definitions for the proposed CMU3 Zone.

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The definition of “Commercial Parking Lot” has been altered slightly by removing the provision to allow for parking on an “area of land”, thereby requiring a commercial parking lot to be in an enclosed building or structure in order to reduce the presence of surface parking within the Carrville District Centre.

#### Permitted Uses

The proposed permitted uses for the CMU3 Zone as shown on Table 3 are consistent with the permitted uses in the “High-Rise Mixed-Use” designation of the CCSP. The “High-Rise Mixed-Use” designation represents the primary retail development area within the Carrville Centre, and permits residential units in a low, mid and high-rise building format, with a broad variety of retail and commercial activities, offices, and cultural, entertainment and social facilities.

The proposed commercial uses will generate pedestrian and consumer shopping activity at-grade, and will contribute to the mixed-use, pedestrian-friendly and transit-supportive environment envisioned for the Carrville District Centre. General and Medical Office uses will attract employees into the Carrville Centre, while uses such as a Day Nursery, Personal Service Shop, Supermarket and Service and Repair Shop will cater to the day-to-day needs of residents and employees living and working in the District Centre. The proposed residential uses represent a broad range of housing forms and types that provide housing accommodations for varied ages, incomes and demographic compositions.

The Vaughan Planning Department is of the opinion that the proposed uses for the CMU3 Zone are appropriate in order to implement the “High-Rise Mixed-Use” designation of the CCSP and promote a mixed-use residential and commercial shopping district for the Carrville Centre, as envisioned by the CCSP.

#### Development Standards

##### a) Minimum Lot Area and Lot Frontage

The proposed minimum lot area of 5,000 m<sup>2</sup> and lot frontage of 50 m is required to implement the proposed Draft Plan of Subdivision, and will facilitate the building forms and densities stipulated in the CCSP. The proposed lot area and frontage standards are consistent with other mixed-use zones in the City of Vaughan, most notably the C9 and C10 Corporate Centre Zones. On this basis, the Vaughan Planning Department has no objections to the proposed minimum lot area and lot frontage requirements for the CMU3 Zone.

##### b) Maximum Building Height and Density

The maximum building height and density for each block, as shown on Attachment #8, is consistent with the CCSP and the Carrville District Centre Streetscape Master Plan Study. Greater building heights and densities for Blocks 7, 8, and 9 are proposed along Dufferin Street in order to achieve the preferred massing of taller and smaller point towers, as opposed to continuous street walls. Section 11.2.6.8 (d) of the CCSP permits a maximum building height of 15-storeys and 20-storeys for Block 6 in the manner shown on Attachment #8, in order to achieve greater densities adjacent to Rutherford Road. Building heights and densities are reduced for the remaining Blocks in order to provide for an appropriate transition to the proposed lower density built forms adjacent to Grand Trunk Avenue.

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The maximum building height in storeys is based on the maximum height requirement identified in the CCSP. The CMU3 Zone proposes a minimum floor-to-floor height of 4.5 m for ground floor units. The maximum building height in metres for this development is based on a 6.5 m high ground floor (to accommodate parapets, mezzanines and building assembly), with subsequent floors measuring 3.5 m in height. The Vaughan Planning Department supports the proposed maximum building height and density requirements.

c) Setback and Build-within Zone Requirements

Sections 11.2.14.4 and 11.2.14.16 of the CCSP require “build-within zones” for all properties within the District Centre. Build-within zones require walls of buildings that face a street line to be located within a defined zone on the lot, setting both a minimum and maximum building setback in order to provide important spatial definition and a sense of enclosure for the street.

The proposed build-within zone setback requirements shown on Attachment #9 are consistent with the recommendations of the Carrville District Centre Streetscape Master Plan Study and the “Built Form” policies of the CCSP (Section 11.2.14). This includes a 1 m to 3 m build within zone for all lot lines abutting internal local roads, and a 3 m to 8 m build-within zone for all lot lines abutting Rutherford Road and Dufferin Street. The build-within zones have also been modified in the following areas, as shown on Attachment #9:

- The westerly lot line of “Block 4”, abutting Grand Trunk Avenue, where the build-within zone requirement has increased to 4 m to 18 m, in order to provide a larger distance separation to the existing low-density residential community to the west; and,
- The southeasterly lot line on “Block “10” adjacent to the Urban Square, where the build-within zone requirement has been increased to be between 7 m to 15 m, in order to provide opportunities for active, pedestrian-oriented uses (e.g. patios) that will complement the Urban Square.

Seventy-five percent (75%) of the building face will be located within the build-within zone requirement for all local and primary roads that run north-south (Streets “A”, “B”, “D” and Grand Trunk Avenue), as shown on Attachment #9. Fifty percent (50%) of the building face will be located within the build-within zone requirement for all local and primary roads that run east-west (Street “C” and District Avenue), as well as Rutherford Road and Dufferin Street, as shown on Attachment #9.

The tower portions proposed for each Block will require an additional minimum 1.5 m setback from the “build-within zone” for buildings 8-storeys or less, and an additional minimum 4 m setback from the “build-within zone” for buildings 9-storeys and greater. The additional 4 m tower setback will provide an appropriate pedestrian-scaled experience at ground level, and will mitigate the visual impact of taller towers.

Conventional minimum building setback requirements are proposed for blocks that share a mutual lot line, in the manner shown on Attachment #9.

The proposed setback and build-within zone requirements conform to the requirements of the CCSP and Carrville District Centre Streetscape Master Plan Study, and are an important element to achieving active commercial ground floor uses, an attractive public realm and a strong relationship between the building and the street. The proposed

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requirements allow buildings to be sited and organized to create street space scaled to the pedestrian, and present appropriate façades that will provide comfort and interest at ground level. The Vaughan Planning Department supports the proposed building setbacks for the CMU3 Zone.

d) Landscaping Requirements

In order to achieve the appropriate building setback requirements for the proposed CMU3 Zone, the landscaping requirements under the general provisions for all Commercial Zones in Zoning By-law 1-88 must be amended for the proposal. The minimum width of a landscape strip abutting the street line will be equal in width to the required yard for all high-rise mixed-use blocks. Outdoor patios will be permitted inside the landscape strip in order to provide an animated visual and social street image.

e) Maximum Building Floorplate for a Tower Above Podium

In order to achieve the preferred massing of taller and smaller point towers, as opposed to long, continuous street wall buildings, the Carrville District Centre Streetscape Master Plan Study recommends a maximum 850 m<sup>2</sup> floorplate size for point towers, which will assist in minimizing shadow impacts, loss of skyview and adverse wind conditions on adjacent properties.

f) Minimum Distance Between a Tower Above Podium

The CCSP states “in order that appropriate spacing is achieved between buildings on the same block, light, view and privacy setbacks may be used to provide the appropriate relationship between building facing conditions” (Section 11.2.14.17 of VOP 2010, Volume 2). The Carrville District Centre Streetscape Master Plan Study identifies a minimum separation distance of 25 m between point towers in order to provide appropriate light and privacy. On this basis, the Vaughan Planning Department supports the 25 m separation distance requirement.

g) Building Types Not Permitted

In order to limit large-scale commercial retail buildings and promote mixed-use development in the Carrville District Centre, Section 11.2.6.7 of the CCSP does not permit stand alone, one-storey commercial buildings within the “High-Rise Mixed-Use” designation. Accordingly, stand alone, one-storey commercial buildings are not permitted in the CMU3 Zone upon full build-out. One-storey commercial buildings will be permitted as interim uses during the initial phase of development, as described in greater detail under the “Holding Symbol “(H)” and “Proposed Interim Uses” section of this report.

h) Exceptions

1. Blocks 5, 6, 7, 8, 9, 10, 11 and 12

In an effort to create the desired mixed-use character, streetscape design and built form stipulated in the Carrville District Centre Streetscape Master Plan Study, Section 11.2.6.7 (g) of the CCSP require specific development standards for blocks that abut the “Main Street” and “Urban Square”, being Blocks 5 to 12 inclusive, as shown on Attachment #8. The proposed standards promote an active mix of commercial uses at-grade, and facilitate a pedestrian-oriented environment for the “Main Street”. The maximum gross floor area for each commercial unit is restricted to 2,500 m<sup>2</sup> in order to limit large-scale retail units and create greater variety and character to the main street.

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##### 2. Block 5

The subject lands are planned to be developed over a series of phases with a time horizon exceeding 15 years. The initial phase of development will include primarily commercial uses in order to establish the Carrville District Centre as a lively and active shopping district. As per Section 11.2.6.8 of the CCSP, “Block 5”, as shown on Attachment #8, will contain a stand-alone, commercial building intended to:

- function as an important commercial anchor for the Carrville District Centre
- assist with creating stronger retail uses by bringing a larger number of people into the area
- act as a catalyst to attract further developments

The proposed commercial building is required to comply with the permitted building height, density, setback and build-within zone requirements in the CMU3 Zone. The intent of the commercial building is to maintain a built form that will respond to the urban feel of the “Main Street”, and will contain at-grade commercial uses with the front façade and main entrance facing “Street A” and “Street B”, as shown on Attachment #8. No driveways, parking, or access will be permitted between the building face and “Street A”.

The proposed commercial building represents an important element in successfully developing the Carrville District as a distinct mixed-use neighbourhood.

#### Holding Symbol “(H)” and Proposed Interim Uses

Should Vaughan Council approve the subject applications, the implementing Zoning By-law will utilize the Holding Symbol “(H)” for all development blocks zoned CMU3 Mixed Use 3 – Carrville Centre Zone. The Holding Symbol “(H)” will not be removed until such time as water and sewage servicing capacity has been identified and allocated to the subject lands, and a Site Development Application for the subject lands (or portions thereof) has been approved by Vaughan Council. A condition to this effect is included in the recommendation of this report.

Section 11.2.6.8 of the CCSP permits the development of stand-alone, single-use commercial buildings as interim uses in the initial phase of development, in order to attract users to the Carrville District Centre and assist in establishing the “Main Street” together with the proposed commercial complex. The permitted stand-alone buildings as stipulated in the CCSP are located on the lands identified with a “\*2” and “\*3” on Attachment #7.

The implementing Zoning By-law will permit stand-alone, single use commercial buildings as interim uses on Blocks “6”, “8” and “10”, as shown on Attachment #8, in accordance with the setbacks and build-within zone requirements outlined in Table 2, and the permitted commercial uses of the CMU3 Zone. The interim uses are permitted prior to the removal of the Holding Symbol “(H)” for the subject blocks, and shall cease to exist upon removal of the Holding Symbol “(H)” through development of the Blocks via subsequent phases.

The implementing Zoning By-law will also permit a temporary parking lot on Block “4”, as shown on Attachment #8, which will serve the proposed commercial complex located on Block “5”, as shown on Attachment #8. Surface parking lots are also proposed on Blocks “6” and “8” to serve the interim commercial uses. The temporary surface parking lots on Blocks “4” and “6” shall cease to exist upon the residential development of Block “6”. A similar provision will be included in the implementing Zoning By-law for Block “8”.

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##### Proposed Parking Standards

In 2007, the City of Vaughan began the process of undertaking a City-wide Parking Standards review. The study, conducted by the City of Vaughan and the IBI Group, identified contemporary parking standards based on the experience of other municipalities and other best practices research. In general, the standards recommended were lower than those of Zoning By-law 1-88. The study's findings were outlined in a report dated March 2010, titled Review of Parking Standards Contained within the City of Vaughan's Comprehensive Zoning By-law.

The IBI Report and Parking Design Guidelines were considered by Vaughan Council at the June 28, 2010, Committee of the Whole (Working Session) meeting. The report recommended that both the IBI Report and related Design Guidelines be received, and that an amendment to Zoning By-law 1-88, based on the findings of the IBI Report, be brought forward to a future Committee of the Whole (Public Hearing) meeting. On July 13, 2010, Vaughan Council approved the recommendation contained in the report and required that the Working Group be led by the Engineering and Public Works Commission.

Implementation of the parking standards has been phased. Some of the parking standards were implemented in 2013 for the VMC area only, while details for parking standards applicable city-wide are under consideration.

The proposed minimum parking standards for the CMU3 Zone represent the standards outlined for "Local Centres" identified in the IBI Report, and are consistent with the standards approved by Vaughan Council on July 13, 2010. The CCSP identifies proposed maximum parking standards for specific uses in the Carrville Centre in order to reduce large surface parking areas in the District Centre. Accordingly, a maximum parking requirement has been applied to certain retail, general office and residential uses, as shown on Table 5.

The Development/Transportation Engineering Department has no objections to the proposed parking standards for the CMU3 Zone, as they are consistent with the IBI Report and required maximums in the CCSP. Accordingly, the Vaughan Planning Department supports the proposed parking standards for the CMU3 Zone.

##### Summary

The proposed development demonstrates good urban design principles, provides an appropriate transition to the surrounding existing community, and is consistent with the applicable Official Plan policies. The Vaughan Planning Department has no objections to the proposed zoning, which will facilitate a development with an active, mixed-use area that will be characterized by high quality design standards with a broad variety of residential, retail and commercial activities, offices, parks, and cultural, entertainment and social facilities. The Vaughan Planning Department supports the approval of Zoning By-law Amendment File Z.13.043.

##### Phased Development Concept

The CCSP requires development within the Carrville District Centre to be phased to ensure the most efficient and economical use of existing and proposed infrastructure. The proposed land use designations shown on Attachment #7 illustrate the planned land uses for the full build out of the site.

The Owner proposes to develop the subject lands in phases over a time horizon exceeding 15 years. The townhouse development of Blocks "1" to "3" will occur in the first phase. The townhouse blocks are adjacent to Grand Trunk Avenue, which is an existing residential street. The townhouses are planned to be a maximum of 3-storeys in height and this low-rise form of residential development, which is adjacent to the built up community to the west, will provide a transition to the higher buildings planned for the easterly and southerly portions of the site.

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The proposed commercial building and interim stand-alone, single-use commercial buildings will also occur in the first phase. The proposed commercial uses consist of predominately low-rise built forms that will facilitate an active commercial district for the Carrville Centre. Block “7”, a high-rise residential block located at the corner of Rutherford Road and Dufferin Street, is also planned for the initial phase of development once servicing capacity has been identified.

The availability of municipal servicing allocation for the proposed first phase of development will determine the timing and the number of dwelling units to be developed in the initial phase and subsequent phases of development for the proposed Draft Plan of Subdivision, and future Site Development applications will be required prior to the development of the subsequent phases.

The Owner’s transportation consultant, Poulos and Chung Limited, has identified select transit infrastructure improvements in relation to subsequent phases of development from 2014 to 2031. This includes the following approved transit initiatives:

- 800 new parking spaces at the Rutherford GO Station located approximately 1 km west of the Carrville Centre near the intersection of Keele Street and Rutherford Road
- all day, two-way GO Train service at the Rutherford GO Station
- the construction of High Occupancy Vehicle (HOV) lanes on Rutherford Road through the Region of York’s 10 Year Roads Capital Construction Program

The above transportation improvements are estimated to increase transit modal split from 16% in 2014 to 40% by 2031.

All development within the Carrville District Centre area is subject to Site Plan Control and Site Development Agreements will be required as a condition of development approval for each phase.

#### Subdivision Design

The proposed 11.22 ha Draft Plan of Subdivision is shown on Attachment #4. Grand Trunk Avenue is an existing north-south primary road, and District Avenue is an existing east-west primary road along the northerly limit of the site. New local Streets “A” and “B” form the “Main Street”, as stipulated by the CCSP, and will measure 23 m in width. York Region has advised that Street “A” is restricted to a right-in/right-out movement at the intersections of both Rutherford Road and Dufferin Street. The Draft Plan of Subdivision includes two additional local streets, Street “C” measuring 23 m in width, and Street “D” measuring 17.5 m in width. The three (3) proposed townhouse blocks will be accessed by public laneways with access from Street “D”, District Avenue and Grand Trunk Avenue. Lane “1” will measure 11.5 m in width and Lane “2” will measure 8.5 m in width. Private roads are proposed between abutting development blocks, as shown on Attachment #4. The new public roads conform to the right-of-way width requirements of the CCSP.

The subdivision design is consistent with the proposed land use designations shown on Attachment #7. The Owner is required to complete sun/shadow studies and a pedestrian wind analysis for the proposed subdivision, and urban design guidelines and detailed drawings for the proposed public streets, “Main Street” (Streets “A” and “B”) and “Urban Square”, shown as Block “13” on Attachment #4. Conditions to this effect are included in Attachment #1 of this report.

The subject lands are located within the approved Block 18 Plan as shown on Attachment #10. Prior to the execution of the Subdivision Agreement, the Owner is required to satisfy all obligations, financial or otherwise, of the Block 18 Developer’s Group Agreement to the satisfaction of the Block 18 Trustee. A condition to this effect is included in Attachment #1. The development of the townhouse and high-rise mixed-use blocks are also subject to architectural control, and therefore, will require the control architect to review and certify compliance with the approved Architectural Design Guidelines for Block 18.



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Should Vaughan Council approve the applications, the Owner must update the approved Block 18 Plan to reflect Vaughan Council's decision. The Owner must display a Community Plan that reflects the approved Block 18 Plan on the interior wall of the sales office, comprising information approved by the City of Vaughan, prior to offering any units for sale, and no Building Permit shall be issued until such information is approved by the Vaughan Planning Department.

The Vaughan Planning Department is satisfied with the proposed subdivision design, subject to the comments in this report and the conditions of approval in Attachment #1,

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the applications and provide the following comments:

a) Road Network

Site access is proposed from Dufferin Street, Rutherford Road, Grand Trunk Avenue and District Avenue. Internal local and minor collector roads, laneways and private roads are proposed to provide access to the individual blocks within the development.

b) Transportation Network/Traffic Impact Study

The Owner has submitted a "Traffic Impact Overview Assessment Study" prepared by Poulos and Chung Limited, dated November 13, 2013, with an addendum memorandum to the report dated October 4, 2014. The Owner is required to submit updated Traffic Impact Studies through the development of each Block at the Site Plan stage, which shall include appropriate phasing that identifies roadway/intersection infrastructure triggers, calculated signal warrants, and vehicle queue analyses. In their memorandum dated October 4, 2014, Poulos and Chung Limited advised that a likely recommendation would be to build the ultimate infrastructure requirements for the initial phase of developments.

The implementation of Traffic Demand Management (TDM) measures such as a sustainable mobility program will be considered at the Site Plan stage, and will require a commitment from the Owner to work with the City of Vaughan, in coordination with York Region, to implement and monitor TDM measures

c) Transportation Management Plan

The Owner has submitted a Transportation Management and Sidewalk Plan (TMP), as shown on Attachment #5, that identifies proposed transit routes and bus stops, sidewalks, pedestrian network and proposed traffic control measures for the proposed Draft Plan of Subdivision. The Development/Transportation Engineering Department must approve the final TMP.

d) Sewage and Water Allocation

On October 29, 2013, Vaughan Council endorsed the City's annual servicing capacity allocation strategy report. The report confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. Accordingly, servicing capacity for the subject development is available and unrestricted for the proposed townhouse blocks shown as Blocks "1" to "3" on Attachment #8. However, servicing allocation capacity for the remaining high-rise development blocks, shown as Blocks "4" to "12" on Attachment #8, have not been reserved nor assigned potential future capacity at this time.

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Therefore, servicing allocation capacity is currently not available to support the proposed high-rise development blocks. If this plan proceeds to approval, an agreement of no sale will apply, and the subject lands zoned CMU3 shall be zoned with the Holding Symbol “(H)”. The Holding Symbol “(H)” can be removed block-by-block when servicing capacity has been allocated through the site plan process for each development block.

The City of Vaughan intends to undertake an annual review of the status of the available and unused servicing capacity and related Distribution Protocol. The availability of servicing allocation capacity for the subject applications may be revisited at this time based on the status of the subject development applications.

e) Stormwater Management

The existing storm sewers along Grand Trunk Avenue are proposed to service the site. Water quantity and quality control measures are proposed to be provided via the existing Stormwater Management located at the northwest corner of Grand Trunk Avenue and Rutherford Road.

f) Sanitary Servicing

According to the Functional Servicing Report (FSR), sanitary flows generated from the subject development are to be conveyed to the existing sanitary sewers along Grand Trunk Avenue via the existing sanitary service connections. Water connection for the site will be provided through the existing 300 mm diameter watermain on Marc Santi Boulevard (within Planning Block 11).

g) Environmental Site Assessment (ESA)

The Development/Transportation Engineering Department has reviewed the “Phase One Environmental Site Assessment” report dated June 14 2013, and a “Letter of Reliance” dated November 26, 2014, by SPL Consultants Limited. Given that no areas of potential environmental concern were identified through the Phase One Environmental Site Assessment (ESA) report, a Record of Site Condition is not required at this time. However, a Phase Two Environmental Site Assessment conducted on the proposed park and urban square blocks shall be submitted to the City of Vaughan for review and approval.

h) Lot Grading

Existing grades are to be shown a minimum of 20 m beyond the site boundary in relation to the proposed development. The proposed grading of the site and lot grading shall meet the current City of Vaughan lot grading criteria.

i) Noise Report

The Owner has submitted a noise report titled “Environmental Noise Feasibility Study, Block 18, Carrville Centre, Proposed Mixed Use Development, City of Vaughan”, prepared by Valcoustic Canada Ltd., dated November 8, 2013. The noise report shall be revised at the subdivision agreement stage and/or individual Site Development application stage, to show height consistency of all acoustic fences throughout the development and match fence heights into abutting development along Grand Trunk Avenue and District Avenue.

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##### Toronto and Region Conservation Authority (TRCA)

The Toronto and Regional Conservation Authority (TRCA) has reviewed the proposed Draft Plan of subdivision and in a letter dated August 25, 2014, provided technical comments. The subject property is located entirely within the "Settlement Area" designation of the Oak Ridges Moraine Conservation Plan (ORMCP). The TRCA has reviewed the Environmental Impact Study prepared by Beacon Environmental, dated November 2013, and the Functional Servicing Report prepared by Schaffers Consulting Engineers, dated November, 2013, and is satisfied that the proposed development does not negatively impact or compromise the ORMCP. Accordingly, the TRCA has no objections to the proposal, subject to the Owner addressing the TRCA's conditions of approval included in Attachment #1.

##### Vaughan Planning Department - Cultural Heritage Division

The Cultural Heritage Division of the Vaughan Planning Department has received the Ministry of Citizenship, Culture and Recreation's clearance of archaeological concerns respecting the subject lands. Accordingly, the Cultural Heritage Division has no objections to the approval of the subject applications.

##### Vaughan Parks Development Department

The Draft Plan of Subdivision proposes approximately 0.48 ha of parkland, shown as Blocks "13" and "14" on Attachment #4. The Vaughan Parks Development Department has no objections to the proposed park blocks subject to their conditions of subdivision approval in Attachment #1.

##### Parkland Dedication

The Owner is required to pay cash-in-lieu of parkland dedication for the difference between lands being dedicated and the total required parkland dedication in accordance with the Planning Act and the recommendation in this report.

##### School Boards

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the applications, and require no conditions. The York Region District School Board has also indicated that the subject development applications will not require a new public elementary school site within the proposed development.

##### Canada Post

Canada Post Corporation has no objection to the proposed development applications, subject to their conditions of approval included in Attachment #1.

##### Utilities

Bell Canada and Enbridge Gas Distribution have no objections to the proposal, subject to their conditions of approval included in Attachment #1.

Rogers Communications Inc. has no objections to the proposal.

It is the responsibility of the Owner to contact PowerStream Inc. to determine the type of available service in the area to supply this project and assess PowerStream Inc.'s charges.

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#### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

i. **Lead and Promote Environmental Sustainability**

The Owner will be incorporating the sustainable site and building features, as identified in this report. The proposed development will include three stream waste disposal systems within the high rise buildings, which will contribute to increasing the waste diversion targets as part of the Greening Vaughan strategy.

**Plan and Manage Growth & Economic Vitality**

The proposed development implements the City's Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010. The proposal facilitates the form of development contemplated through Vaughan Official Plan 2010 with respect to the Carrville Centre Secondary Plan area and provides for intensification located on Rutherford Road and Dufferin Street, which will support the expansion of public transportation systems and alternative modes of transportation (e.g. cycling, walking, etc.).

ii. **Enhance and Ensure Community Safety/Health and Wellness**

The proposed development includes a public park and urban square to enhance the City's existing inventory of public amenity spaces. Pedestrian walkways and cycling trails will be provided throughout the development to encourage walking and cycling as a means of getting to community gathering areas within and outside the site.

#### **Regional Implications**

The York Region Transportation and Community Planning Department has reviewed the proposed Draft Plan of Subdivision and provided technical comments, Pre-conditions and Conditions of Draft Approval, in a letter dated July 11, 2014. York Region recognizes that servicing capacity may not be available for the subject lands in the short term, and in accordance with the Region's servicing protocol, respecting draft plans receiving approval prior to servicing allocation being available, has requested that all residential land within the subdivision plan, be subject of various restrictions, including the Holding Symbol "(H)" provisions, to ensure that the water and wastewater servicing are available prior to occupancy.

In addition, York Region requests that the City of Vaughan apply a lapsing provision to the Draft Plan of Subdivision, pursuant to Section 51(32) of the Ontario Planning Act, and that York Region be provided an opportunity to comment on any proposed extensions of approval.

The Owner is required to address all transportation related comments from York Region pertaining to the Traffic Impact Study prior to final approval. Conditions to this effect are included in Attachment #1.

York Region has no objection to the proposed Draft Plan of Subdivision, subject to their pre-conditions and conditions identified in Attachment #1.

#### **Conclusion**

Zoning By-law Amendment File Z.13.043 and Draft Plan of Subdivision File 19T-13V010 will facilitate development and housing forms that are in keeping with the intent and objectives of the Carrville Centre Secondary Plan in Vaughan Official Plan 2010. The proposal supports

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sustainable community objectives and the subdivision implements a neighbourhood design that provides opportunities for walking, cycling and the use of existing and proposed public transit. The mixed land uses support the Carrville District Centre where a higher density, and higher intensity and mix of uses is expected and planned to develop, and therefore, implements the City's Official Plan. The proposal will result in development that is appropriate and compatible with the context of the existing community.

The Vaughan Planning Department is satisfied that the proposed zoning as shown on Attachment #8, and the proposed Draft Plan of Subdivision as shown on Attachment #4, are appropriate and compatible with the existing and permitted uses in the surrounding area and the existing Carrville community. The Vaughan Planning Department can support the approval of Zoning By-law Amendment File Z.13.043, and Draft Plan of Subdivision File 19T-13V010, subject to the recommendations in this report, and the Conditions of Draft Approval as set out in Attachment #1.

#### **Attachments**

1. Conditions of Draft Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-13V010
5. Transportation Management and Sidewalk Plan
6. Landscape Plan
7. In-effect Official Plan (VOP 2010) Carrville Centre Secondary Plan
8. Proposed Zoning
9. Proposed Setbacks and Build-Within Zones
10. Approved Block 18 Plan (April 14, 2003)

#### **Report prepared by:**

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)