

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018

Item 1, Report No. 14, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on April 11, 2018, as follows:

By approving the following:

- 1) ***That the recommendation of the Deputy City Manager, Planning and Growth Management, dated April 4, 2018, as modified by the Committee of the Whole on April 4, 2018, be further modified by adding the following recommendation:***

That should the Local Planning Appeal Tribunal approve Official Plan and Zoning By-law Amendment Files OP.13.013 and Z.13.036, either in whole or in part, that the Local Planning Appeal Tribunal withhold its final Order until such time that the undertakings set out in Recommendations 3(a) – (d) inclusive, of the Committee of the Whole are addressed to the satisfaction of the City;

By approving the confidential recommendation of the Council (Closed Session) meeting of April 11, 2018; and

By receiving the following communications:

- C7 Mr. Dale Gold, dated April 4, 2018;***
- C8 Rosie, Cedar Avenue, Thornhill, dated April 4, 2018;***
- C9 Ms. Marion Zhu, dated April 4, 2018;***
- C10 Ms. Elena Vinogradsky, dated April 4, 2018;***
- C11 Mr. Oleksandr Gutvin, dated April 4, 2018;***
- C12 Mr. Jake Jacobi, dated April 4, 2018;***
- C13 Ms. Reesa R. Rosen, Corey M., Ruth R., Daniel Bram Drive., Maple, dated April 4, 2018;***
- C14 Ms. Debbie Kiraleos, dated April 4, 2018;***
- C15 Mr. Alex Rakhmievitch, dated April 4, 2018;***
- C16 Ilona, Irina, Anastasia, and Gregory Fishbein, Viatcheslav Driz, Bathurst Glen Drive, Vaughan, dated April 4, 2018;***
- C17 Boris and Alice Barapp, dated April 6, 2018;***
- C19 Mr. Yaroslav Zakrevsky, dated April 9, 2018; and***
- C20 Mr. Rom Koubi, Preserve Thornhill Woods Association, dated April 10, 2018.***

Regional Councillor Ferri declared an interest with respect to this matter due to a former business relationship he had with the applicant at a time when he was not a member of Council, and did not take part in the discussion or vote on the matter.

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**1 OFFICIAL PLAN AMENDMENT FILE OP.13.013
 ZONING BY-LAW AMENDMENT FILE Z.13.036
 ISLAMIC SHIA ITHNA-ASHERI JAMAAT OF TORONTO
 VICINITY OF BATHURST STREET AND RUTHERFORD ROAD**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Planning and Growth Management, dated April 4, 2018, be approved;**
- 2) That public access over the proposed private condominium road from Knightshade Drive to Bathurst Street be considered through the review of the Draft Plan of Subdivision and Site Development Applications to the satisfaction of the City;**
- 3) That staff be directed to:**
 - (a) undertake a traffic infiltration study for the immediate area surrounding the subject lands;**
 - (b) undertake monitoring of the existing sanitary system;**
 - (c) undertake further study regarding the woodland area to explore options to reduce the impact on existing trees;**
 - (d) undertake further study with regards to addressing the parking issues; and**
 - (e) consider the findings of all the above studies through the review of the Draft Plan of Subdivision and Site Development Applications;**
- 4) That the following Deputations and Communications be received:**
 - 1. Mr. Mark Flowers, Davies Howe LLP, Adelaide Street West, Toronto, on behalf of the applicant;**
 - 2. Mr. Karim Ahmad Tahir, Zaffarullah Khan Crescent, Vaughan;**
 - 3. Mr. Mohamed Peera, Barletta Drive, Maple;**
 - 4. Mr. Jordan Kalpin, Serene Way, Thornhill;**
 - 5. Ms. Irit Koubi, Ner Israel Drive, Thornhill;**
 - 6. Mr. Maurice Gabay, Serene Way, Thornhill;**
 - 7. Ms. Bella Katznelson, Auburndale Drive, Thornhill;**
 - 8. Mr. Rom Koubi, Ner Israel Drive, Thornhill;**
 - 9. Ms. Elena Serebryany, Thornhill Woods Drive, Thornhill;**
 - 10. Ms. Fatima Sajan, Harris Way, Thornhill;**
 - 11. Mr. Shafiq Ebrahim, Kootenay Ridge, Maple;**
 - 12. Ms. Kaniz Khimjee, Bayview Avenue, Thornhill;**

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13. Ms. Shirin Bhamani, King William Crescent, Richmond Hill;
14. Mr. Gul Jacobi, Chagall Drive, Thornhill, and Communication C16 dated March 30, 2018;
15. Ms. Maya Jacobi, Chagall Drive, Thornhill and Communication C25 dated April 2, 2018;
16. Mr. Styles Q. Weinberg, Pinecone Circle, Concord;
17. Mr. Mohamed Taki Sabur, Thornhill Woods Drive, Thornhill;
18. Mr. Toor Mehdi, Mosswood Road, Thornhill;
19. Mr. Marcello D'Agostino, As-Sadiq Ismail School, Bathurst Street, Thornhill;
20. Ms. Ellen Drazner, Mistywood Crescent and Communication C4, dated March 28, 2018;
21. Ms. Dale Gold, Mosswood Road, Thornhill;
22. Ms. Cindy Nichol, Westolivia Terrace and Communication C6, dated March 29, 2018;
23. Mr. David Assis, Cabernet Road, Thornhill;
24. Ms. Zaheeda Hamza, Major Mackenzie Drive East, Richmond Hill;
25. Ms. Xinning Lu, Serene Way, Vaughan;
26. Mr. Mikhail (Mike) Filatov, Sevrat Place, Thornhill and Communication C37, dated April 3, 2018;
27. Ms. Aiqin Geng, Maurier Boulevard, Maple;
28. Ms. Aviva Polonsy, Strauss Road, Thornhill;
29. Ms. Keyu Min, Cezanne Trail, Vaughan;
30. Mr. Young Jin, Vivaldi Drive, Thornhill;
31. Ms. Regina Shamrakov, Ilan Ramon Boulevard, Maple;
32. Mr. Adam Yao, Ner Israel Drive, Vaughan;
33. Ms. Bilin Lin, Chagall Drive, Thornhill;
34. Mr. Jack J. Gao, Fitzmaurice Drive, Vaughan;
35. Mr. Tao Feng, Mistysugar Trail, Vaughan;
36. Ms. Helena Arkanov, Ner Israel Drive, Thornhill;
37. Ms. Meri Galter, Leameadow Road, Thornhill;
38. Ms. Izabella Abramov, Mintwood Road, Thornhill;
39. Mr. Alexander Kapsh, Vivaldi Drive, Thornhill;
40. Ms. Ying Wu, Gould Lane, Thornhill;
41. Mr. Ali Shariff, Valmont Avenue, Richmond Hill;
42. Mr. Max Marants, Pleasant Ridge Avenue, Thornhill;
43. Ms. Lisa Xu, Mistysugar Trail, Vaughan;
44. Mr. Harvey Kaplan, Bathurst Street, Vaughan;
45. Mr. Firas Al Najim, Canadian Defenders for Human Rights, Humberwood Boulevard, Etobicoke;
46. Mr. Asghar Naqvi, Thornbank Road, Thornhill;
47. Mr. Naiyer Rizvi, Woodstone Avenue, Richmond Hill;
48. Mr. Habib Meghjee, Brookgreene Crescent, Richmond Hill;
49. Mr. Zuohua Zhu, Seabreeze Avenue, Thornhill;

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- 50. Mr. Jianling Fu, Ner Israel Drive, Thornhill;
- 51. Ms. Guang Lu, Mendell Crescent, Thornhill;
- 52. Ms. Itia Golan, North Park Road, Thornhill;
- 53. Mr. Alla Yagelsky, Summeridge Drive, Thornhill;
- 54. Mr. Samuel Poizner, Ilan Ramon Boulevard, Maple;
- 55. Mr. Arthur Azbel, Cezanne Trail, Thornhill; and
- 56. Mr. Simon Katznelson, Auburndale Drive, Thornhill; and

5) That the following Communications be received:

- C3. Mr. Rav Simacov, dated March 28, 2018;
- C5. Mr. Warren Goldstein, dated March 29, 2018;
- C7. Ms. Ekaterina Sitnikova, dated March 29, 2018;
- C8. Mr. Chris Zhu, dated March 29, 2018;
- C9. Ms. Tanya M. Roman, A.S.O., Block 10 Thornhill Woods Developers Group Inc., Vogell Road, Richmond Hill, dated March 26, 2018;
- C10. Ms. Ellen Drazner, Mistywood Crescent, Thornhill, dated March 27, 2018;
- C11. Thomas and Norma-Jean Alt, Summeridge Drive, Vaughan, dated March 11, 2018;
- C12. Mr. Oleg Epel, Chagall Drive, Thornhill, dated March 22, 2018;
- C13. Mr. Yael Tapiero, dated March 29, 2018;
- C14. Ms. Jessica Meghory, dated March 30, 2018;
- C17. Alexirena, dated March 30, 2018;
- C18. Galyna Semenmova, Alexander Matusevich, Volodymir Matushkin and Illya Semenov, dated April 1, 2018;
- C19. Ms. Elena Tre and the Treister family, dated April 1, 2018;
- C20. Natalie and Shlomo Shore, Spring Arbour Road, Thornhill, dated April 1, 2018;
- C21. Mr. Leon Ioguinov, Bathurst Glen Drive, Thornhill, dated April 2, 2018;
- C22. Mr. Mark McAlister, Hesperus Village, dated April 2, 2018;
- C23. Mr. Irwin Pressman, Daphnia Drive, Thornhill, dated April 2, 2018;
- C24. Mr. George Shivraj, dated April 2, 2018;
- C26. Ms. Irina Lobanova, Bathurst Glen Drive, Thornhill, dated April 2, 2018;
- C27. Mr. Nadir Zaki, dated April 2, 2018;
- C28. Mr. Nasser Makkar, dated April 2, 2018;
- C29. Amani Zaki, dated April 2, 2018;
- C30. Ms. Evguenia Temis, Strauss Road, Thornhill, dated April 2, 2018;
- C31. Ms. Alexandra Mazina, dated April 2, 2018;
- C32. Mr. Victor Mazin, dated April 2, 2018;
- C33. Anping Wang, dated April 3, 2018;
- C34. Ms. Marina Filatov, dated April 3, 2018;

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- C35. Mr. Aron Drescher, Strauss Road, Thornhill, dated April 3, 2018;**
- C36. Memorandum from the Deputy City Manager, Planning & Growth Management, dated March 29, 2018**
- C38. Evgeni Koudritski, dated April 3, 2018;**
- C39. Ms. Yana Formin, dated April 3, 2018;**
- C40. Mr. Earl Pomer, Thornhill Woods, dated April 3, 2018;**
- C42. Mr. Michael Mossiagin, dated April 3, 2018;**
- C43. Mr. Erez Zevulunov, Thornhill Woods, dated April 3, 2018;**
- C44. Ms. Karen Weisberg, dated April 3, 2018;**
- C45. Ms. Xiqiao Lucy Liu, Bathurst Glen Drive, Thornhill, dated April 3, 2018;**
- C46. Mr. Evan Zaretsky, dated April 4, 2018;**
- C47. Ms. Shelley Shields, Thornhill Woods, Thornhill, dated April 4, 2018;**
- C48. Mr. Boris Chemyak;**
- C49. Mr. & Mrs. Jean Lai, dated April 4, 2018;**
- C50. Ms. Sascha Jacobi, dated April 4, 2018;**
- C51. Mr. Ron Jacobi, dated April 3, 2018;**
- C52. Limor and Michael Webber, dated April 4, 2018;**
- C53. Ms. Corinne Vortsman, dated April 3, 2018;**
- C54. Ms. Lisa, dated April 3, 2018;**
- C55. Mr. Reuven Rashkovsky, dated April 3, 2018;**
- C56. Mr. Nazir Gulamhusein, dated April 4, 2018;**
- C57. Mr. Silverberg, dated April 4, 2018;**
- C58. A. Priya, dated April 4, 2018;**
- C59. Ms. Miriam Slozberg, dated April 4, 2018;**
- C60. Orly Sabo, dated April 4, 2018;**
- C61. Mr. Joseph Zaki Boutros, dated April 4, 2018;**
- C62. Rabbi Chaim Hildeshaim, dated April 4, 2018; and**
- C63. Ms. Esther Lieberman, dated April 4, 2018.**

Purpose

To seek approval from the Committee of the Whole to amend Vaughan Official Plan 2010 and Zoning By-law 1-88 for the subject lands, to permit a development comprised of 6-storey and 8-storey apartment buildings with a total of 283 dwelling units, 60 townhouse units, a three-level parking structure, a two-storey private school, a walking trail, and a playing field, as shown on Attachments #3 to #8.

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Report Highlights

- The Owner seeks approval for a development consisting of 6-storey and 8-storey residential apartment buildings with a total of 283 dwelling units, 265 m² of ground floor commercial uses, 60 townhouse units, a future private school, a three level parking structure, a playing field, and a walking trail.
- Future Draft Plan of Subdivision and Site Development Applications are required to implement the proposed development.
- The existing heritage building located on the subject lands (Vaughan Glen House) is proposed to be relocated and preserved.
- Staff recommends approval of Official Plan and Zoning By-law Amendment Files OP.13.013 and Z.13.036 as the proposed development implements Provincial policies and Regional Official Plan policies and is considered to be compatible with the surrounding existing and planned land uses, subject to the recommendations and conditions in this report.

Recommendations

The Ontario Municipal Board be advised that City of Vaughan Council ENDORSES the following recommendations:

1. THAT Official Plan Amendment File OP.13.013 (Islamic Shia-Ithna-Asheri Jamaat of Toronto), BE APPROVED, to amend Vaughan Official Plan 2010 for the subject lands shown on Attachments #1 and #2, to redesignate Block 4 of the subject lands, as shown on Attachment #5, from "Low-Rise Residential" to "Mid-Rise Residential".
2. THAT the implementing Official Plan Amendment shall:
 - a) Permit the following in Block 4, as shown on Attachment #5:
 - i) a maximum building height of 6-storey and 8-storeys for Buildings A and B respectively, as shown on Attachment #3;
 - ii) a maximum of 283 dwelling units; and
 - iii) a maximum Floor Space Index (FSI) of 1.94 times the area of the lot.
3. THAT Zoning By-law Amendment File Z.13.036 (Islamic Shia-Ithna-Asheri Jamaat of Toronto), BE APPROVED, to amend Zoning By-law 1-88, to rezone the subject lands from A Agricultural Zone and OS1 Open Space Conservation

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Zone, as shown on Attachment #2, to the following zone categories in the manner shown on Attachment #4, and together with the site-specific zoning amendments identified in Table 1 of this report:

- a) Blocks 2 and 5 (Street Townhouse Units, Landscape Buffer and Public Road) - RVM1(A)(H) Residential Urban Village Multiple Family Zone Two with the Holding Symbol "(H)" and OS1 Open Space Conservation Zone;
- b) Block 3 (Common Element Townhouse Units and Landscape Buffer) - RT1(H) Residential Townhouse Zone (H) with the Holding Symbol "(H)" and OS1 Open Space Conservation Zone;
- c) Block 4 (6-storey and 8-storey apartment buildings) - RA3(H) Apartment Residential Zone with the Holding Symbol "(H)"; and
- d) The implementing Zoning By-law shall:
 - i) permit a maximum of 42 street townhouse units on Block 2, as shown on Attachment #5, of the subject lands;
 - ii) permit a maximum of 18 townhouse units on a common element road on Block 3, as shown on Attachment #5, of the subject lands;
 - iii) permit a maximum of 283 dwelling units on Block 4 as follows:
 - Building A - Supportive Living Facility Units (74 seniors assisted living units), 75 condominium units, and 265 m² of ground floor retail uses; and
 - Building B - 134 condominium units;
 - iv) include provisions respecting density bonusing pursuant to Section 37 of the *Planning Act* that will be implemented in the site-specific zoning by-law and through a Density Bonusing Agreement; and
 - v) include a provision requiring the 3 level parking structure to be constructed at the same time as the first phase of any development of any of the townhouse portion (Block 2 or 3), 6-storey or 8-storey apartment buildings, or the expansion of the existing buildings on the subject lands.

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4. THAT the Holding Symbol “(H)” shall not be removed from the subject lands, or any portion thereof, until such time as the following conditions are addressed to the satisfaction of the City:
 - a) Vaughan Council adopts a resolution allocating sewage and water supply capacity in accordance with the City’s approved Servicing Capacity Distribution Protocol assigning capacity to the subject lands for the proposed 343 dwelling units (646 persons equivalent);
 - b) the Owner shall successfully obtain approval of a Site Development Application from Vaughan Council for that portion of the subject lands proposed for removal of the Holding Symbol “(H)”;
 - c) the implementing Site Plan Agreement(s) is approved and includes the final approved plans and conditions of the City of Vaughan and external public agencies;
 - d) the Owner and the City shall execute a shared use agreement for the private playing field in Block 1, and for the proposed trail along the valley top of bank should this trail be located on private lands; and
 - e) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority.
5. THAT should the Ontario Municipal Board approve Official Plan and Zoning By-law Amendment Files OP.13.013 and Z.13.036, either in whole or in part, that the Ontario Municipal Board withhold its final Order until such time that:
 - a) the implementing Official Plan and Zoning By-law Amendments are prepared to the satisfaction of the City;
 - b) the Owner and the City execute a Density Bonusing Agreement, in accordance with Section 37 of the *Planning Act*, to the satisfaction of the City;
 - c) a Draft Plan of Subdivision application for the subject lands has been approved by Vaughan Council, pursuant to Section 51 of the *Planning Act*, to the satisfaction of the City, including the appropriate Conditions of Draft Plan of Subdivision approval from the City, the Toronto and Region Conservation Authority and other agencies; and

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- d) the Owner has submitted a revised Functional Servicing Report, a revised Stormwater Management Report, and an Environmental Impact Study to the satisfaction of the City, Toronto and Region Conservation Authority and the City, and other agencies.
- 6. THAT City of Vaughan staff and external legal counsel be directed to attend the Ontario Municipal Board Hearing in support of the recommendations contained in this report regarding Official Plan and Zoning By-law Amendment Files OP.13.013 and Z.13.036.

Background

On November 9, 2017, the Owner of the subject lands appealed Official Plan and Zoning By-law Amendment Files OP.13.013 and Z.13.036 (the “Applications”), to the Ontario Municipal Board (the “OMB”), pursuant to Sections 22(7) and 34(11) of the *Planning Act*, citing the City’s failure to make a decision on the Applications within the prescribed timelines of the *Planning Act*. An OMB Prehearing is scheduled for March 27, 2018. No full hearing date(s) have been scheduled at this time.

The Applications appealed to the OMB represent a revised version the original submission, which consisted of (in part) two 17-storey residential apartment buildings, and 61 common element condominium townhouses. As set out above, the Applications have been revised to propose (in part) 6-storey and 8-storey residential apartment buildings, 42 street townhouses, and 18 common element townhouses.

The 11.41 ha site is located on the west side of Bathurst Street, south of Rutherford Road, shown as Subject Lands on Attachments #1 and #2 (the “Subject Lands”). The existing Jaffari Community Centre lands include a private school, place of worship, accessory buildings, and a heritage building (the Vaughan Glen House), as shown on Attachment #3. The surrounding land uses are shown on Attachment #2.

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

On January 10, 2014, a Notice of Committee of the Whole (Public Hearing) (the “statutory Public Meeting”) was circulated to all property Owners within 150 m of the Subject Lands for a statutory Public Meeting held on February 4, 2014. At the time of the mailing of the Notice of Public Hearing the Preserve Thornhill Ratepayers Association did not exist. The Notice of Public Hearing was also posted on the City’s website at www.vaughan.ca and two Notice Signs were installed on the subject lands in accordance with the City’s Notice Signs Procedures and Protocols.

The Committee of the Whole on February 4, 2014, received the Public Hearing report

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and recommended that the Applications be forwarded for a comprehensive technical report to be considered at a future Committee of the Whole meeting. The recommendation of the Committee of the Whole was ratified by Vaughan Council on February 18, 2014. Council also adopted the Committee of the Whole recommendation to establish a Community Task Force, referred to as the Community Working Group (the “CWG”), to be comprised of representatives from the community, the Owner, and City staff to address the matters raised by the Community at the Public Hearing.

Summary of comments received regarding the Applications

45 deputations, 124 communications, and a petition dated January 31, 2014, containing over 5,000 names of individuals opposing the Applications from the Thornhill community were received at the Public Hearing. The Preserve Thornhill Ratepayers Association was established in March 2014 and submitted correspondence to the City regarding the Applications. The City also received over 500 requests for notification regarding the Applications, and 360 letters seeking Council's refusal of the Applications. The following is a summary of the comments received at the Public Hearing and through correspondence to the City with respect to the original applications and the Applications appealed to the OMB:

Compatibility with the Surrounding Low-Rise Community

The proposed development is incompatible with the current low-density community, which never included high-density residential. The proposed townhouse units should be consistent with the surrounding development in terms of unit sizes and site design.

Traffic, Safety and Parking

The existing congestion on Bathurst Street and the resulting traffic infiltration into the surrounding neighbourhoods were cited as concerns attributed to the existing and proposed development. Vehicles speed through the community and create unsafe pedestrian and vehicular environments. The proposed development would contribute to more motor vehicles in the area and exacerbate on-street parking within the surrounding established neighbourhood.

Comments identified that there is insufficient on-site parking available for the existing facilities and that additional development will increase the demand for parking in the surrounding neighbourhood and the amount of time required for vehicles to exit the site, thereby impacting the surrounding streets after major events.

Comments were received regarding the existing and future parking requirements, the location and design of the proposed parking structure, the traffic movements and parking associated with the existing and proposed future private school.

Comments were provided suggesting that the proposed private road pattern did not provide adequate access for emergency vehicles for the proposed 6-storey and 8-storey buildings in Block 4 of the Subject Lands.

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Environmental

The proposed development is located adjacent to the East Don River Valley, which provides relief from suburban sprawl and traffic. Concern was raised about the environmental impacts of the development on the surrounding environment such as: building shadows, affect on endangered species and the natural habitat, slope stability, stormwater management, the location/use of the proposed trail, and that the proposed development will have an impact on the surrounding natural environment including the existing trees and habitat on the site and in the valley.

An Environmental Impact Study (“EIS”) should be conducted to determine if the woodland located in the southwest corner of the subject lands provides habitat for endangered species. All dead and fallen trees should be removed from the proposed 11 m buffer.

Overall Quality of Life

Concern was raised about the noise and light pollution the proposed development will generate from parking lot lights and traffic, which would have negative effects on the quality of life in the surrounding neighbourhoods.

Status of the Heritage House

Comments were received about the ability to safely relocate the Vaughan Glen House heritage building and clarification was sought about the ultimate use of the building.

Public Access to Proposed Playing Field

Concern was expressed about obtaining public access to the private playing field and heritage building, since the Subject Lands will remain in private ownership.

Infrastructure

Comments were provided regarding whether adequate water, sanitary, and stormwater management capacity are available to support the proposed development.

Educational Facilities

A comment was provided regarding the capacity of existing schools in the surrounding area to support additional students.

Cultural Campus

Reference is made to the term “cultural campus” used in the original Planning Justification report submitted in support of the proposal. Clarification was requested regarding whether the units in the development will be available to the general public and whether this development will be an open community for all persons regardless of race, religion or sexual orientation.

Design of the Proposed Apartment Buildings

The residential apartment buildings have been reduced in height but are now too flat

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and wide; a 75 m² condominium unit is too small; buildings remain too high; and there is a lack of outdoor amenity space.

Comments from the Development Planning Department

The Development Planning Department has reviewed the matters identified above and provide the following comments:

Compatibility of the development with the adjacent Low-Rise Community

The subject lands are designated “Low-Rise Residential” by Vaughan Official Plan (VOP) 2010. The Owner proposes to redesignate only Block 4 of the Subject Lands, as shown on Attachment #5, from “Low-Rise Residential” to a “Mid-Rise Residential” designation. The remainder of the Subject Lands will retain the “Low-Rise Residential” designation. Townhouses are permitted in the “Low-Rise Residential” designation subject to the compatibility policies of VOP 2010. The proposed townhouses conform to the following compatibility policies contained in Section 9.1.2.2 of VOP 2010, which requires development to have regard for:

- a) *The local pattern of lots, streets and blocks:* The Owner proposes to construct a new public street to connect Knightshade Drive with Apple Blossom Drive. Forty-two (42) townhouse units are proposed on lots with their frontage on the public street. Eighteen (18) townhouse units are proposed on lots with their frontage on a private condominium road, which connects to the new public street.
- b) *The size and configuration of lots:* The proposed townhouse lots would have a similar configuration as the existing lots located to the south and west of the Subject Lands and would include backyards and a landscaped buffer abutting the backyards of the existing properties. The existing lots to the south and west have lot depths of approximately 37 metres. The townhouse lots would have similar lot depths of 33 metres, which includes the 11 metre landscaped buffer.
- c) *The heights and scale of nearby residential properties.* The Owner has proposed three-storey townhouses, which are higher than the existing two-storey detached dwellings to the west and south. To mitigate the difference in built form and height, an 11 m wide landscaped buffer and 4 m rear yards are proposed to provide a minimum 15 m separation distance from each townhouse unit to the rear lot line. There will be approximately a 23 m (i.e. a 4 rear yard, an 11 m buffer and approximately

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8 m rear yards for existing detached dwellings) separation distance between the proposed townhouse units and the existing detached homes to the south and west.

- d) *The setback of buildings from the street:* The townhouse built form will be set back approximately 6 m from the proposed public street, which is in keeping with the setbacks of the existing detached homes in the surrounding neighbourhood.

The Subject Lands are located within a “Community Area” as identified on Schedule 1 - Urban Structure of VOP 2010. The Block 10 Community Plan identifies the Subject Lands as “Institutional” since the property has been used by the Jaffari Community Centre for private institutional uses since 1994. Public and Private Institutional Buildings are permitted in a “Low-Rise Residential” designation.

Section 2.2.3.3 of VOP 2010 states that limited intensification may be permitted in Community Areas provided the proposed development is sensitive to and compatible with the character, form, and planned function of the surrounding context. Block 4 of the subject lands fronts onto Bathurst Street. The full service YRT Bathurst Street #88 bus route travels along this portion of Bathurst Street, which connects with the existing YRT/Viva transit services that links to the Regional Road 7 and Centre Street bus terminal, and to the TTC subway stations at York University, Pioneer Village and the Vaughan Metropolitan Centre.

South of Regional Road 7, Bathurst Street is identified as a “Regional Rapid Transit Corridor” in the York Regional Official Plan (“YROP”), and is designated as a “Regional Corridor” in the YROP and VOP 2010. The York Region Transportation Master Plan identifies this portion of Bathurst Street as a dedicated Rapidway. The detailed design of this rapidway is currently underway in order to expand the transportation system on Bathurst Street to accommodate growth in travel demand as a result of development activity, which includes a road widening from 4 to 6 lanes, transit-HOV (High Occupancy Vehicle) lanes, and on-street cycling facilities. Regional Corridors are planned to be served by rapid transit. Bathurst Street is an important Regional Corridor as it connects three Regional Centres: The Vaughan Metropolitan Centre, the Richmond Hill/Langstaff Centre, and Markham Centre. Bathurst Street from Centre Street to approximately Kirby Road is also identified as a Frequent Transit Network by the York Region Transportation Master Plan, which is planned for a 15 minute (or better) transit frequency, all day and 7 days per week.

The proposed “Mid-Rise Residential” land use designation for Block 4 represents only a portion of the Subject Lands that is located on and has frontage along a transit route, which connects to a Regional Intensification Corridor. Block 4 is bounded by valley to the northeast, existing private institutional uses to the west, Bathurst Street to the east

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and vacant land to the south. The proposed 6-storey and 8-storey buildings are sufficiently setback from existing development to minimize impacts resulting from the built form (e.g. blocking of sunlight or views, shadows, etc.). The townhouse development includes an 11 m landscape buffer to the abutting lots and the parking structure design will be finalized through the site plan process to ensure an appropriate interface with the adjacent lands. The site plan review will also include an assessment of the massing and design of the mid-rise residential buildings, the location of the underground parking ramp, landscape design, surface parking design, and pedestrian wind mitigation measures.

Traffic, Safety and Parking

The Development Engineering (“DE”) Department has reviewed the Transportation Impact Study dated June 2017 (“TIS”), and the Transportation Demand Management Plan dated June 2017, both prepared by Crozier & Associates Consulting Engineers. The DE Department has concluded that the City’s transportation concerns related to traffic, parking and on-site circulation have been adequately addressed.

The DE Department has stated that the conceptual on-site traffic circulation is acceptable. The proposed public road, connecting Apple Blossom Drive to Knightshade Drive, will provide for better porosity including vehicular and pedestrian movements. The opportunity for a future proposed private road link from this connecting public road to Bathurst Street will also provide an additional access opportunity for vehicles and reduce impacts on Ner Israel Drive from Knightshade Drive. Vehicular maneuverability will also be improved in the future with the proposed parking garage and an additional opportunity for ingress and egress from Apple Blossom Drive. Details regarding the final design of the private road system, driveways, pick-up/drop-off locations, and parking for the proposed future private school will be reviewed through the site plan process. Additional opportunities for increasing vehicular movements in the area will also be explored during this phase.

The TIS identifies a proposed parking supply of 1,292 spaces for the full development. The DE Department recommends that should the construction of the development be phased, the proposed parking structure must be constructed as part of the first phase of development to accommodate the current and proposed parking demand of the Subject Lands in order to manage off-site parking. The Owner will need to identify their parking requirements during the construction of each phase of development and provide the necessary on-site parking without impacting the existing municipal road network. The City will request a phasing plan at the site plan stage.

Environmental

The existing valley will remain zoned OS1 Open Space Conservation Zone by Zoning By-law 1-88, as shown on Attachment #2. The Toronto and Region and Conservation

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Authority (“TRCA”) have confirmed the extent of the natural features and hazards of the valley, and the requisite 10 metre buffer to those features, which have been incorporated into the proposed plan. The Owner is proposing a trail along the valley top-of-bank, which is acceptable to the TRCA. The valley will be dedicated into TRCA ownership to provide for its long term protection. Should the proposed trail be located within the buffer or valley lands, it would be part of the TRCA ownership.

An Environmental Impact Statement (“EIS”) is required to address the potential impacts on the East Don River Valley. The EIS will be submitted as part of the supporting material for the Draft Plan of Subdivision Application. A recommendation to this effect is included in this report should the OMB approve the Applications, such that the OMB withhold its final Order until Vaughan Council has approved the Draft Plan of Subdivision, which would include any TRCA conditions of Draft Plan of Subdivision approval.

The TRCA has requested a revised Functional Serving Report (“FSR”) and a Stormwater Management Plan (“SMP”) to identify more detailed stormwater management storage elements and how stormwater management criteria will be met. The City of Vaughan Development Engineering Department has reviewed the FSR and SMP. The Owner will be required to revise the FSR at the site plan stage to demonstrate how the stormwater release control and storage will be managed on the private lands and not onto the public road. In addition, detailed stormwater management reports will be required at the Draft Plan of Subdivision and site plan stage. The TRCA has requested an EIS, which includes an analysis regarding any identified impacts to and mitigation for the East Don River Valley. These documents must be submitted in support of the future Draft Plan of Subdivision and Site Development Applications. A condition of approval is included in the recommendation requesting that should the OMB approve the Applications, that the OMB withhold its final Order until such time that a Draft Plan of Subdivision Application has been approved by Vaughan Council. Approval of the Draft Plan of Subdivision will not be recommended until the TRCA requirements have been satisfied.

The Policy Planning and Environmental Sustainability Department reviewed the Species at Risk and Woodland Assessment document prepared by Savanta in support of the Applications. The Woodland Assessment confirms that the woodland plantation does not meet the test of significant woodlands under the *Provincial Policy Statement 2014*, and the assessment concludes that there are no Species at Risk and no Significant Wildlife Habitat identified on the site. The justification for the removal of the woodland has been accepted by staff on the basis of VOP 2010 policy 3.3.3.3 and that the evaluation of the woodland replacement value and the identification of the off-set losses will be undertaken at the site plan stage.

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The Development Planning Department, Urban Design and Cultural Heritage Division supports the 11 m landscape buffer; however, they will provide additional comments regarding planting within this buffer and natural heritage compensation requirements at the site plan stage. The buffer will be zoned into an Open Space Zone, which will form part of the lot for each townhouse unit in Block 2. For the proposed townhouse units located in Block 3, the buffer would form part of the common elements that will be maintained by the future Condominium Corporation.

Cultural Heritage

Vaughan Council, on April 19, 2017, approved the recommendation of the Heritage Vaughan Committee to relocate the Vaughan Glen House within Block 1 of the Subject Lands, as shown on Attachment #3. The structure has been evaluated and assessed by an engineer and heritage specialist. The building requires some repair, however, the engineer and heritage specialist have determined that it is structurally sound and can be restored. The Owner will be required to submit a Letter of Credit to secure the relocation of the building in accordance with an approved Heritage Permit. The Owner has indicated that the Vaughan Glen House will be used in association with the Jaffari Community Centre as administrative office space for the existing community centre located in Block 1, or as a senior's activity centre.

The heritage building will be visible from the proposed trail and a commemorative plaque will be provided to inform the public about the heritage value of this resource.

Public Use of Private Lands

The Owner will be required to provide public access to the playing field as a condition of approval for the development. A future agreement between the Owner and the City must be executed regarding the public access arrangement. The Parks Operations Transportation Services and Parks and Forestry Operations Department will work with the Owner to establish and execute a shared use agreement for the playing field. Should the proposed trail along the valley top of bank be located within private ownership, the use of the trail would be included in the shared use agreement. The Owner has confirmed in a letter from the Islamic Shia Ithna-Asheri Jamaat of Toronto, dated March 26, 2014, that "the proposed residential and commercial development will be an inclusive development, open to all members of the public."

The Planning Justification Report submitted in support of these Applications has also been revised to confirm that the proposed development will be inclusive.

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Area Schools

The York Region District School Board, York Region Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have no objections to the proposed development and have not identified the need for any new schools.

Infrastructure

The Owner has submitted a Functional Servicing Report, prepared by Schaeffers Consulting Engineers, dated July 2017 (“FSR”). The purpose of the FSR is to demonstrate the feasibility of servicing the proposed development. There are existing water and sanitary connections available for the proposed development.

The stormwater runoff generated from the proposed development will be conveyed to the existing storm sewers and ultimately to the existing stormwater management pond (“SWMP”) located south of the site. The SWMP will provide stormwater quality and quantity control. The Owner will be required to revise the FSR at the site plan stage to demonstrate how the stormwater release control and storage will be managed on the private lands and not onto the public road. In addition, detailed stormwater management reports will be required at the Draft Plan of Subdivision and site plan stage.

Sanitary sewers are located at Knightshade Drive and are available to service the proposed development. These sewers are located on the downstream end of the sanitary system with the trunk sanitary main connection at Bathurst Street. No capacity issues have been identified along this stretch of sewer to the trunk and no issues were identified at the trunk main. The area upstream of Knightshade Drive has experienced sewer back-ups, however, they were addressed by the Developer of the unassumed subdivision (in that area) and general repairs were made as required. The City’s Environmental Services and Development Engineering Departments do not believe this will be a reoccurring issue, however, they will monitor this area to avoid future back-ups from occurring. The proposed development will not impact the up-stream system.

Water is available to service the proposed development. Additional information will be required at the site plan and detailed design stages.

Quality of Life

A new public street is proposed to connect Apple Blossom Drive to Knightshade Drive. This new local street will provide opportunities for pedestrian and vehicular traffic flow through the Subject Lands. A private driveway with a right-in/right-out access to Bathurst Street is proposed for the “Mid-Rise Residential” portion of the proposed

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development in Block 4, which enables direct access from the Subject Lands to Bathurst Street. The Crozier & Associates Inc. TIS addendum dated November 2017 states that the applications can be supported from a traffic operations perspective as the traffic generated from the Subject Lands can be accommodated by the public roadway system. It is further identified that access to Bathurst Street is limited due to the proximity to the Ner Israel Drive intersection. The Region will be responsible for the review of this intersection since Bathurst Street is a Regional Road.

The Owner has provided a Noise Feasibility Study, dated August 1, 2017, prepared by HGC Engineering. The report recommends that noise control measures such as sound resistant glazing, central air conditioning, and alternative means of ventilation be implemented for the proposed development and that noise warning clauses be included in the Draft Plan of Subdivision Agreement, and Site Plan Agreement and in all Offers of Purchase and Sale.

Comments provided by the Toronto Waldorf School, property owners north of the subject lands

The Toronto Waldorf School, Owners of the lands to the immediate north of the Subject Lands, provided comments regarding the proximity of the parking structure to the lands and the potential impacts to the school's outdoor area. The Development Planning Department, Urban Design and Cultural Heritage Division will review the detailed design of the parking structure at the site plan stage. The Owner will be required to address: vehicular and pedestrian access; elevation design; materiality and screening, scale and massing, future proofing of the ground floor for active use, and appropriate transition at the site plan stage.

The school also provided comments advising that there is an agreement between the Toronto Waldorf School and the Islamic Shia Ithna-Asheri Jamaat of Toronto for emergency vehicle access and overflow parking as it relates to special events only.

Any agreement between two landowners regarding emergency access and overflow parking is a private matter between the respective parties to which the City is not a party to. Staff have been advised by the Owner's consultant that no changes to this agreement are proposed as a result of the subject applications.

The original proposal has been revised to reduce the building heights and density on the subject lands

The original development proposal to redesignate the subject lands to "High-Rise Mixed-Use" consisted of two 17-storey residential apartment buildings and 61 townhouse units, as shown on Attachment #9. The Owner has revised the development as currently proposed to include 6-storey and 8-storey residential apartment buildings, 60 townhouse units and additional on-site parking capacity in order to reduce the potential impacts on the surrounding area.

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A Community Working Group was established to discuss the development proposal

Following the February 18, 2014, Public Hearing, a Community Working Group (CWG), comprised of representatives from the community, the Owner, and City staff was established. The objective of the CWG was to discuss matters related to the development proposal including, but not limited to, land use planning, cultural heritage and urban design, traffic and parking, and engineering servicing with the goal to address community comments regarding the development proposal and provide recommendations to guide a revised development proposal. Vaughan Council directed that the CWG provide their recommendations within a five month time period. All CWG discussions were held on a without prejudice basis.

On March 26, 2014, April 24, 2014, July 15, 2014, July 16, 2014, July 24, 2014, and August 15, 2014, meetings with the CWG, the Owner, City staff and the Local Councillor were held to discuss comments from the community related to the proposed development.

The Committee of the Whole on September 2, 2014, considered the CWG status report which included a recommendation that Council approve an extension to the time for the tenure of the CWG for an additional 4 to 6 months. Vaughan Council on September 9, 2014, ratified the decision of the Committee of the Whole and adopted the recommendation to extend the CWG for an additional 5 months. The web link to the full report is included in the Previous Reports/Authority section of this report.

Following the CWG meetings on October 30, 2015, the Owner submitted a revised comprehensive submission, which was based on input obtained through the meetings. The revisions included:

- the building heights for the residential apartment buildings being reduced from 17-storeys to 6-storey and 8-storeys;
- the number of apartment units being reduced from 377 to 283 units and the townhouse units from 61 to 60 units;
- an 11 m wide landscaped buffer was introduced between the proposed townhouse units and the existing residential dwellings to the west and south, as shown on Attachment #3;
- a trail along the valley top-of-bank;
- an agreement in principle to establish and execute a shared use agreement with the City for the public use of the private playing field, and the trail along the valley top of bank, should this trail be located on private lands;
- the Vaughan Glen House heritage building being relocated and preserved; and
- 1,292 parking spaces being proposed on the site, including 663 parking spaces within a three-level parking structure.

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Revised Landscape Plans, a Tree Inventory and Preservation Plan, and the letter of acceptance into the archaeology data base from the Ministry of Tourism Culture and Sport letter was submitted to the City on April 5, 2016.

On April 26, 2016, the Owner submitted the Vaughan Glen House Cultural Heritage Resource Impact Assessment followed by an addendum report on February 14, 2017.

A comprehensive third resubmission was submitted to the City on January 30, 2017, to address comments received by the Owner on the second submission.

The Heritage Vaughan Committee on March 22, 2017, considered the Owner's application to relocate the Vaughan Glen House on the Subject Lands. Heritage Vaughan's recommendation to approve the relocation of the Vaughan Glen House was ratified by Vaughan Council on April 19, 2017.

On August 2, 2017, the Owner provided a fourth comprehensive resubmission to address comments provided by City staff on the third submission.

On March 22, 2018, the Development Planning Department mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the Applications, and to the Preserve Thornhill Woods Ratepayers Association.

The Campus Master Plan includes five development blocks

The Owner has submitted a campus master plan, comprised of 5 development blocks, and the following, as shown on Attachments #3 and #5:

Block 1

- existing Jaffari Community Centre;
- a proposed 5,324 m² private school expansion (a private school currently exists within the community centre building);
- 663 parking spaces, in a three-level parking structure;
- 203 surface parking spaces;
- private playing field (the Owner intends to enter into and execute a shared use agreement with the City for the public use of the field);
- the relocated Vaughan Glen House heritage building;
- a trail along the valley top-of-bank; and
- a private road connected to Bathurst Street through Block 4.

Block 2

- 42 three-storey freehold townhouses on lots with frontage onto a public road;

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- an 11 m landscaped buffer; and
- 84 parking spaces (two parking spaces per townhouse unit).

Block 3

- 18 three-storey townhouse units on lots with frontage on a future common element condominium road;
- an 11 m landscape buffer; and
- 36 parking spaces (two parking spaces per unit).

Block 4

- a 6-storey residential seniors condominium building, consisting of 149 residential apartment units (75 independent living units and 74 assisted living units);
- an 8-storey mid-rise residential condominium building, consisting of 134 dwelling units and 265 m² of at grade commercial gross floor area (GFA);
- 20 surface parking spaces inclusive of 10 barrier free spaces;
- 286 underground parking spaces;
- a trail along the valley top-of-bank; and
- a private road with access onto Bathurst Street.

Block 5

- a 17.5 m wide public road connecting Knightshade Drive to Apple Blossom Drive that provides frontage for the freehold townhouse units identified in Block 2.

Previous Reports/Authority

[https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW\(PH\)0204_2.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(PH)0204_2.pdf)

https://www.vaughan.ca/council/minutes_agendas/Extracts/36cw0902_14ex_24.pdf

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0404_17_28.pdf

Analysis and Options

The development proposal is consistent with the *Provincial Policy Statement (2014)* and conforms to the *Growth Plan (2017)*

The Development Planning Department has reviewed the development proposal in consideration of the following Provincial policies:

Provincial Policy Statement (2014)

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the *Provincial Policy Statement, 2014 ("PPS")*. The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS policies state, as follows (in part):

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- a) Section 1.1.1 - “Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns”

Section 1.1 of the PPS requires that development accommodate an appropriate range of residential, employment, institutional, recreation, park and open space, and other uses to meet long term needs and promotes cost effective development patterns and standards to minimize land consumption and servicing costs.

- b) Section 1.1.3 - “Settlement Areas”

1.1.3.1 - “Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.”

- c) Section 1.2.1 - “Coordination”

“A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including (in part) managing and/or promoting growth and development.

- d) Section 1.4.3 - “Housing”

“Planning Authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by (in part):

- a) permitting and facilitating:

1. All forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
2. All forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;

- b) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- c) promoting densities for new housing which efficiently use lands, resources, infrastructure and public service facilities, and support the use

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of active transportation and transit in areas where it exists or is to be developed; and

- d) establishing development standards for residential intensification, redevelopment and new residential development which minimize that cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”
- e) Section 1.5.1 - "Public Spaces, Recreation, Parks, Trails and Open Space" (in part)

“Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.”
- f) Section 1.6.7.5 - “Transportation Systems”

“Transportation and land use considerations shall be integrated at all stages of the planning process.”
- g) Section 2.1 - “Natural Heritage”

“2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.”
- h) Section 2.6 - “Cultural Heritage and Archaeology”

2.6.1 “Significant built heritage resources and significant cultural heritage landscapes shall be conserved.”

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i) Section 3.1 - “Natural Hazards”

3.1.1 “Development shall generally be directed to areas outside of (in part):

- “b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards.”

The development proposal includes a variety of unit types and residential densities (i.e. Block 2 - 0.75 FSI, Block 3 - 0.58 FSI, and Block 4 - 1.94 FSI) that would promote the efficient use of land, and support a healthy and safe community. The Subject Lands are located on Bathurst Street, which is identified as a “Regional Rapid Transit Corridor” by the YROP and as a Dedicated Rapidway in the York Region Transportation Master Plan. The site is located approximately 1.3 km north of the portion of Bathurst Street that is identified as a Regional Corridor planned for intensification. A transit station is also currently under construction on the east side of Bathurst Street, north of Regional Road 7, approximately 1 km from the Subject Lands. In addition, the York Region Transportation Master Plan identifies Bathurst Street from Centre Street to Kirby Road as a Frequent Transit Network. The Subject Lands are located in proximity to existing retail, restaurant, entertainment, community service, and institutional uses at Bathurst Street and Centre Street.

The location of this development on Bathurst Street supports alternate modes of transportation, such as transit, cycling and walking. The proposed development utilizes existing infrastructure and community facilities more efficiently and minimizes land consumption. The proposed development would provide a variety of housing types including townhouse; apartment units serving seniors, including independent and assisted living units; and market apartment units.

The site-specific Official Plan Amendment to redesignate Block 4 of the Subject Lands from “Low-Rise Residential” to “Mid-Rise Residential”, to permit 6-storey and 8-storey residential apartment buildings and townhouse dwelling units, facilitate a built form that is consistent with the Housing policies of the PPS (Section 1.4.3).

The conceptual Campus Master Plan includes a trail along the top-of-bank of the existing East Don River Valley and a playing field on the property. The Owner will be required to enter into and execute a shared use agreement with the City for the public use of the privately owned playing field and proposed trail along the valley top of bank should the trail be located on private lands. These elements of the proposed development are consistent with the Public Spaces, Recreation, Parks, Trails and Open Space policies of the PPS (Section 1.5.1).

The East Don River Valley will be protected from development. The specific delineation of the valley feature and required 10 metre buffer has been identified for protection.

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Through the future Draft Plan of Subdivision Application the valley land will be dedicated to the TRCA, consistent with the Natural Heritage policies of the PPS (Section 2.1). The East Don River Valley, which forms part of the Subject Lands, is not being considered for development as part of the Applications. This is consistent with the Natural Hazards policies of the PPS (Section 3.1).

The conceptual Campus Master Plan includes a public street which will be conveyed to the City through a future Draft Plan of Subdivision application. This is consistent with Section 1.6.7.5 of the PPS, which requires the integration of lands uses and transportation systems at all stages of the planning process. The right-in/right-out driveway onto Bathurst Street will also provide an opportunity for additional access to this site, while also allowing the potential for the neighbouring property to the south to use this driveway, thereby consolidating driveways and reducing the number of access points onto Bathurst Street. The property to the south is currently vacant and there have been no development applications submitted to the City for this property. However, the provision for possible driveway connections from the property to the south to this private road has been considered through this development application, thereby allowing for a coordinated approach in developing both parcels.

In order to ensure a coordinated development, the Owner of the subject lands will be required to provide an easement over the private driveway in favour of the landowner to the south in order to provide access to this driveway. The requirement for the easement will be implemented at the site plan stage.

The Vaughan Glen House, which is a registered property under Section 27 of the *Ontario Heritage Act*, will be relocated and preserved within Block 1 of the development. This is consistent with the Cultural Heritage and Archaeology policies of the PPS (Section 2.6) and was approved by Heritage Vaughan and Vaughan Council. The heritage building will be used by the existing private institutional use located on the Subject Lands as administrative office space for the existing community centre, or as a senior's activity centre.

In consideration of the above, the development proposal is considered to be consistent with the Provincial Policy Statement (2014).

Places to Grow - Growth Plan for the Greater Golden Horseshoe (2017)

The Provincial *Growth Plan for the Greater Golden Horseshoe (2017)* ("Growth Plan") is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form and housing. The Growth Plan requires that all decisions made on or after July 1, 2017, in respect of the exercise of any authority that affect a planning matter will conform to the Plan. The Growth Plan

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promotes intensification of existing built-up areas, with a focus on urban growth centres, intensification corridors and major transit stations. Concentrating intensification in these areas provides a focus for transit infrastructure investment to support growth and for building compact, transit-supportive communities.

The Growth Plan directs population and employment growth to be accommodated within the built-up areas, and the development of complete communities with a mix of land uses, a range and mix of employment and housing types, high quality open spaces, and easy access to local stores and services.

The Growth Plan includes the following policies:

a) “1.2.1 Guiding Principles (in part)

- Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.
- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities.”

b) “2.2 Policies for Where and How to Grow (in Part)

2.2.1 Managing Growth

Applying the policies of this Plan will support the achievement of complete communities that:

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

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- c) Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; and
- d) Ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.

2.2.2 Delineated Built-up Areas

- 1. By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper or single-tier municipality will be within the delineated built-up area.
- 2. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper or single-tier municipality will be within the delineated built-up area.

2.2.3 Housing

- 1. Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that:
 - a) Supports the achievement of the minimum intensification and density targets in the Plan, as well as the other policies of the Plan by:
 - i. Identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and
 - ii. Establishing targets for affordable ownership housing and rental housing.”

c) “3.2.3 Moving People (in part)

- 1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments.

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2. All decisions on transit planning and investment will be made according to the following criteria:
 - a) aligning with, and supporting, the priorities identified in Schedule 5 - Moving People - Transit of the Growth Plan;
 - b) prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;
 - c) increasing the modal share of transit; and
 - d) contributing toward the provincial greenhouse gas emissions reduction targets.”

d) 4.2 Policies for Protecting What is Valuable

“4.2.5 Public Open Space (in part)

1. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, with the Greater Golden Horseshoe that:
 - a) clearly demarcates where public access is and is not permitted;
 - b) is based on a co-ordinated approach to trail planning and development; and
 - c) is based on good land stewardship practices for public and private lands.”

“4.2.7 Cultural Heritage Resources (in part)

1. Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.”

In consideration of the Growth Plan policies, the applications to amend to the Official Plan and Zoning By-law to permit the proposed development conforms to the Growth Plan by directing growth to a built-up area where there is existing vacant land to accommodate the expected population growth, by promoting a transit-supportive

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density and a mix of residential and commercial land uses, and by conserving cultural heritage features.

The proposed development conforms with the York Region Official Plan

The Subject Lands are designated “Urban Area” and “Regional Greenlands System” (valley) by the YROP. Bathurst Street is identified as part of the Regional Street Network and is a Regional Rapid Transit Corridor. The York Region Transportation Master Plan also identifies Bathurst Street as a dedicated rapidway and a Frequent Transit Network. Bathurst Street is a Regional road with a planned right-of-way (“ROW”) width of 45 m. Rutherford Road, located approximately 578 m north of the Subject Lands, is also identified as a Regional road with a planned ROW width of 43 m and is identified as a Regional Transit Priority Network. Furthermore, the detailed design for the urbanization of Bathurst Street, between Regional Road 7 and Rutherford Road, is currently underway, and includes Transit - HOV lanes and on street cycling facilities.

Section 5.3 of the YROP outlines policies for development within the urban structure by encouraging residential development to occur within the built-up area as defined by the Province’s Built-Up Area Boundary in the Growth Plan. Well-designed, pedestrian-friendly and transit-oriented built form is encouraged. The proposed development will assist in achieving these goals as it includes residential apartment dwellings, assisted and independent living units, and townhouse units and a range of unit sizes, that will provide for a compact development, and make more efficient use of the Subject Lands. The site layout and design encourages pedestrian activity through the built form and open spaces, and will support the improvements planned for the Bathurst Street Regional Rapid Transit Corridor which currently provides full service transit.

Section 2.1 of the YROP requires that the “Regional Greenlands System” be protected and enhanced. The East Don River Valley, which forms part of the Subject Lands, will be dedicated to the TRCA through a future Draft Plan of Subdivision application, thereby keeping the valley in public ownership, which will protect this natural feature.

The objective of the Cultural Heritage Section 3.4 of YROP is, “To recognize, conserve and promote cultural heritage and its value and benefit to the community”. The relocation, maintenance, and adaptive reuse of the Vaughan Glen House within the Subject Lands conforms to the policies of Section 3.4 of the YROP.

Section 3.5 of the YROP, Housing our Residents, provides housing objectives which include and promote an integrated community structure and design that ensures a broad mix and range of lot sizes, unit sizes, housing forms and types and tenures that will satisfy the needs of the Region’s residents and workers.

In consideration of the above, the Applications conform with the policies of the YROP.

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The proposed residential intensification located on a regional road and transit corridor makes more efficient use of the Subject Lands and existing services and provides for a compact development that promotes transit supportive densities.

York Region has no objections to the Applications and has advised that the proposed development does not conflict with the planned Regional Urban Structure. No technical issues have been raised by Regional branches and departments. The York Region Infrastructure Asset Management, Water Resources, and Transportation Planning Departments have not identified any technical issues, however, they provided comments to aid the Owner in preparation of future subsequent planning applications (Draft Plan of Subdivision and Site Development), should the Applications be approved.

An Amendment to VOP 2010 is required to permit the proposed development

The Subject Lands are designated “Low-Rise Residential” and “Natural Area” by VOP 2010, and are located within a “Community Area” as identified on Schedule “1”, Urban Structure, of VOP 2010. The “Low-Rise Residential” designation permits detached, semi-detached and townhouse dwellings with no prescribed maximum density, subject to the criteria set out in Sections 9.1.2.2, 9.2.2.1, 9.2.3.1 and 9.2.3.2 of VOP 2010. However, the designation identifies a maximum 3-storey building height for detached, semi-detached, and townhouse dwellings. The designation also permits public and private institutional buildings. Therefore, VOP 2010 identifies the tableland portion of the Subject Lands for development.

VOP 2010 does not permit mid-rise residential apartment buildings on the Subject Lands. Therefore, an Official Plan Amendment is required to permit the proposed 6-storey and 8-storey buildings. The Applications were reviewed in consideration of the VOP 2010 policies, including the following:

VOP 2010 Goal 8: Directing Growth to Appropriate Locations includes (in part);

“Planning for the attractive, sustainable and prosperous city envisioned by this Plan will in large part be achieved by directing growth to appropriate locations that can support it. This means a shift in emphasis from the development of new communities in greenfield areas to the promotion of intensification in areas of the City with the infrastructure capacity and existing or planned transit service to accommodate growth.”

Bathurst Street is a planned Regional Transit Corridor, consistent with the YROP, intended to accommodate growth within the current built up boundary of the City.

Section 2.1.3.2 (in part) - “To address the City’s main land-use planning challenges and to manage future growth by:

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- B) directing a minimum of 29,300 residential units through intensification within the built boundary;”

The Subject Lands are located within the City’s built boundary. The proposed intensification of the Subject Lands will occur primarily in Block 4 and will have direct private road access to Bathurst Street, which is a Regional road and identified as a Transit Corridor.

Section 2.2.3.3 states “That limited intensification may be permitted in Community Areas as per the land use designations on Schedule 13 and in accordance with the policies of Chapter 9 of this Plan. The proposed development must be sensitive to and compatible with the character, form and planned function of the surrounding context.”

Intensification is proposed on Block 4 of the Subject Lands, which is located along a transit route that connects to a Regional Intensification Corridor to the south. The full service YRT Bathurst Street #88 bus route travels along this portion of Bathurst Street, which connects with the existing YRT/Viva transit service that links to the Regional Road 7 and Centre Street bus terminal. The built-form proposed for Block 4 is considered appropriate as it is separated from the existing community by valley to the north, existing private institutional uses to the west, Bathurst Street to the east and vacant land to the south and would, therefore, have minimal impact on the surrounding area.

The proposed townhouses within Blocks 2 and 3 of the Subject Lands are permitted in the “Low-Rise Residential” designation, as outlined above, and therefore are an appropriate form of development, which is compatible with the surrounding area. A future Site Development application(s) will be required to approve the detailed design and built form for both the freehold townhouse units and the common element townhouse units. The proposed 11 m landscape area between the existing and proposed units will provide an appropriate buffer and transition. This landscaped buffer will be zoned OS1 Open Space Protection Zone and will remain in private ownership.

The Site Development application(s) will be subject to the Urban Design Guidelines for Infill Developments in Established Low-Rise Residential Neighbourhoods. On October 20, 2015, Council adopted a motion to undertake a review of the “Low-Rise Residential” designation policies in VOP 2010, including, but not limited to, matters such as:

- i) the ability to ensure compatibility of new development with the character, form and function of existing surrounding areas;
- ii) ensuring appropriate built form and site organization; and
- iii) ensuring context sensitive approaches that respond to unique areas, such as heritage districts and older established neighbourhoods.

Council considered an options report prepared by the Policy Planning and

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Environmental Sustainability (“PPES”) Department on March 1, 2016, which identified design guidelines and possible policy amendments for the “Low-Rise Residential” designation. On March 22, 2016, Vaughan Council received the “General Low-Rise Infill Guidelines” and the draft “Townhouse Infill Guidelines” set out in the report and recommended that they be distributed to stakeholders for comment and that such comments be received no later than May 31, 2016.

The PPES Department initiated the Community Area Policy Review for Low-Rise Residential Designations, which has resulted in the Council adopted Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods (the “Guidelines”) supporting existing policies in VOP 2010. The Guidelines were approved by Vaughan Council on October 19, 2016 and are in effect. PPES staff have undertaken a policy review which resulted in a study recommendation that was adopted by Council on April 19, 2017. However, the endorsed policy recommendations are currently under review and require an implementing Official Plan amendment to be adopted by Vaughan Council and receive York Region approval.

Together, the Guidelines and proposed policy amendments are intended to facilitate infill development within the City’s established low-rise neighbourhoods in a manner that is compatible with the surrounding area and which does not present an undue adverse impact on the neighbouring properties or alter the physical character of the larger residential area.

Based on the current policies of VOP 2010, and the Council adopted Guidelines, the conceptual street and common element townhouse developments are a compatible built form within the Block 10 Community. The subject Applications were deemed “Complete” on November 26, 2013, prior to the Guidelines being approved by Council. However, the current proposal has regard to the following Guidelines:

- a) 42 of the 60 proposed townhouses are oriented to and have a front entrance facing a proposed public street;
- b) each townhouse unit will have a walkway connecting the sidewalk to the front entrance;
- c) the elevations for the townhouse units include a porch;
- d) the townhouse elevations include front entrances level with the first floor;
- e) the townhouse design includes interior side yard setbacks exceeding 1.5 m, and end units flanking on a public street have setbacks greater than 4.5 m;
- f) the townhouse blocks consist of no more than 6 units;
- g) each townhouse lot has a private backyard;
- h) an 11 m landscaped buffer is proposed at the rear of 51 of the 60 proposed townhouse units, in addition to a 4 m rear yard setback, which would provide a 15 m separation distance between each townhouse unit and the rear lot line;
- i) the proposed townhouse units have a minimum width of 6 m; and

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- j) a public road is proposed that links existing streets in the neighbourhood.

Section 2.2.5.5 (in part) of VOP 2010 identifies Bathurst Street near Centre Street to be a “shopping destination of regional significance, which has potential for residential intensification”. Bathurst Street is designated by VOP 2010 as a “Primary Intensification Corridor” commencing approximately 1.3 km south of the Subject Lands, from Regional Road 7 to Centre Street. Limited intensification on this part of Bathurst Street is considered appropriate given the site’s close proximity to the Primary Intensification Corridor.

Section 4.2.2 “Supporting a Comprehensive Transit System” of VOP 2010 states that “Land use and transportation are interrelated. Future growth and intensification in Vaughan will be dependent on transportation capacity increases through investment in transit systems and services. Intensification Areas must be supported by efficient and effective transit to serve the expected population increases. Conversely, higher density development should be directed to areas well-served by transit, and all areas of the City should be developed with a street pattern and densities that support transit use.”

The redesignation of Block 4 from “Low-Rise Residential” to “Mid-Rise Residential” provides for moderate intensification with ground floor commercial uses and is considered appropriate as it supports the transit policy given this portion of Bathurst Street is in close proximity to a Regional Transit Corridor, which connects to the Viva transit service on Regional Road 7 and on to the TTC subway stations at York University, Pioneer Village and the VMC.

In consideration of the Provincial and Regional policies encouraging intensification along Regional Corridors, and roads supported by existing and planned transit, the proposed development is considered to be consistent with Provincial policies, and York Region and City Official Plan policies. Both of the townhouse and the mid-rise residential apartment buildings will be further reviewed in detail through the submission of future Draft Plan of Subdivision and Site Development application(s).

Section 37 Community Benefits will be required

The Owner proposes development within Block 4 that exceeds the current building height permissions set out in VOP 2010. Section 37 of the *Planning Act* (density bonusing) allows municipalities to secure services, facilities or other matters (i.e., community benefits) as a condition of approval for development applications, where the proposed increase in building height and/or density is above the existing planning permissions and in accordance with the Section 37 provisions of VOP 2010 (Volume 1 – Section 37 Planning Act). Should the Applications be approved, the Owner will be required to provide Section 37 benefits, in accordance with the City’s policies and Section 37 guidelines.

Planning Staff intend to consult with the Mayor, Regional Councillors and the Ward

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Councillor regarding the potential community benefits warranting inclusion in the Density Bonusing Agreement, and following such consultation, will initiate negotiations with the Owner regarding the nature of community benefits to be provided and secured in the Density Bonusing Agreement. Planning Staff will coordinate input from other departments on the appropriate provision and costing of community benefits, and if appropriate, will also consult with the Toronto and Region Conservation Authority.

An Amendment to Zoning By-law 1-88 is required to permit the proposed development

The Subject Lands are zoned A Agricultural Zone (tableland) and OS1 Open Space Conservation Zone (valley) by Zoning By-law 1-88, as shown on Attachment #2, which permits agricultural, institutional, and open space uses. An amendment to Zoning By-law 1-88 is required to rezone the Subject Lands to RVM1(A)(H) Residential Urban Village Multiple Zone One, RT1(H) Residential Townhouse Zone, RA3(H) Apartment Residential Zone, all with a Holding Symbol “(H)”, and OS1 Open Space Conservation Zone, in the manner shown on Attachment # 4. The following site-specific zoning exceptions to Zoning By-law 1-88 are required to permit the development proposal:

Table 1:

	Zoning By-law 1-88 Standard	Zoning By-law 1-88, RVM1(A) Residential Urban Village Multiple Zone One Requirements (Block 2)	Proposed Exceptions to the RVM1(A) Residential Urban Village Multiple Zone One Requirements (Block 2)
a.	Minimum Rear Yard	7.5 m	4 m (Not including the 11 m buffer to be zoned OS1 Zone)
b.	Minimum Lot Area Per Unit	180 m ²	132 m ² (Not including the 11 m buffer to be zoned OS1 Zone)
c.	Minimum Lot Depth	30 m	22 m (Not including the 11 m buffer to be zoned OS1 Zone)

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	Zoning By-law 1-88 Standard	Zoning By-law 1-88, RT1 Residential Townhouse Zone Requirements (Block 3)	Proposed Exceptions to the RT1 Residential Townhouse Zone Requirements (Block 3)
a.	Definition of a “Lot”	Means a parcel of land fronting on a public street.	Means a parcel of land fronting on a public or private street.
b.	Definition of a “Street Line”	Means the dividing line between a lot and a street or the dividing line between a lot and a reserve abutting a street.	Means the dividing line between a lot and a public or private street.
c.	Frontage on a Public Street	A building or structure shall front on a public street.	A building or structure shall front on a public or a private street.
d.	Minimum Lot Area	162 m ²	132 m ²
e.	Minimum Rear Yard Setback	7.5 m	4 m
f.	Minimum Exterior Side Yard Setback	4.5 m	3.1 m
g.	Minimum Lot Depth	27 m	22 m

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	Zoning By-law 1-88 Standard	Zoning By-law 1-88, RA3 Residential Apartment Zone Requirements (Block 4)	Exceptions to the RA3 Residential Apartment Zone Requirements (Block 4)
a.	Minimum Lot Area (Per Unit)	67 m ²	48 m ²
b.	Minimum Rear Yard Setback (west property line)	7.5 m	4.5 m
c.	Maximum Building Height	44 m	Permit a maximum building height of: <ul style="list-style-type: none"> ▪ Building A: 6-storeys (25 m) ▪ Building B: 8-storeys (31 m)
d.	Definition of a Lot	“Lot” - Means a parcel of land fronting on a street separate from any abutting land to the extent that a Consent contemplated by Section 49 of the <i>Planning Act</i> , R.S.O. 1983 would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a Building Permit shall be deemed to be a parcel of land and a reserve shall not form part of the street.	All lands zoned RA3 Zone shall be considered as one lot.

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	Zoning By-law 1-88 Standard	Zoning By-law 1-88, RA3 Residential Apartment Zone Requirements (Block 4)	Exceptions to the RA3 Residential Apartment Zone Requirements (Block 4)
e.	Permitted Uses	Apartment Dwelling Day Nursery	<p>Permit the following additional uses:</p> <ul style="list-style-type: none"> ▪ Long Term Care Facility ▪ Supportive Living Facility <p>Permit the following additional commercial uses on the ground floor of Building “B” to a combined maximum GFA of 265 m²;</p> <ul style="list-style-type: none"> ▪ Bank or Financial Institution ▪ Business or Professional Office ▪ Health Centre ▪ Personal Service Shop ▪ Pharmacy ▪ Retail Store
	Zoning By-law 1-88 Standard	Zoning By-law 1-88, A Agricultural Zone Requirements (Block 1)	Proposed Exceptions to the A Agricultural Zone Requirements (Block 1)
a.	Building Setbacks (Parking Structure)	Interior Side Yard - 15 m Rear Yard - 15 m	Interior Side Yard - 5 m Rear Yard - 3 m
b.	Permitted Uses	Agricultural Uses as identified in Section 8.2 of Zoning By-law 1-88	Permit an above ground parking structure

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c.	Parking Requirements	The owner of every building or structure erected or used for any use defined in By-law 1-88 shall provide and maintain on the lot on which it is erected, for the sole use of the owner, occupant, or other persons entering upon or making use of the said premises from time to time parking spaces	The above ground parking structure located in the A Agricultural Zone may provide parking for the uses on the lands zoned A Agricultural, RT1 Residential Townhouse One Zone, and RA3 Residential Apartment Zone.
d.	Minimum Lot Area	10 ha	7 ha

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

a) Building Setbacks/Landscape Width

The proposed building setbacks in the RA3 Zone would facilitate a development with a strong urban edge. The mid-rise buildings are located closer to Bathurst Street and further away from the existing residential development to the west. The minimum rear yard building setbacks in the RMV1 and RT1 Zones (except Units 51 - 60) are in addition to the 11 m vegetated buffer between the proposed townhouse units and the existing residential uses to the south and west.

b) Additional Residential and Commercial Uses

The Owner is proposing to permit Long Term Care Facility and Supportive Living Facility uses, as defined in Zoning By-law 1-88, on the Subject Lands. These uses will allow for the ability to provide a range and continuum of care for the occupants of the 74 units devoted to these uses in Building A.

The proposed commercial uses would provide limited retail and office opportunities for the future residents of the proposed development. The commercial units are located on the ground floor of Building “B”, fronting onto Bathurst Street, which is consistent with a typical mixed-use development located on an arterial road.

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c) Minimum Lot Area/Unit

The proposed lot areas for the RVM1(A), RT1 and RA3 Zones are required to permit the development in Blocks 2, 3, and 4. The lot areas correspond to the overall proposed increase in the site density over various parts of the Subject Lands, which supports the Provincial and Regional policies regarding intensification.

d) Definition of Lot/Street Line and Frontage

The proposed definition of a “Lot” is required to ensure that for zoning purposes, Block 4 of the Subject Lands is deemed as one lot. The proposed mixed-use development will consist of more than one future condominium corporation, and therefore, this exception is required to avoid future technical variances. The definition of a “Lot”, “Street Line” and “Frontage” for the townhouse units is also required as Zoning By-law 1-88 does not include provisions for townhouse development on a common element road and therefore, development standards must be implemented through site-specific zoning exceptions.

e) Parking Structure

The proposed parking structure in the A Agricultural Zone will provide additional parking capacity for the existing place of worship, private school and community centre uses that are currently operating on the Subject Lands. The parking structure will also provide additional parking capacity for the proposed residential and commercial uses. The final design of the parking structure will be reviewed at the site plan stage to ensure compatibility with the adjacent lands.

The implementing Zoning By-law will also include a provision requiring that the parking structure be constructed as part of the first phase of any development on the site, as discussed in this report.

The Subject Lands will be zoned with the Holding Symbol “(H)”, should the applications be approved

Should Council resolve to advise the OMB that it endorses the approval of the Applications, it is recommended that the implementing Zoning By-law include a Holding Symbol “(H)” on the Subject Lands. The Holding Symbol “(H)” will not be removed from the Subject Lands (or portion thereof) until: water supply and sewage servicing capacity for the proposed development has been identified and allocated by Vaughan Council; the City and the Owner executes a shared use agreement for the private playing field and trail (if required); and the implementing site plan agreement(s) is executed.

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Through the site plan review process a detailed review of each built form type on the Subject Lands will be undertaken. A condition for removing the Holding Symbol “(H)” is included in the recommendation of this report requiring site plan approval by Vaughan Council before the Holding Symbol “(H)” can be removed on any part of the site.

It is recommended that the OMB to withhold its Order should these Applications be approved

The TRCA requires additional supporting documentation including a revised Functional Servicing Report, revised Stormwater Management Plan, and an Environmental Impact Statement to address the TRCA’s technical comments. These documents will need to be submitted in support of any future development applications, however, should Official Plan and Zoning By-law Amendment Files OP.13.013 and Z.13.036 be approved, a condition is included in the recommendation requesting the OMB to withhold its final Order regarding the implementing Official Plan and Zoning By-law Amendments until such time that a Draft Plan of Subdivision for the Subject Lands has been approved by Vaughan Council, including the appropriate Draft Plan of Subdivision conditions and the TRCA requirements.

The DE Department has no objection to the proposed development

The DE Department has no objection to the approval of the Applications. However, additional information will be required at the detailed design stage, through future Draft Plan of Subdivision and Site Development applications. Matters to be addressed through these future development applications include, but are not limited to, the following:

- a) an updated Transportation Impact Study;
- b) the refinement of the road design for the proposed public street;
- c) the Draft Plan of Subdivision should identify the provision of a sidewalk on the east/north side of the proposed public street to connect with the existing sidewalks on the east side of Knightshade Drive and the north side of Apple Blossom Drive;
- d) an updated Transportation Demand Management Plan (TDM), which includes a Pedestrian and Bicycle Circulation Plan and a summary of costs and responsibilities for each proposed TDM measure; and
- e) an updated Functional Servicing Report which addresses the technical comments identified as they relate to allowable release rates.

The Vaughan Design Review Panel considered the original development proposal

The Design Review Panel (“DRP”) on September 26, 2013, reviewed an original development concept (Attachment #9), which included two 17-storey residential

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At that time, the Applications had not been submitted to the Development Planning Department.

The DRP provided comments regarding site organization for vehicles and pedestrians, the relationship between the existing and proposed buildings, valley and pedestrian connections, preserving the heritage building, and the landscape plan. The Owner considered these comments when preparing the current submission. The current development proposal will be considered by the DRP through the Site Development application review process.

The Urban Design and Cultural Heritage Division of the Development Planning Department are satisfied with the proposed development

Urban Design and Cultural Heritage Division staff support the Applications, however, additional detailed design comments will be provided at the Draft Plan of Subdivision and Site Development stages.

On April 26, 2016, the Owner submitted the Vaughan Glen House Cultural Heritage Resource Impact Assessment. The Heritage Vaughan Committee on March 22, 2017, considered the application to relocate the Vaughan Glen House on the Subject Lands. The Heritage Vaughan Committee approved the application, which was subsequently ratified by Vaughan Council on April 19, 2017. The Owner will be required to post a Letter of Credit in an amount equal to the structure's replacement value with the City required for the relocation of the Vaughan Glen House at the Site Development Application stage. The Urban Design Cultural Heritage Division do not have any additional comments regarding the Applications.

Policy Planning and Environmental Sustainability Department staff have no objections to the development proposal

The Policy Planning and Environmental Sustainability Department have reviewed the Species at Risk and Woodland Assessment document prepared by Savanta in support of the Applications. The Woodland Assessment has confirmed that the woodland plantation does not meet the test of significant woodlands and the assessment concludes that there are no species at risk and no significant wildlife habitat identified in the woodland. Therefore, the justification for the removal of the woodland has been accepted by staff on the basis of policy 3.3.3.3 of VOP 2010 and that a woodland replacement valuation will be required at the Site Development stage, as the City requires a no-net loss to the urban tree canopy.

The East Don River Valley has been identified as an occupied Redside Dace watercourse, which is protected under the *Endangered Species Act*. An EIS is required to address the potential impact to the East Don River Valley including examining any

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implications to Species at Risk such as Redside Dace. In addition, the EIS is required to determine the Redside Dace habitat, which consists of a meander belt plus a 30 metre buffer. This technical work may result in a change in the development limits. The EIS will also evaluate any potential impacts the proposed development will have on valley form and function in accordance with policy 3.3.1.1 of VOP 2010.

The EIS will be required at the Draft Plan of Subdivision stage and a condition is included in the recommendations of this report requesting that should the OMB approve the Applications, that the OMB withhold its order until the City has received an EIS to the satisfaction of the City and the TRCA.

TRCA staff require additional information

The TRCA requires that the Owner provide additional information including, but not limited to, a revised Functional Servicing and Stormwater Management report, and an EIS.

The Subject Lands are currently designated “Low-Rise Residential” and “Natural Area” by VOP 2010. The lands designated “Low-Rise Residential” could be developed for low rise residential purposes without an amendment to VOP 2010. Official Plan Amendment File OP.13.013 proposes to redesignate Block 4 of the subject lands from “Low-Rise Residential” to “Mid-Rise Residential”. The “Natural Area” designation is not proposed to change. Through the required future Draft Plan of Subdivision Application, the precise development limits will be established.

Should the OMB approve Applications, a recommendation is included requesting that the OMB withhold its Order until Vaughan Council has approved a Draft Plan of Subdivision for the Subject Lands. The revised Functional Servicing and Stormwater Management reports and an EIS, will be required in support of the Draft Plan of Subdivision application and before the OMB Order is issued. Comments and conditions from the TRCA will be considered as part of the Draft Plan of Subdivision Application process.

The Subject Lands are located within the WHPA-Q (Wellhead Protection Area – Recharge Management Area) as identified in the approved Source Protection Plan, which provides policies for protecting drinking water sources/supply. The Owner will be required to satisfy the requirements of the TRCA at the Draft Plan of Subdivision and site plan stage.

The Parks Development Department have no objections to the proposed development

The Owner has provided a technical resubmission that addresses Parks Development Department comments. The Owner will work with the City Parks Operations,

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Transportation Services, Parks and Forestry Operations to execute the shared use agreement for the private playing field, and trail along the valley top of bank should the trail be located on private lands.

Office of the City Solicitor, Real Estate Department will require the Owner to dedicate parkland or pay cash-in-lieu of the dedication of parkland

The Office of the City Solicitor, Real Estate Department, has advised that the Owner shall dedicate parkland equivalent to 1 ha per 300 units 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 of Parkland Policy.

The York Region School Boards and various utilities do not have any objection to the proposal.

The York Region District School Board, York Region Catholic District School Board, and Public Utilities have no objection to the approval of these Applications.

Financial Impact

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

Broader Regional Impacts/Considerations

York Region provided comments on the original applications for two 17-storey residential apartment buildings in May 2014, indicating that high-rise development would be more appropriately located along a Regional Corridor or in a Regional Centre. The revised development proposal for a 6-storey and 8-storey mid-rise buildings no longer conflicts with the planned Regional urban structure.

Official Plan Amendment File OP.13.013 was considered by York Region branches and departments and no technical issues were raised, however, comments regarding infrastructure asset management, water resources and transportation planning were provided to assist with subsequent future development applications (i.e. Draft Plan of Subdivision and Site Development applications).

York Region has no objections to the proposed development, however, the driveway from Bathurst Street will be restricted to right-in/right-out movements only. York Region requires the Owner to provide access to the right-in/right-out access onto Bathurst Street from the adjacent Owner to the south to consolidate and reduce the number of access points onto Bathurst Street, in accordance with Regional Official Plan Policy 7.2.53. Future reciprocal easements for this shared access private road will be required.

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York Region has no objection to the approval of the Applications, however, York Region reserves the right to provide technical comments at the Draft Plan of Subdivision and site plan stage on matters including, but not limited to, road and transit requirements, and water and wastewater servicing.

Conclusion

Official Plan and Zoning By-law Amendment Files OP.13.013 and Z.13.036, respectively have been reviewed in consideration of the PPS, the Growth Plan, the YROP, VOP 2010, Zoning By-law 1-88, comments from City departments, the CWG, the Ratepayers Association, area residents, and external public agencies, and the area context.

The Development Planning Department is satisfied that the proposed amendments to the Official Plan and Zoning By-law to permit a residential development consisting of two residential apartment buildings (6-storey and 8-storeys) with a total of 283 units and 265m² of ground floor commercial uses, 60 townhouse units, a three-storey above ground parking structure, a playing field, future school, and a walking trail are consistent with Provincial policies and the YROP and are appropriate for the development of the Subject Lands. In addition, VOP 2010 designates the majority of the Subject Lands “Low Rise Residential”, which establishes development permission on the property. The proposed development introduces a range of unit types on the Subject Lands at a density that is considered appropriate and compatible with the surrounding land uses. Accordingly, the Development Planning Department can support the approval of the Applications subject to the recommendations in this report.

This report has been prepared in consultation with the Director of Development Planning and Senior Manager of Development Planning. For more information, please contact: Carol Birch, Planner, extension 8485.

Attachments

1. Context Location Map
2. Location Map
3. Campus Master Plan
4. Proposed Zoning
5. Block Plan
6. Conceptual Elevations – Townhouses (Blocks 2 & 3)
7. Conceptual Elevations – Apartment Building A
8. Conceptual Elevations – Apartment Building B
9. Original Conceptual Campus Master Plan

Prepared by

Carol Birch, Planner, extension 8485
Stephen Lue, Senior Planner, extension 8210

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018

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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.)

Regional Councillor Ferri declared an interest with respect to this matter due to a former business relationship he had with the applicant at a time when he was not a member of Council, and did not take part in the discussion or vote on the matter.