

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

Item 52, Report No. 30, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 24, 2014.

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**OFFICIAL PLAN AMENDMENT FILE OP.14.002
ZONING BY-LAW AMENDMENT FILE Z.14.003
1678573 ONTARIO INC.**

WARD 3 - VICINITY OF HIGHWAY 400 AND MAJOR MACKENZIE DRIVE

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, Interim Director of Planning/Director of Development Planning, and Manager of Development Planning, dated June 17, 2014, be approved;**
- 2) That the site development related to Official Plan Amendment File OP.14.002 and Zoning By-law Amendment File Z.14.003 be reserved servicing capacity from the York-Durham-Peel Servicing Scheme and water supply from the York Water Supply System for a maximum of 200 residential units (620 persons equivalent). This reservation shall automatically be revoked after a period of 12 months in the event that a site plan agreement has not been executed; and**
- 3) That the deputation of Ms. Elvira Caria, Vellore Woods Ratepayers Association, Bunting Drive, Woodbridge, be received.**

Recommendation

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

- 1. THAT Official Plan Amendment File OP.14.002 (1678573 Ontario Inc.), BE APPROVED, to amend Vaughan Official Plan 2010 (VOP 2010), specifically Volume 2, Site-Specific Policy 13.23 (Originally OPA #723) by redesignating the subject lands from "High-Rise Residential" to "Low-Rise Residential" to permit the development of a low-rise built form consisting of block townhouses, as shown on Attachment #6.**
- 2. THAT Site-Specific Policy 13.23 in VOP 2010 be deleted in its entirety and replaced with the following, but not limited to, implementing policies:**
 - a. the subject lands shall be developed with a maximum of 200 townhouse units with a maximum building height of 3-storeys or 13m, as shown on Attachments #6 and #7;**
 - b. a maximum of 7 townhouse dwelling units shall be permitted in each townhouse block;**
 - c. visitor parking shall be provided at a minimum ratio of 0.2 spaces per unit; 10 additional visitor parking spaces may be located along the east lot line within the Ministry of Transportation 9-10m setback, however, MTO concurrence is required and the visitor parking shall not be used towards calculating the minimum required visitor parking for the development;**
 - d. the amenity/parkette area for any development on the subject lands shall be designed to the satisfaction of the City of Vaughan;**

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- e. a minor variation from numerical requirements in the Amendment shall be permitted without an Official Plan Amendment, provided that the general intent of the Plan is maintained and that amenity space is not reduced to less than 714m². Minor variations, in this site-specific amendment shall mean a maximum of 5% variation from the identified numerical requirement;
- f. prior to Site Plan approval for the subject lands or phase thereof and to the satisfaction of the City of Vaughan and/or respective approval authority, the owner shall:
 - i. develop and implement a comprehensive Transportation Demand Management Program;
 - ii. a detailed noise and vibration study shall be submitted in support of a development application on the subject lands and the recommendation of the noise and vibration study shall be implemented at the Site Plan stage, to the satisfaction of the City of Vaughan;
 - iii. address Site Plan matters including but not limited to transportation and servicing including traffic circulation, site access, emergency access, site grading, noise (including berms, fencing/screening, and/or buffering adjacent to Highway 400 and any required MTO permits for work within the approved 9-10 m setback area), proper pedestrian connections including to the GO Transit Commuter parking lot, and appropriate conveyances and easements, if required;
 - iv. the owner shall provide a facility fit plan showing a children's play area and equipment together with a well-designed landscape treatment plan for the parkette/amenity area of a minimum size of 714 m² to the satisfaction of the City of Vaughan;
 - v. an Urban Design and Architectural Design Brief, and a Landscape Master Plan shall be provided to address the following:
 - pedestrian walkways through the site, lighting, and parking
 - a barrier free pedestrian connection to the GO Transit Commuter Station, which shall function as a secondary emergency access
 - on-site traffic circulation
 - landscaping and planting including fencing, visual screening and buffering
 - sustainable development objectives and features
 - appropriate amenity area size and location (not less than 714m²)
 - berm and fence along the Highway 400 frontage, if required; treatment along the Highway 400 frontage shall be in accordance with a Noise Study, approved to the satisfaction of the Vaughan Development/Transportation Engineering Department;
- g. the proposed development may occur in phases, and the owner will be required to submit a phasing plan for approval by the City of Vaughan;
- h. the owner shall carry out all necessary Environmental works and shall register a Record of Site Condition (RSC), to the satisfaction of the City of Vaughan Development/Transportation Engineering Department; and,

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- i. the owner shall participate in and satisfy all requirements of the Block 32 West Cost Sharing Agreement.
3. THAT Zoning By-law Amendment File Z.14.003 (1678573 Ontario Inc.) BE APPROVED, to rezone the subject lands from RA3(H) Apartment Residential Zone with the Holding Symbol “(H)”, and subject to Exception 9(416) to RVM2(H) Residential Urban Village Multiple Family Zone Two with the Holding Symbol “(H)”, to permit a maximum of 200 townhouse units on the subject lands, as shown on Attachment #6, together with the site-specific exceptions identified in Table 1 of this report.
4. THAT a Holding Symbol “(H)” shall be placed on the subject lands and shall not be removed until the following conditions are addressed to the satisfaction of the City of Vaughan:
 - a. sewer and water allocation has been identified and allocated by the City of Vaughan Council;
 - b. the City of Vaughan has been provided with written clearance from the Trustee for Block 32W that the owner has entered into and signed the Block 32W Cost Sharing Agreement;
 - c. a Site Development application is approved by Vaughan Council for the subject lands;
 - d. a Record of Site Condition (RSC) shall be registered with the Ministry of Environment to the satisfaction of the Vaughan Development/Transportation Engineering Department.
5. THAT the owner shall contribute their proportionate share towards major community and infrastructure facilities such as schools, parks, greenways, road and road improvements, external services and storm water management facilities. Property owners will be required to enter into one or more agreements as a condition of the development approval, providing for the equitable distribution of the cost of the land and community facilities. Prior to final Site Plan approval, the Trustee for Block 32 West shall provide the City with a letter indicating that the owner has fulfilled all cost sharing and other obligations of the Block 32W Developers Group Agreement.

Contribution to Sustainability

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

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.1: To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City's Consolidated Growth Management Strategy-2031, and by ensuring that the strategy is subject to periodic review and renewal
- Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth
- Objective 2.3: To create a City with sustainable built form

In accordance with the goal and objectives identified above, the owner has advised that the following sustainable features, but not limited to, will be provided within the site and building design:

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- brick and Aristacraft Stone (recycled material) cladding
- 25% of building material to be locally sourced
- use of low toxicity volatile organic compound (VOC) emitting paints, sealants, etc.
- sensor lighting in hallways
- use of local drought resistant plant material
- windows with reflective surfaces and low E coatings
- reduction in CFC based refrigerants
- individual unit control for electricity, gas and water meter

Economic Impact

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

Communications Plan

On February 28, 2014, a Notice of Public Hearing was circulated to all property owners within a modified polling area, extending beyond the statutory 120 m required by the Planning Act and beyond the 150m required by Vaughan Council, as shown on Attachment #1, and to the Vellore Woods Ratepayers Association, to consider the two development options shown on Attachments #3 and #4, respectively. A Notice of the Public Hearing was also posted on the City's website at www.vaughan.ca and a Notice Sign was posted on the property.

Public Comments

On March 18, 2014, and March 22 2014, correspondence was received from neighbouring homeowners respecting concerns with the proposed density and traffic generated by the proposal, and the adverse impact the development would have on the area and property values.

At the March 25, 2014, Public Hearing, the owner's agent addressed Vaughan Council and discussed the two development options (Attachments #3 and #4) for the subject lands as follows:

- i. Option 1: 474 residential apartment units in 2 apartment buildings, ranging in height from 6 to 13-storeys for one building and 6 to 12-storeys for the second building, and 145, 3-storey townhouse units, with an overall Floor Space Index (FSI) of 1.73.
- ii. Option 2: 200, 3-storey townhouse units yielding an FSI of 1.73.

A number of residents addressed Vaughan Council at the Public Hearing, and expressed concerns with:

- both options are too dense, particularly Option 1 as it will impact property values, create instability and destroy the neighbourhood's fabric, character and integrity
- Option 1 does not respect and/or reinforce the existing surrounding physical character, which is predominantly a low-rise built form
- the Option 1 proposal will increase traffic and raise safety concerns and place a strain on existing infrastructure
- Option 2 is preferred

The recommendation of the Committee of the Whole to receive the Public Hearing report of March 25, 2014, and Communication C1, and forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on April 8, 2014.

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On June 6, 2014, the City of Vaughan mailed a courtesy notice of this Committee of the Whole meeting to the individuals who addressed the Committee of the Whole at the Public Hearing and to those requesting notification. The subject staff report is based on Option 2 (all townhouse), however, the layout of the townhouse blocks has changed to address technical comments raised by City Departments, as shown on Attachments #6 and #7.

Purpose

To seek approval from the Committee of the Whole for the following development applications:

1. Official Plan Amendment File OP.14.002 to amend VOP 2010, specifically Volume 2, Site Specific Policy 13.23, to redesignate the subject lands from “High-Rise Residential” to “Low-Rise Residential” to permit the development of a maximum of 200, 3-storey townhouse units and to permit a maximum of 7 units within a townhouse block, as shown on Attachments #6 and #7.
2. Zoning By-law Amendment File Z.14.003, to rezone the subject lands from RA3(H) Apartment Residential Zone with the Holding Symbol “(H)” and subject to Exception 9(416) to RVM2(H) Residential Urban Village Multiple Family Zone Two with the Holding Symbol “(H)” to permit a maximum of 200, 3-storey townhouse units on the subject lands as shown on Attachments #6 and #7, together with the site-specific exceptions identified in Table 1 of this report.

Background Analysis and Options

The owner of the subject lands originally submitted Official Plan and Zoning By-law Amendment Files OP.08.016 and Z.08.062 to permit the development of the subject lands with 1,296 residential units in three apartment buildings up to 28-storeys in height. On May 27, 2011, the owner appealed the Official Plan Amendment and Zoning By-law Amendment applications to the Ontario Municipal Board (OMB).

On January 6, 2012, the OMB approved Official Plan Amendment (OPA) #723 to redesignate the subject lands from “General Commercial” to “High Density Residential/Commercial” and to rezone the property from C2 General Commercial Zone to RA3(H) Apartment Residential Zone with the Holding Symbol “(H)”. Both the Official Plan and Zoning By-law include site-specific provisions. The OMB approval permits the development of the subject lands with a maximum of 864 residential apartment units within two apartment buildings, having maximum heights of 6 to 10-storeys (Building 1) and 6 to 12-storeys (Building 2) and 54, 2-storey block townhouse units with a maximum combined FSI of 2.32, as shown on Attachment #5.

The owner has submitted the subject applications to replace the current land use approvals to develop the site with a maximum of 200, 3-storey townhouse units with an FSI of 1.73.

Location

The subject lands shown on Attachments #1 and #2 are located on the west side of Highway 400, south of Major Mackenzie Drive, known municipally as 77 Eagleview Heights, City of Vaughan. The subject lands are relatively flat and contain 7 existing buildings currently used for the commercial sales of swimming pools and landscape materials, which are proposed to be demolished. The surrounding land uses are shown on Attachment #2.

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Planning Considerations

Provincial Policy Statement 2014 (PPS)

The PPS provides policy direction on matters of Provincial interest related to land use planning and development and sets the policy foundation of regulating the development and use of land. The PPS includes policies that direct new growth to urban areas which contributes to the creation of strong and safe communities, healthy environments and long term economic growth.

Policy 1.1.1 states (in part) that healthy, liveable and safe communities are sustained by:

- i) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- ii) accommodating an appropriate range of housing mix of residential (including second units, affordable housing for older persons), employment (including industrial, commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation and open space and other uses to meet long-term needs;
- iii) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- iv) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas; and,
- v) promoting cost effective development patterns and standards to minimize land consumption and servicing costs.

The PPS promotes 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 ensuring all forms of residential intensification, including second units, and redevelopment are directed to locations where appropriate levels of infrastructure and public facilities are or will be available to support current projected needs.

The Planning Department is satisfied that the proposed development on a currently underutilized parcel of land meets the intent of the PPS with respect to efficient use of land and infrastructure, and providing a range of housing types on lands that are environmentally safe and will not compromise public safety.

Places to Grow: The Growth Plan for the Greater Golden Horseshoe

The Province's Places to Grow Plan sets out a framework to provide overall leadership and guidance to municipalities as they plan for growth in their communities. The plan sets out policy on a wide range of issues including, managing growth, general intensification, infrastructure planning, among other policies. The plan states that intensification makes more efficient use of land by accommodating growth within existing urban areas and that intensification is the key to revitalizing city centres and making them more people focused and liveable. The inherent goal of the Growth Plan is to manage growth by directing and focusing it to a hierarchy of intensification areas including urban growth centres, major transit stations, intensification corridors and local corridors. The proposed development of the subject lands with a low rise built form conforms to the Provincial Growth Plan as it proposes development in a built up area and an appropriate level of intensification of the subject lands.

York Region Official Plan

The York Region Official Plan (YROP) was approved by the Minister of Municipal Affairs and Housing on September 7, 2010, and appealed to the Ontario Municipal Board (OMB). Since that time, the YROP has been partially approved by the OMB. The subject lands are designated as

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“Urban Area”, which permits a wide range of residential, commercial, industrial and institutional uses. The objectives of the YROP include targeting growth to existing built up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The proposed development is consistent with the policies of the YROP.

City of Vaughan Official Plan - Ontario Municipal Board Approval

The OMB approved site-specific OPA #723 on January 6, 2012, which designated the subject lands “High Density Residential/Commercial”, and permits a maximum of 864 residential units in two apartment buildings and 54, 2-storey block townhouse units as shown on Attachment #5. The proposed townhouse development does not conform to the site-specific provision of the Official Plan, and therefore, an Official Plan Amendment is required. The Ontario Municipal Board approved OPA #723 was carried forward in its’ entirety into VOP 2010, Volume 2, Section 13.23 - 77 Eagleview Heights. Land Use Schedule 13 of VOP 2010 identifies the subject lands as being designated “High-Rise Residential”. Should the proposed Official Plan amendment be approved, the designation will be changed to “Low-Rise Residential”, which permits singles, semis, and townhouses, and the policies in Section 13.23 will be deleted and replaced with the policies in the implementing Official Plan Amendment that are being recommended in this report to reflect the proposed plan shown on Attachments #6 and #7.

The site-specific Official Plan policies require the owner to prepare a range of studies and documents including, but not limited to, a Transportation Demand Management Plan, an Urban Design and Architectural Design Brief, a Landscape Master Plan, Environmental Assessment, and that the owner participate in the Block 32 West Developers Agreement to address cost sharing and other obligations as requirements of site plan approval. Should Vaughan Council approve the subject applications, these site-specific policies will be carried forward and included in the implementing Official Plan amendment.

There is no density requirement in the “Low Rise Residential” designation in VOP 2010, and the number of units that can be achieved in a development is to be based on good design principles. As noted earlier, the OMB approved apartment/townhouse proposal included a total of 918 units. The current proposed block townhouse proposal significantly reduces the density on this property from 918 to 200 units, while still providing an appropriate level of intensification on the site.

The proposed redesignation of the subject lands to “Low-Rise Residential” is consistent with the existing surrounding land uses. Section 9.2.2.1 “Low-Rise Residential” and Section 9.2.3.2 “Building Types and Development Criteria for Townhouses” in VOP 2010 permits a maximum of 6 units in a townhouse block, whereas the proposed development includes townhouse blocks with up to 7 units. This is considered to be a minor variation to the development criteria within VOP 2010 and can be supported as the built form, including building height is being maintained. The proposed development is surrounded by existing street townhouse units to the west and south of the subject lands, which are designated “Low-Rise Residential”, and therefore, the proposed block townhouse proposal adjacent to Highway 400 on a self-contained large parcel of land is considered to be an appropriate and complementary transition to the existing low rise development.

Zoning

The subject lands are zoned RA3(H) Apartment Residential Zone with the Holding Symbol “(H)”, by By-law 1-88, and subject to site-specific Exception 9(416), which permits a maximum of 864 residential apartment units within two apartment buildings and 54, 2-storey block townhouse units on the subject lands shown on Attachment #5. If approved, site-specific Exception 9(416) will be deleted in its entirety, and the subject lands will be rezoned to RVM2(H) Residential Urban Village Multiple Family Zone Two with “(H)” Holding Symbol, to permit a maximum of 200 townhouse units, with the following site-specific exceptions outlined in Table 1:

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TABLE 1

	Zoning By-law 1-88 Standard	By-law 1-88, RVM2(H) Residential Urban Village Multiple Family Zone Two Requirements	Proposed Exceptions to the RVM2(H) Residential Zone, subject to Exception 9(416)
a.	Minimum Lot Area	230 m ²	200 m ²
b.	Minimum Lot Frontage for Townhouse Block	30 m	29 m (for blocks containing 5 units)
c.	Minimum Visitor Parking	0.25 spaces/unit= 50 spaces	200 units @ 0.2 spaces/unit = 40 spaces (any visitor parking space located within the Ministry of Transportation 9-10 m setback shall not be included towards the minimum parking requirement) [Note: 46 legitimate visitor parking spaces are proposed; plus an additional 10 spaces within the MTO setback area]
d.	Permitted Uses	“Low Rise Residential” designation in VOP 2010 permits single and semi detached and townhouses	Block Townhouse Dwelling only
e.	Definition of a Lot	Lot means a parcel of land fronting on a street separate from any abutting land to the extent that Consent contemplated by Section 49 of the Planning Act, RSO 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 lot.	The subject lands shall be defined as one lot, regardless of the number of buildings constructed thereon, the creation of separate units and or lots by way of plan of condominium, consent or other permission, and any easements or registrations that are granted.
f.	Maximum Building Height	11 m	13 m and 3-storeys

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g.	Minimum Landscape Strip Width and Screening around the Periphery of an Outdoor Parking Area	3 m landscape strip width around the periphery of outdoor parking area used for landscaping only and a 1.2 m height of the landscape berm to screen the outdoor parking area	0 m landscape strip around the periphery of an outdoor parking area and no berm/screening around the outdoor parking area
h.	Maximum Width of an Access Driveway	7.5 m	14 m
i.	Maximum Number of Townhouse Units Per Block	6	7
	Zoning By-law 1-88 Standard	By-law 1-88, RVM2(H) Residential Urban Village Multiple Family Zone Two Requirements	Proposed Exceptions to the RVM2(H) Residential Zone, subject to Exception 9(416)
j.	Setback to the Ministry of Transportation Right-of-Way	14 m	Range from a minimum of 9 m at the north end to 10 m at the south end; 10 visitor parallel parking spaces and community garden plots may encroach into this area as shown on Attachment #3

The proposed site-specific zoning exceptions identified in Table 1 are based on a preliminary conceptual site plan submitted by the owner as shown on Attachments #6 and #7. The Planning Department can support the rezoning of the subject lands from RA3(H) Apartment Residential Zone to RVM2(H) Residential Urban Village Multiple Dwelling Zone Two, and the proposed site-specific zoning exceptions as they would facilitate a development that would be compatible with the existing built form to the east and south of the subject lands. The exceptions for minimum lot area, minimum lot frontage, building height and the maximum number of units in a townhouse block are considered to be minor in nature and would not impact the surrounding neighbourhood. The zoning exceptions related to access and the setback to the MTO right-of-way were supported and approved by the Planning Department through the previous development applications on the subject lands. The proposed plan is conceptual at this time, and therefore, the zoning exceptions identified in Table 1 may change through the site plan process when additional zoning exceptions or variances may be required to implement the final site plan.

The proposed minimum visitor parking ratio of 0.2 spaces per unit is acceptable to the Vaughan Development/Transportation Engineering Department as it is consistent with the IBI Parking Standards review.

The owner is also proposing 10 additional visitor parking spaces and community garden plots within MTO setback from Highway 400. The MTO has advised that they have no concern with the

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parking spaces within the setback. These parking spaces may temporarily be used for visitor parking, however, cannot be included in the overall parking supply for satisfying the requirements of Zoning By-law 1-88, as these lands may be required by the MTO for future Highway 400 works. The applicant's concept plan on Attachment #6 shows 46 legitimate visitor parking spaces (6 surplus), plus 10 additional spaces within the MTO setback area, which is acceptable to both Planning and Development/Transportation Engineering staff.

It is recommended that the subject lands be zoned with the Holding Symbol "(H)", as required by the current in-effect Official Plan and shall only be removed upon the following conditions being addressed to the satisfaction of the City of Vaughan:

- a. Sewer and water allocation has been identified and allocated by the City of Vaughan Council;
- b. The City of Vaughan has been provided with written clearance from the Trustee for Block 32 West that the owner has entered into and signed the Block 32 West Cost Sharing Agreement;
- c. A Site Development Application is approved by Vaughan Council for the subject lands or Phase(s) thereof; and,
- d. A Record of Site Condition (RSC) shall be registered with the Ministry of Environment to the satisfaction of the Vaughan Development/Transportation Engineering Department.

Preliminary Site Plan

The conceptual site plan shown on Attachment #6 proposes 200, 3-storey townhouse units distributed over 31 residential blocks ranging from 4 to 7 units per block. The proposed 6 m wide private streets utilize a grid design and are serviced by one access point off of Eagleview Heights. The townhouse blocks utilize a traditional design with private front and rear yards and are served by 446 parking spaces, including 46 visitor parking spaces. Ten additional visitor parking spaces are proposed along the east lot line abutting Highway 400, which are not included in the required parking for the subject lands as the MTO may require these lands for future expansion. An amenity block is proposed at the south west portion of the site, intended to support the development. The owner is also proposing temporary community garden plots along the easterly lot line within the MTO setback area to be maintained by the Condominium Corporation and future residents.

The proposed site plan is conceptual at this point in time as the owner has not submitted a formal Site Development application. The plan establishes development parameters including the built form (townhouse units), and a density of a maximum of 200 units. Accordingly, the Planning Department recommends that the implementing Official Plan and Zoning By-law include additional policies and standards to guide the future site plan submission as follows:

1. The Official Plan policies, specifically Volume 2, Site Specific Policy 13.23, to be deleted in its entirety and include the following, but not limited to policies:
 - a. redesignate the subject lands from "High-Rise Residential" to "Low-Rise Residential";
 - b. permit a maximum of 200 townhouse units with a maximum building height of 3-stories or 13m;
 - c. permit a maximum of 7 townhouse dwelling units in a townhouse block;

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- d. a minimum visitor parking space ratio of 0.2 spaces per unit is required; permit an additional 10 visitor parking spaces along the east lot line adjacent to Highway 400 within the MTO setback;
- e. the amenity/parkette area required for the proposed development shall be designed to the satisfaction of the City of Vaughan;
- f. allow for a minor variation from numerical requirements, without an Official Plan Amendment, provided that the general intent of the plan is maintained. Minor variations, in this site-specific amendment shall mean a maximum of 5% variation from the identified numerical requirement;
- g. prior to Site Plan approval for the subject lands or phase thereof, and to the satisfaction of the City of Vaughan and/or respective approval authority, the owner shall:
 - i. develop and implement a comprehensive Transportation Demand Management Program;
 - ii. a detailed noise and vibration study shall be submitted in support of a development application on the subject lands and the recommendation of the noise and vibration study shall be implemented at the Site Plan stage, to the satisfaction of the City of Vaughan;
 - iii. address Site Plan matters including but not limited to transportation and servicing including traffic circulation, site access, emergency access, site grading, noise (including berms, fencing/screening and/or buffering adjacent to Highway 400 and any required MTO permits), proper pedestrian connections including to the GO Transit Commuter parking lot, and appropriate conveyances and easements, if required;
 - iv. the owner shall provide a facility fit plan showing a children's play area and equipment together with a well-designed landscape treatment plan for the parkette/amenity area to the satisfaction of the City of Vaughan;
 - v. an Urban Design and Architectural Design Brief, and a Landscape Master Plan shall be provided to address the following:
 - pedestrian walkways through the site, lighting, and parking
 - a barrier free pedestrian connection to the GO Transit Commuter Station, which shall function as a secondary emergency access
 - on-site traffic circulation
 - landscaping and planting including fencing, visual screening and buffering
 - sustainable development objectives and features
 - appropriate amenity area size and location
 - berm and fence along the Highway 400 frontage, if required; treatment along the Highway 400 frontage shall be in accordance with a Noise Study, approved to the satisfaction of the Vaughan Development/Transportation Engineering Department;
- h. the proposed development may occur in phases, and the owner will be required to submit a phasing plan for approval by the City of Vaughan;

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- i. the owner shall carry out all necessary Environmental works and shall register a Record of Site Condition (RSC), to the satisfaction of the City of Vaughan Development/Transportation Engineering Department; and,
 - j. the owner shall participate in and satisfy all requirements of the Block 32 West Cost Sharing Agreement
2. The Zoning By-law Amendment application rezone the subject lands from RA2(H) Apartment Residential Zone with the Holding Symbol “(H)”, and subject to Exception 9(416) to RVM2(H) Residential Urban Village Multiple Dwelling Zone Two with the Holding Symbol “(H)” to permit the development of a maximum of 200 townhouse units only, with a maximum building height of 3-storeys and 13 m, and the site-specific exceptions identified in Table 1 to this report. All references to the previous approval in Exception 9(416) will be deleted and replaced with the proposed exceptions in Table 1, to ensure a low-rise built form that is compatible with the existing surrounding neighbourhood.

City Department and Agency Comments

Region of York

The Official Plan Amendment application, which included the two development options identified earlier in this report, was circulated to York Region for comment. The Region has advised that the application was considered by the Regional Development Review Committee comprised of staff from Regional Departments and the following comments are provided:

i) York Region Official Plan (YROP) (Ontario Municipal Board Partial Approval, June 2013)

The subject lands are designated “Urban Area” which permits a broad range of residential, commercial and industrial uses.

The applicant is seeking to reduce the development permissions and the overall density on the subject lands and redesignate them to “Low-Rise Residential. Section 3.5.23 of the ROP prohibits the approval of local Official Plans and Zoning By-law Amendments that reduce the density of a site that is designated for medium or high density development unless the need is established through a municipal comprehensive review.

The applicant is proposing to develop the site with a variation of option 2 (all townhouses), which continues to represent an increased level of intensification that was originally allowed in the “General Commercial” designation in OPA #600 and does not conflict with the intent of policy 3.5.23 of the YROP.

In addition to Section 8.3.8 (Exemptions from Regional Approval) of the YROP, the proposed OPA was considered by Regional Staff from various Departments at the Regional Development Review Committee meeting at which time no Regional Issues were identified. Based on the foregoing, the Region is generally satisfied that the proposed OPA appears to be a routine matter of local significance that does not adversely affect Regional interest as outlined in Section 8.3.8 of the YROP

York Catholic District School Board (YCDSB)

The York Catholic District School Board has reviewed the development applications and has indicated it has adequate accommodations to serve the proposed townhouse development, however, requests that sidewalks be provided on at least one side of all streets within this plan to facilitate walking to school.

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The YCDSB has a concern with the fact that there is only 1 entry/exit point to this development. Due to a number of factors, it is unlikely that a school bus will be able to get any closer than the existing bus stop at the corner of Eagleview Heights and Canvasback Drive. Students living at the southern end of the development will have to travel up to 480 m in order to access the closest bus stop, which exceeds the targeted walking distance of 400 m of the YCDSB Policy #203.

Vaughan Planning staff advises that the conceptual site plan shown on Attachment #6 provides sidewalks along the west, north and south sides of the development with two east/west walking connections located between the townhouse blocks to facilitate connectivity throughout the townhouse complex. The main access for this site has been approved through the original Official Plan and Zoning By-law Amendment applications approved by the Ontario Municipal Board. The final design and sidewalk plan will be reviewed during the submission of the detailed Site Development application.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the submitted plan and reports in support of the applications and provides the following comments:

a) Road Network/Transportation and Transportation Demand Management (TDM)

The latest site plan proposes one (1) access to the subject site development from Eagleview Heights at the northwest corner of the site.

The Traffic Addendum - Single Access being the justification report for the single access has previously been received, as well as, addressed in the OMB decision of January 6, 2012.

b) Municipal Servicing

The owner has submitted a Functional Servicing Report (FSR) prepared by Cole Engineering Group Ltd. in support of the proposed applications that conclude the proposed site development can be serviced by connecting to the existing services.

c) Storm Drainage

i. Quantity:

The Storm Water Management portion of the FSR indicates that post-development storm drainage will convey all stormwater flows up to and including the 100 year design flow, and will be controlled to the capacity of the existing 825mm diameter storm sewer as provided for the lands as part of the overall existing subdivision design. The existing temporary 600mm diameter storm sewer connection, which outlets to Timberwolf Crescent, shall be decommissioned to the satisfaction of the City of Vaughan. A full hydraulic analysis of the downstream storm sewers will be required at the detailed design phase to confirm the ability of the system to convey the proposed site flows. The above mentioned existing storm sewer terminates at the southeast corner of the site and extends through a servicing easement adjacent to Highway 400, connecting to Wildberry Crescent to the south, and outlets to the existing stormwater management facility/pond (SWMP) south of said street. The existing SWMP has been sized to accommodate the lands.

Emergency overland flow for storms greater than the 100-year event from the planned development is proposed to discharge to the existing drainage swale on the west side of Highway 400 based on existing topography, and approval shall be obtained from the MTO.

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ii. Quality:

Storm water quality control will be provided by the existing SWMP located south of Wildberry Crescent just west of Highway 400, as per the Block 32W stormwater management design.

d) Sanitary Servicing

As required by the FSR, two sanitary outlets will be required in order to provide adequate sanitary servicing for the proposed lands based on the number of residential units. The existing 200mm diameter sanitary sewer connection to the lands, located at the southeast corner of the site and extending through the above noted servicing easement connecting to Wildberry Crescent to the south, will be utilized. In addition, a connection to the existing 200mm diameter sanitary sewer on Eagleview Heights is required. These sewers outlet to Vellore Woods Boulevard and continue south where they cross Highway 400 and outlet to the York Region's Jane-Rutherford Sanitary Trunk Sewer System.

The FSR notes that the development will result in minimal surcharging of the sanitary sewers downstream of the lands on Eagleview Heights, Wildberry Crescent and Vellore Woods Boulevard. As the FSR was prepared prior to the redesign of the lands and revised City generation rates, the FSR shall be revised to reflect the final design and to ensure that there is no surcharging as required by City of Vaughan standards. A comprehensive analysis of the downstream sanitary sewer system shall be included in the revised FSR. Flow monitoring may be required to adequately analyze sewer capacity.

e) Water Servicing

The FSR identifies that water supply for the development is proposed to be serviced from a connection to the existing 400mm diameter watermain on Eagleview Heights, and utilizing an internal 300mm diameter watermain. This system is connected to the 400mm diameter watermain on Vellore Woods Boulevard and supplied water from the PD6 York water system. The FSR provides pressure test results and states that the single connection is adequate to service the development from a pressure and flow perspective. Given the proposed number of units the City's criteria requires a secondary feed to ensure the security of water supply.

f) Environmental

The Development/Transportation Engineering Department has reviewed the proposed development applications and supporting environmental reports and has indicated that it is satisfied with the submitted ESA documents at this time in order to allow the development applications to proceed to a technical report to the Committee of the Whole. The Holding Symbol "(H)" must be applied to the subject lands as a condition to the approval of the Zoning By-law amendment.

g) Environmental Noise Impact

A comprehensive Noise and Vibration Assessment Report shall be prepared as part of the detailed site plan submission and all findings and recommendations shall be incorporated in the next submission. The plan as submitted may change as result of the recommendations of the Noise report.

h) Sewage and Water Allocation

A Council resolution will be provided for the application at the site plan approval stage.

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Vaughan Legal Services Department, Real Estate Division

The Vaughan Legal Services Department, Real Estate Division has advised that when the future residential site development application is approved, the owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, or a fixed unit rate per unit whichever is higher in accordance with the Planning Act and the City's Cash-in-lieu Policy. The owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment. The above condition will be applied to the future site plan report to the Committee of the Whole.

GO Transit

GO Transit has indicated that the subject lands are located beyond 300 m from any GO Transit rail corridor and therefore, offer no comments. However, the GO Transit Bus Operation Planning Group has indicated support for this development as it is adjacent to the GO Transit facility at Highway 400 and Major Mackenzie Drive, but would like to ensure an appropriate pedestrian connection from the proposed development to the transit lands. Through the review of the site plan application, City staff will work with the applicant and GO Transit to achieve a pedestrian connection between the commuter lot and the subject property. Prior to final site plan approval, the issue of the pedestrian connection to the GO commuter lot will be reviewed and addressed. A policy to this effect shall be included in the Official Plan.

Ministry of Transportation (MTO)

The MTO has reviewed the applications and have no objection to the proposed development, however, will require that the owner provide the following setbacks from the Highway 400 right-of-way: 9 m setback at the north end of the site and 10 m setback at the south end of the site. No above or underground structures and parking areas shall be located within the setbacks to ensure no conflict with future highway expansions and widenings. The owner is proposing 10 parking spaces along the eastern boundary within the Ministry's setback requirement, however, has not included them in the parking calculations in the event these lands are required for future highway expansion. In addition, community gardens are also proposed to be located in the MTO setback area and like the parking are only meant to be temporary. The MTO has no concern with the additional parking within the setback area, provided the owner provides a letter indicating that the spaces will be removed if the lands are required for future highway expansion and with the understanding that they are not to be used in the required parking calculations. In addition, the appropriate warning clauses indicating that these spaces are only temporary shall be included in all Offers of Purchase and Sale, the Site Plan Agreement, and in the Condominium Declaration. The Ministry will provide more detailed comments at the site development stage.

Bell Canada

Bell Canada has reviewed the proposed Official Plan and Zoning By-law Amendment applications and has no objection, however, have indicated that that an easement may be required to service the subject property. Detailed comments will be provided at the site development stage.

Relationship to Vaughan Vision 2020/Strategic Plan

This report is consistent with the initiatives set forth in the Vaughan Vision 2020/Strategic Plan, particularly "Manage Growth & Economic Well Being".

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The proposed development implements the City's current Official Plan and the Growth Management Strategy as set in Vaughan Official Plan 2010.

Regional Implications

The Region of York has indicated that the proposed development conforms to the York Region Official Plan. Their comments have been identified in this report.

Conclusion

The Vaughan Planning Department has reviewed Official Plan Amendment and Zoning By-law Amendment Files OP.14.002 and Z.14.003 to amend the Official Plan and Zoning By-law to facilitate the development of a maximum of 200, 3-storey townhouse units, in consideration of the applicable Provincial Policies, Regional and City Official Plan policies, and the surrounding existing and planned land use context. The proposed redesignation and rezoning of the subject lands to "Low-Rise Residential" and RVM2(H) Residential Urban Village Multiple Dwelling Zone Two with the Holding Symbol "(H)", respectively, to permit a maximum of 200 townhouse units on the subject lands responds appropriately to the existing low rise residential built form within the surrounding community to the east and south. Should the applications be approved, a corresponding Site Development application is required to be submitted in the future for Vaughan Council approval, to implement the Official Plan and Zoning requirements. Accordingly, the Planning Department can support the approval of the applications subject to the recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Option 1 – Public Hearing (March 25, 2014)
4. Option 2 – Public Hearing (March 25, 2014)
5. OMB Approved Concept Plan
6. Conceptual Site Plan
7. Existing OMB Approval - Conceptual Building Elevations

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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.)