

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 24, 2014

Item 56, 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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**ZONING BY-LAW AMENDMENT FILE Z.12.046
DRAFT PLAN OF SUBDIVISION FILE 19T-12V011
YORK MAJOR HOLDINGS INC.
WARD 4 - VICINITY OF MAJOR MACKENZIE DRIVE AND MCNAUGHTON ROAD EAST**

The Committee of the Whole recommends approval of 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:

Recommendation

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

1. THAT Zoning By-law Amendment File Z.12.046 (York Major Holdings Inc.) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from M1 Restricted Industrial Zone subject to Exception 9(1097) to the following zone categories in the manner shown on Attachment #5 to facilitate the development of 5 apartment buildings with at-grade commercial uses, 165 street townhouse (freehold) units with driveway access onto a public street, and 70 street townhouse units (freehold) with driveway access onto a common element condominium rear laneway:
 - i. RT1(H) Residential Townhouse Zone with the Holding Symbol “(H)”;
 - ii. RA3(H) Apartment Residential Zone with the Holding Symbol “(H)”;
 - iii. OS2 Open Space Park Zone; and,
 - iv. permit the site-specific zoning exceptions identified in Table 1 of this report, subject to the comments in this report.
2. THAT the Holding Symbol “(H)” shall not be removed from the lands zoned RT1(H) Residential Townhouse Zone and RA3(H) Apartment Residential Zone until Vaughan Council identifies and allocates water supply and sewage servicing capacity to the subject lands and a site development application(s) is approved by Vaughan Council for the development, or phases thereof.
3. THAT Draft Plan of Subdivision File 19T-12V011 (York Major Holdings Inc.) shown on Attachment #5, BE APPROVED, subject to the conditions set out in Attachment #1.
4. THAT the implementing Subdivision Agreement for Draft Plan of Subdivision File 19T-12V011 include the following clause:

“The Owner shall pay to Vaughan by way of certified cheque cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City’s Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

For residential high-density development, the Owner shall dedicate parkland and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at a fixed rate per unit prior to the issuance of a Building permit, in accordance with the Planning Act and the City’s cash-in-lieu Policy.”

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5. Prior to issuance of the Notice of Decision for Draft Plan of Subdivision File 19T-12V011, the implementing Official Plan Amendment #1 shall be in full force and effect.
6. THAT the York Major Holdings Inc. Transportation Management and Sidewalk Plan (TMSP), dated May 30, 2014, forming Attachment #9 to this report, BE APPROVED subject to detailed design.

Contribution to Sustainability

The application implements the following Goals and Objectives of Green Directions Vaughan:

Goal 2: To ensure sustainable development and redevelopment

- 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

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

- Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation

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

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

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

- bicycle parking to encourage an alternative mode of transportation
- green roofs, tree plantings, and minimized surface parking to reduce heat island effects
- water-efficient plant material
- trees of varying diameters adjacent to all streets will be planted
- native tree species will be used
- a three-stream waste management system for organics, recyclables, and general waste will be implemented
- pedestrian specific lighting
- building designed for at least 25% improvement over the Model National Energy Code for Buildings

Economic Impact

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

Communications Plan

On April 26, 2013, a Notice of Public Hearing was circulated to all property owners within an extended polling area of 400 m as shown on Attachment #3 and to those individuals requesting notification at the Maple GO Secondary Plan Open House on September 13, 2012. The Planning Department has received the following e-mail correspondence:

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- 1) A resident on Lindenshire Avenue with the following concerns:
 - The proposed buildings will affect their quality of life.
 - The buildings are too high and will affect neighbourhood privacy and increase noise.
 - A desire to preserve Maple as a quiet, well designed community.
 - The proposed 10 and 12-storey buildings will block the sun.
 - Increased traffic.
- 2) A resident in the area (no address provided) with the following concerns:
 - The number of units concentrated in such a small area will create congestion, specifically in the Maple GO Transit parking area.
 - There is already too much traffic during rush hour without the proposed development.
 - GO Transit will not be able to accommodate the demand generated by this proposal.

The above noted concerns are discussed in the responses to resident's concern section of this report.

The recommendation of the Committee of the Whole to receive the Public Hearing report of May 21, 2013, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on June 4, 2013.

Purpose

To seek approval from the Committee of the Whole for the following applications on the subject lands shown on Attachments #2 and #3 to facilitate a residential development consisting of 5 apartment buildings (783 units) ranging in height from 6 to 12-storeys with grade related commercial uses, 165 street townhouse units (freehold) on a public street and 70 street townhouse units (freehold) on a private common elements condominium rear laneway, as shown on Attachments #4 to #8:

1. Zoning By-law Amendment File Z.12.046 (York Major Holdings Inc.) to amend Zoning By-law 1-88, specifically to rezone the subject lands shown on Attachments #2 and #3 from M1 Restricted Industrial Zone to the following zone categories in the manner shown on Attachment #5:
 - i. RT1(H) Residential Townhouse Zone with the Holding Symbol "(H)"
 - ii. RA3(H) Apartment Residential Zone with the Holding Symbol "(H)"
 - iii. OS2 Open Space Park Zone
 - iv. permit the site-specific zoning exceptions identified in Table 1 of this report.
2. Draft Plan of Subdivision File 19T-12V011 (York Major Holdings Inc.) shown on Attachment #5, to facilitate a residential plan of subdivision consisting of the following:

31 Blocks for 165 street townhouse dwellings (Blocks 1-18 and 21-33)	2.749 ha
2 Blocks for 70 street townhouse dwellings on a private rear laneway (Blocks 19 and 20)	0.976 ha
2 Blocks for 783 apartment dwelling units and ground floor commercial uses (Blocks 34 and 35)	1.541 ha
2 Blocks for parks (Blocks 36 and 37)	0.437 ha
Buffer (Blocks 38 and 39)	0.137 ha
0.3 m Reserve (Blocks 40 - 60)	0.005 ha
<u>Streets and Laneways</u>	<u>2.275 ha</u>
Total	8.120 ha

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Background - Analysis and Options

Location

The subject lands shown on Attachments #2 and #3 are bounded by McNaughton Road East to the north, Troon Avenue to the east, Hill Street to the south, and the Maple GO parking lot to the west. The surrounding land uses are shown on Attachment #3.

Official Plan

i. City of Vaughan Official Plan 2010 (VOP 2010)

The subject lands are designated “Mid-Rise Mixed-Use” by Vaughan Official Plan 2010 (VOP 2010) as amended by site-specific OPA #1 to VOP 2010, which establishes the permitted building heights and densities on the subject lands and provides urban design and traffic/transportation policies to facilitate the proposed development.

OPA #1 establishes maximum permitted gross floor areas of 122,398.5 m² and 2,601.5 m² for residential and commercial land uses, respectively, on the subject lands. The Amendment also includes urban design policies to address built form and establishes maximum permitted building heights ranging from 6 to 12-storeys along Eagle Rock Way and 3-storeys for the townhouse development. OPA #1 includes a requirement to facilitate a future north-south road linking the extension of Troon Avenue south to Hill Street as shown on Attachment #4. A condition of draft plan of subdivision approval is included in Attachment #1 respecting the future right-of-way. The proposed development conforms to VOP 2010, as amended.

OPA #1 was approved by the Region of York on May 16, 2014, and the final day for appeal was June 9, 2014. The Region of York has confirmed that there were no appeals received and that OPA #1 is final and binding.

Zoning

The subject lands are zoned M1 Restricted Industrial Zone by By-law 1-88, subject to Exception 9(1097). To facilitate the proposed draft plan of subdivision shown on Attachment #5, an amendment to Zoning By-law 1-88 is required to rezone the subject lands in the manner shown on Attachment #5, together with the following site-specific zoning exceptions to the RT1 Residential Townhouse Zone and the RA3 Apartment Residential Zone:

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Table 1:

	By-law Standard	By-law 1-88, RT1 Residential Townhouse Zone Requirements	Proposed Exceptions to the RT1 Residential Townhouse Zone
a.	<u>On a Lot Accessed by a Lane (Blocks 19 & 20)</u> i. Minimum Lot Frontage ii. Minimum Lot Depth iii. Minimum Lot Area iv. Minimum Front Yard Setback v. Minimum Rear Yard Setback vi. Minimum Exterior Yard Setback vii. Minimum Setback to a Site Triangle viii. Maximum Building Height ix. No Encroachment Zone x. Maximum Interior Garage Width xi. Maximum Driveway Width xii. Parking xiii. Tandem Parking Space Definition	i. 6 m ii. 30 m iii. 180 m ² iv. 4.5 m v. 15 m vi. 4.5 m vii. 3 m viii. 11 m ix. n/a x. 3.048 m xi. No requirement xii. Tandem parking is not recognized as separate parking spaces xiii. Tandem parking is not defined in Zoning By-law 1-88	i. 4.5 m ii. 22 m iii. 92 m ² iv. 3 m v. 6 m (dwelling) 0 m (garage) vi. 3 m vii. 0.7 m viii. 12 m ix. 1.0 m x. 4.5 m xi. 4.5 m xii. Permit 2 required parking spaces to be tandem xiii. Means a parking space which has access through another parking space from a public or private lane
b.	<u>On a Standard Lot, Not Accessed by a Lane (Blocks 1-18 & 21-33)</u> i. Minimum Lot Frontage ii. Minimum Lot Depth iii. Minimum Lot Area iv. Minimum Rear Yard Setback v. Minimum Exterior Side Yard vi. Minimum Interior Side Yard	i. 6 m ii. 27 m iii. 162 m ² iv. 7.5 m v. 4.5 m vi. 3.5 m	i. 5.5 m ii. 26 m iii. 140 m ² iv. 6.0 m v. 3.0 m (Blocks 10, 29 & 30) vi. 1.8 m (Blocks 26 & 27)

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	vii. Minimum Setback to a Site Triangle viii. Maximum Building Height ix. Maximum Number of Townhouse Units in a Row/Block x. Maximum Width of a Driveway xi. Maximum Interior Garage Width	vii. 3 m viii. 11 m ix. 6 units x. 3.5 m for a lot with 6 m frontage xi. 3.048 m	vii. 1.5 m and 1.8 m (Blocks 5 & 29) viii. 12 m ix. 7 units (Block 9) 8 units (Block 21) x. 3 m for a 5.5 m lot frontage xi. 3.5 m
	By-law Standard	By-law 1-88, RA3 Apartment Residential Zone Requirements	Proposed Exceptions to RA3 Apartment Residential Zone Requirements
a.	Minimum Landscape Strip Width Abutting a Street	6 m	i. 3 m (Eagle Rock Way) ii. 3 m (site triangle) iii. 3 m (Troon Avenue) iv. 1 m (Street "1" to Building "E1" loading)
b.	Minimum Parking Requirement (Apartment Dwelling Units) Minimum Parking Requirement (Ground Floor Commercial Uses)	783 units @ 1.5 spaces / unit = 1,175 spaces + 0.25 visitor spaces / 783 units = 196 spaces Total Required Residential Parking = 1,371 spaces + 2,601 m ² @ 6 spaces / 100 m ² = 156 spaces Total Required Parking (Residential and Commercial) = 1527 spaces	673 one bedroom units @ 0.7 spaces/ unit = 471 spaces; + 110 two bedroom units @ 0.9 spaces/ unit = 99 spaces; + 783 units @ 0.15 visitor spaces / unit = 118 spaces Total Proposed Residential Parking Spaces = 688 spaces + 2601 m ² @ 6 spaces / 100 m ² = 52 spaces Total Minimum Proposed (Residential and Commercial) Parking = 740 spaces

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c.	Permitted Uses	<ul style="list-style-type: none"> - Apartment Dwelling - Day Nursery 	<p>Permit the following additional commercial uses on the ground floor only of Buildings “D1”, “D2”, “E1”, “E2”, “E3”, and at the Level P1 Parking:</p> <ul style="list-style-type: none"> - Retail Store - Pharmacy - Eating Establishment with or without an outdoor patio - Eating Establishment, Convenience with or without an outdoor patio - Eating Establishment, Take-out with or without an outdoor patio - Personal Service Shop - Business and Professional Office - Banking and Financial Institution - Dry Cleaning Depot - Club or Health Centre
d.	Minimum Lot Area	67 m ² / unit = 52,461 m ²	<p>0.65 ha (Apartment Block 34)</p> <p>0.88 ha (Apartment Block 35)</p>
e.	Minimum Front Yard (Eagle Rock Way)	7.5 m	3 m
f.	Minimum Rear Yard (Street “1” for Buildings “E1” to “E3” and Street “4” for Buildings “D1” and “D2”)	7.5 m	<p>6 m</p> <ul style="list-style-type: none"> - Building “E1” (loading) - 1 m
g.	Minimum Interior Side Yard	7.5 m	3 m
h.	Minimum Exterior Side Yard	7.5 m	4 m
i.	Minimum Setback to a Sight Triangle (Building “E3”)	7.5 m	3 m

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j.	Maximum Permitted Gross Floor Area	Maximum Gross Floor Area not identified in an RA3 Zone	Establish the following maximum permitted gross floor areas (GFA): - 122,398.5 m ² (Residential Apartments and Townhouses GFA) - 2,601.5 m ² (Commercial Uses)
k.	Minimum Amenity Space (Apartment Dwellings)	673 units (1 Bedroom) x 20 m ² = 13,460 m ² 110 units (2 Bedroom) x 55 m ² = 6,050 m ² Total Required 19,510 m ²	12,229.6 m ² for Blocks 34 and 35
l.	Definition of "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 Planning Act, 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 lot.	For the purposes of zoning conformity, Blocks 34 and 35 shall each be deemed to be one lot regardless of the number of buildings or structures erected and regardless of any conveyances, consents, severances, subdivisions, easements, or condominiums, or other permissions granted after the approval of this By-law, shall be deemed to comply with the provisions of this by-law
m.	Definitions of "Lot Line, Front"	Where both lot lines are of equal length or where the lot abuts more than two (2) street lines, the front lot line shall be the line facing the main entrance of the building unless the lot is a through lot.	The front lot line shall be the lot line abutting Eagle Rock Way
n.	Minimum Parking Space Size	2.7 m x 6.0 m	2.7 m x 5.8 m
o.	Portion of Buildings Below Grade to Front Lot Line	1.8 m	1 m

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The Planning Department has reviewed the above-noted site-specific zoning exceptions and provides the following comments:

a) Building Setbacks and Encroachments

The reduction in building setbacks for the proposed street and block townhouses results in a compact urban form that is supported by the policies of the Official Plan. A no encroachment zone of 1 m has been added to the townhouses accessed by a lane to maintain a landscaped area between the porches and/or stairs and the property line, thereby allowing for additional planting.

The proposed building setbacks for the apartment buildings from Eagle Rock Way facilitates the creation of a built environment that encourages a better physical relationship between the pedestrian and built form and defines the street edges, with grade-related commercial uses to promote a vibrant and pedestrian-oriented environment.

b) Tandem Parking

Zoning By-law 1-88 does not permit tandem parking, and therefore, an exception to the By-law is required to permit this form of parking for the townhouse units accessed by a lane.

c) Landscape Widths

The proposed reduction to the required landscape strip widths and building setbacks along Eagle Rock Way and Streets “1” and “4” facilitates a compact street-related built form and the vision for the Official Plan. The ground floor commercial will benefit as patios and more active features can be incorporated along Eagle Rock Way.

Along Streets “1” and “4” the proposed reduction is required primarily to accommodate enclosed loading areas ancillary to the apartment buildings. Landscaped areas are proposed south of Buildings “D1” and “D2” in order to achieve the 45 degree angular plane between the townhouse units in Blocks 21 and 33 and the apartment buildings. In addition, two additional neighbourhood parks will be provided for amenity space.

d) Minimum Parking Requirement and Parking Space Size

A parking study dated May 9, 2014, by Poulos and Chung Limited has been submitted in support of the proposed parking ratios listed in Table 1 that would yield a minimum parking requirement of 688 spaces for the apartment buildings and 52 spaces for the commercial uses (total 740 parking spaces). These ratios are consistent with those included in the City's draft IBI Parking Study and yield a total parking requirement of 740 spaces. However, the owner is proposing a total of 877 underground spaces for the apartment building and commercial uses, and wishes to maintain the lower parking ratios shown in Table 1. The Vaughan Development/ Transportation Engineering Department has reviewed and approved the parking ratios in Table 1 as discussed later in this report.

The owner is proposing a reduced parking space size of 2.7 m x 5.8 m which is supported by the IBI Draft Parking Study Standard.

e) Minimum Lot Area

The reduction in the minimum required lot area is a result of current market demands and affordability in providing for a compact urban form that will result in a variety of units within the broader community and offer choice to potential purchasers.

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f) Permitted Uses and Maximum Gross Floor Area

The proposal to permit site-specific ground floor commercial uses in the RA3 Apartment Residential Zone is supported by the Planning Department, since OPA #1 (Maple GO Station Secondary Plan) permits retail and office uses not exceeding a total of 2,601.5 m² on the subject lands. The Official Plan also permits a maximum total gross floor area of 122,398.5 m² for all residential uses on the subject lands. The maximum gross floor areas will be included in the implementing Zoning By-law for the subject lands, should the applications be approved.

g) Maximum Number of Townhouse Units in a Block

The maximum number of townhouse units for Blocks 9 and 21 (as shown on Attachment #4) is proposed to be increased from 6 units to 7 and 8 units, respectively. The increase in the number of units occurs only in 2 blocks and is considered minor and will not impact on the streetscape.

h) Building Height

The townhouse units propose an increase in height from 11 m to 12 m. This is considered minor and can be supported by the Planning Department.

i) Amenity Area

Zoning By-law 1-88 requires that a minimum of 19,510 m² of amenity area be provided for the apartment dwellings, whereas 12,229.6 m² is proposed. The proposed amenity area includes balconies, internal building amenities and outdoor areas. The Planning Department can support this reduction as the mid-rise buildings are located across the street from public parks located to the north and south of the buildings.

The Planning Department can support the proposed rezoning of the property and the required site-specific exceptions to Zoning By-law 1-88, to implement the proposed development for the reasons noted above.

Subdivision Design

The draft plan of subdivision shown on Attachment #5 is bisected by Eagle Rock Way. The northern section of the plan will facilitate the development of 3 mid-rise mixed-use apartment buildings, street townhouse units with driveway access onto a public street and street townhouse units on a private common element rear laneway, and a park block. The draft plan of subdivision will facilitate future Part Lot Control and Draft Plan of Condominium applications for the creation of 2 development blocks (Blocks 19 and 20) comprised of 70 freehold townhouse units served by a private common element condominium rear laneway.

The southern portion of the plan is serviced by a “U” shaped road that intersects with Hill Street. Block 34, located on the south side of Eagle Rock Way, will consist of two apartment buildings. Street townhouse units fronting on a public street and a park will be developed on the remainder of the southern portion of the draft plan.

Urban parkettes (Blocks 36 and 37) intended to provide passive recreational opportunities for future residents are provided in the plan. Pedestrian pathways and crosswalks link the parks via the pedestrian promenade to Eagle Rock Way.

The Conditions of Draft Approval (Attachment #1) protects for a future north/south connection between Troon Avenue and Hill Street as shown on Attachment #3, as discussed in greater detail in the upcoming “Transportation” section of this report.

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The Planning Department has no objection to the approval of the Draft Plan of Subdivision as shown on Attachment #5, subject to the Conditions of Draft Approval contained in Attachment #1 to this report.

Conceptual Site Plan

Eagle Rock Way is designed to be the focal point of the proposed community. Eagle Rock Way terminates in a cul-de-sac at its west limit with direct pedestrian connections from a bus transit stop to the Maple GO Station. Eagle Rock Way will be flanked on both the north and south sides with mid-rise mixed-use buildings, ranging from 6 to 12-storeys as shown on Attachment #4. The range of commercial, retail and office uses proposed in the grade-related units will complement the existing and proposed commercial uses in the surrounding area, and will provide local conveniences for the residents of the McNaughton Community and the users of the Maple GO station.

A pedestrian promenade, as shown on Attachment #4, is proposed through the apartment buildings perpendicular to Eagle Rock Way. This promenade will enhance pedestrian movements within and through the subject lands and will provide a distinct and clearly visible pedestrian connection between the parks, building entrances and Eagle Rock Way.

A future Site Development application(s) will be required to permit the proposed apartment buildings and the street townhouse units. The proposed apartment buildings will be reviewed by the Vaughan Design Review Panel.

The Planning Department is generally satisfied with the proposed site plan design, but will continue to work with the owner to improve this plan through the site plan approval process, if the subject applications are approved.

Conceptual Building Elevations

The conceptual building elevations shown on Attachments #6 to #8 for the proposed apartment buildings consist primarily of clear glass with pre-cast accents. Buildings “D1” and “D2” and “E2” and “E3” are connected at the 3rd to 6th floors, as shown on Attachment #6. The owner is proposing typical 3-storey street and block townhouse units however, at this time conceptual building elevations have not been submitted.

A detailed review of the elevations for the proposed apartment buildings and street and block townhouse units will be undertaken through the site plan approval process.

On-Street Parking

Currently there are approximately 1,260 parking spaces at the Maple GO Station. Based on monthly parking utilization statistics from Metrolinx, the average parking demand at the Maple GO Station is much greater than the current number of parking spaces available. This deficit is beginning to present operational issues on the neighbouring streets and roadways and for businesses. In the future, the growing parking demand may impact the streets within the proposed plan.

Concerns were raised at the May 21, 2013, Public Hearing meeting respecting commuters using the Maple GO Rail Station parking on the streets within the proposed plan. Metrolinx has been apprised of the need to study parking issues as part of planned improvements to the Barrie GO Rail Corridor.

In addition, the Vaughan Engineering and Public Works Commission is currently undertaking a parking strategy study with a priority focus on areas such as transit stations.

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Response to Resident's Concern

Two residents submitted email correspondence that identify concerns regarding the proposed building heights, traffic, the capacity of the Maple GO station and quality of life as identified in the communication section of this report.

The proposed development provides for a compact mixed-use community consistent with a provincial policy and the policies in OPA #1. The apartment buildings provide underground parking with convenient customer layby parking located on Eagle Rock Way. The buildings are 6 and 8-storeys in height closer to the existing residential community west of the Maple GO Station increasing to 12-storeys closest to the existing Walmart. The owner has provided a sun/shadow study that demonstrates there will be no impact from the buildings on existing dwellings.

A Traffic Impact Study submitted by the owner concludes that the additional site traffic background volumes do not significantly alter the performance of the surrounding major intersections. Furthermore, the subject development is part of the City's Official Plan intensification strategy, and accordingly, several improvement plans/initiatives are being envisioned to facilitate the subject development for the long-term planning horizon. These improvements consist of transit initiatives, Transportation Demand Management (TDM) implementation strategies and road improvements. These improvements could help alleviate traffic pressure from the surrounding intersections. The traffic study will be further reviewed and finalized during the Site Plan stage. In addition, staff will be reviewing the opportunity to advance the installation of traffic signals at the intersection of Troon Avenue and McNaughton to improve traffic circulation in the area.

The development is designed to encourage pedestrian connectivity through the inclusion of pedestrian connections within the subject lands and the surrounding uses and the Maple GO Station. The City is requiring that a future road connection between Troon Avenue and Hill Street be protected to facilitate improved pedestrian and vehicular access opportunities in the area.

City of Vaughan Design Review Panel

On March 28, 2013, the proposed development was considered by the Vaughan Design Review Panel (DRP), which offered the following comments and suggestions (in part) for consideration:

1. Traffic congestion should be minimized to improve conditions in the community.
2. Site layout and flankage condition onto Troon Avenue and McNaughton Road should be designed to create an attractive environment.
3. The mid-rise building entrances to underground parking and services areas should be designed with significant landscape screening.
4. Central median along Eagle Rock Way should be designed as a significant streetscape feature.
5. The flankages of townhouse units facing the parks should be designed to provide active edges on the park.

A follow-up meeting with Staff resulted in the owner's response to the above DRP suggestions as follows:

The community has been designed to minimize the infiltration of vehicular commuter traffic by excluding a north-south road through the community. The plan includes an emphasis on intensity next to a major transportation facility and encourages alternatives to vehicle travel to transit as a viable, convenient and affordable way to travel. Increasing transit activity along Eagle Rock Way will bring more pedestrian traffic into the community to support the local commerce.

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The landscaped median along the centre of Eagle Rock Way is appropriate as it will soften the hard architectural elements of the surrounding urban landscape. The proposed parks will present an active frontage to the surrounding community including the townhouses on local roads and the entrances and lobbies to the mid-rise buildings. The secondary plan has included provisions for upgraded townhouse elevations and active facades that face the park and streets.

The length of the apartment building has been designed to create presence of a street wall along Eagle Rock Way that is reflective of a traditional Ontario Main street with the appropriate use of building materials and architectural design to accommodate a mid-rise building.

A GO parking structure if required in the future can be integrated seamlessly into the existing landscape with minimal visual impact on residential uses due to the substantial difference in grade between the plan area and the existing parking area.

The required future site development application(s) for the apartment buildings will be presented to the DRP.

Vaughan Development/Transportation Engineering Department

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

a) Environmental Site Assessment (ESA)

A Phase One Environmental Site Assessment (ESA) was submitted by the owner and reviewed by the Vaughan Development/Transportation Engineering Department. The Phase One ESA report indicates that a Phase Two ESA investigation was initiated for the subject lands in August 2011 and identified soil impacts on the north and south portions of the property. It is recognized by the owner that remediation and a Record of Site Condition (RSC) will be required and that remediation had recently commenced. The draft plan of subdivision proposal is considered to be a change to a more sensitive land use (i.e. commercial/industrial to residential) and as a result a RSC is required as per Ontario Regulation 153/04 (as amended). A condition to this effect is included in the Conditions of Approval on Attachment #1.

b) Road Network/Access

The subject lands are bounded on the north side by McNaughton Road East and require the reconstruction of Eagle Rock Way and Hill Street to improve the site accessibility. Street "1" along the north and west limits of the development is a single loaded street. Given the density of the future neighbourhood, there is a desire to provide on-street parking and therefore, non-standard 16 m and 17 m rights-of-way are being proposed on Street "1" to provide a wider pavement to accommodate on-street parking. The balance of the internal roads within the development will follow the City standards for local roads with a 17.5 m right-of-way.

The availability of on-street parking will serve the development by supplementing the proposed off-street parking supply for the proposed development. Zoning By-Law 1-88 does not include a visitor parking requirement for street townhouse units. The owner has analyzed the available on-street parking and determined approximately 75 visitors parking can be accommodated on the surrounding City streets. As parking demand at Maple GO Station is much greater than the available parking supply, any future impact to the streets within the proposed plan will be monitored by the City's By-law Compliance Staff. When the Eagle Rock Way bike lanes and parking lanes are implemented, the appropriate amendments/updates will be made to the Consolidated Traffic By-law 284-94 and Consolidated Parking By-law 1-96.

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Access for the subject development is proposed onto Troon Avenue and Hill Street. The Traffic Management and Sidewalk Plan is shown on Attachment #9.

c) Transportation

A future road connection between Troon Avenue and Hill Street is being protected to facilitate connectivity between the development on the north and south sides of Eagle Rock Way and to provide a more porous street network. This connection can improve the road network connectivity and accessibility for the south block, accessibility for emergency vehicles, and reduce the potential for cut-through traffic to the adjacent GO Transit parking lot and Wal-Mart loading area access. A warning clause to this effect has been included in the draft plan of subdivision conditions in Attachment #1.

d) Conceptual Site Plan

- i. The proposal includes one entrance/exit on Street “1” for the north block (Buildings “E1”, “E2”, & “E3”), which may be inadequate to serve the 495 residential units and 1499.8 m² of retail uses. Furthermore, it may cause an operational issue at the site entrance and Troon Avenue due to its proximity of an unsignalized intersection (Street 1/Troon Avenue). The owner shall explore the feasibility of an additional access to the aforementioned buildings (e.g. an additional access to Building “E1” could improve the traffic circulation/operation within the proposed development/site access). This matter will be reviewed in detail at the Site Plan stage.
- ii. It is acknowledged that Zoning By-law 1-88 does not require visitors parking for the proposed 235 street townhouse units, and the Parking Assessment Plan prepared by KLM Planning identifies the location of driveways with potential on-street parking. However, due to the density of the development and proximity of the Maple GO Station, some streets will have limited opportunity for on-street parking.

e) Parking Study

The Development/Transportation Engineering Department has reviewed that parking study submitted in support of the application and provides the following comments:

Use	Existing By-law 1-88 Standard	Estimated or IBI Draft Parking Study Standard	Proposed/Available Parking
1 Bedroom	1.5 spaces x 783 units = 1175 spaces	0.7 spaces x 673 units = 471 spaces	0.7 spaces x 673 units = 471 spaces
2 Bedroom		0.9 spaces x 110 units = 99 spaces	0.9 spaces x 110 units = 99 spaces
Visitors	0.25 spaces x 783 units = 196 spaces	0.15 spaces x 783 units = 117 spaces	0.15 spaces x 783 units = 118 spaces
Retail	6 spaces x 2,601 m ² /100 m ² = 156 spaces	2 spaces x 2,601 m ² /100 m ² = 52 spaces	2 spaces x 2,601 m ² /100 m ² = 52 spaces
Townhouse Dwelling	165 units x 2 spaces = 330 spaces	165 units x 1 space = 165 spaces	165 units x 2 spaces = 330 spaces
Laneway Townhouse	70 units x 2 spaces = 140 spaces	70 units x 1 space = 70 spaces	70 units x 2 spaces = 140 spaces

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Visitor Parking	No Visitor Parking Required	No Visitor Parking Required	TMSP shows up to 75* available on-street visitors parking excluding parking on Eagle Rock Way
Total	1998 spaces	975 spaces	1,210 spaces required/1,347 spaces proposed and available (including 137 surplus parking and *75 available on-street parking spaces not included in the total)

- i. The Transportation Management and Sidewalk Plan (TMSP) outlines locations where on-street parking will be available in the community. These locations are only shown on one side of the street where more parking is available. Parking will not be permitted on opposite sides of the roadway (as per Consolidated Parking By-law Number 1-96). Using these locations outlined on the TMSP, staff estimate up to 75 vehicles can be accommodated on the surrounding City streets (not including future on-street parking on Eagle Rock Way), however the maximum allowable number of vehicles will depend on a number of factors, including the following two factors. First, the location of fire hydrants will limit vehicles from parking within 3 metres. Second, personal parking habits may decrease the space between vehicles and the total number of vehicles that can park on the roadway at any given time.
 - ii. The submitted parking study concludes that the proposed parking supply would be sufficient for the development's specific requirements since the proposed rates are justified based on the following studies:
 - i. The Yonge Street & Regional Road Corridor, City of Markham
 - ii. Markham Centre, Markham
 - iii. Town of Richmond Hill parking standards
 - iv. The total recommended number of parking spaces is also considered appropriate based on the preliminary findings of the City of Vaughan's Draft Parking Standards completed by IBI Group. Furthermore, the study looks at the shared parking spaces to provide opportunity to take advantage of the different peaking characteristics.
 - iii. The commercial uses are expected to be ancillary to the development or be used extensively by residents in the proposed development. Commercial parking demands typically peak during the noon hour, when residential visitor parking demand is low.
 - iv. Since VOP 2010 promotes a non-auto modal split to encourage more sustainable travel, the Development/Transportation Engineering Department can support the parking supply recommended in the study.
- f) Transportation Demand Management Plan (TDM)
- i. The TDM Plan outlines the proposed physical improvements planned for the Development. In terms of soft TDM measures, the TDM Plan supports PRESTO cards. The suggested TDM measures will not be sufficient to encourage/enhance use of sustainable transportation. The City recommends the owner propose additional TDM measures or programs. For example, the owner could consider:

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- wayfinding signage to encourage walking and cycling to transit stops, the GO station and other destinations in the area
- provide materials and services to encourage transit use (e.g. contribution towards bus shelters, screen in building lobbies with real-time transit information displays)
- subsidize CAN-BIKE cycling skills development courses offered by the City
- provide car sharing vehicle(s) as an alternative to direct car ownership (i.e. a short-term, third-party, pay-per-use service that offers an alternative to direct car ownership)
- the development of a community map for residents that illustrates local sustainable transportation services and facilities (e.g. walking, cycling and transit)
- coordinate an individualized marketing program for the community (also known as ‘Personal Travel Planning’) to encourage people to make more sustainable transportation choices. This can be achieved through a combination of information, incentives and motivation (e.g. one-to-one contact and advice, map/leaflet order forms, website, interactive web map, promotional events, group walks and bike rides, free transit passes etc).

Prior to final approval of the Plan, the owner shall submit a TDM Plan to the satisfaction of the Vaughan Development/Transportation Engineering Department. A condition of Draft Approval is included in Attachment #1.

- ii. The estimated cost for all recommended soft TDM measures should be provided as part of the TDM Plan, including the cost of monitoring, and the financial roles and responsibilities.
- iii. The TDM Plan should also include a ‘Monitoring’ program. Data collection and monitoring of the TDM Plan is required to evaluate each of the chosen TDM measures and to provide the necessary information to evaluate the TDM Plan. A five year monitoring program is recommended for TDM Plans, with a baseline travel survey occurring within one year of occupation. Travel surveys are recommended every 2-3 years as part of the monitoring program.
- iv. The TDM Plan should include an ‘Implementation Plan’ that summarizes implementation of TDM measures, program of target dates, phasing of the development, and information about ongoing management of the TDM Plan, including roles and responsibilities.
- v. On the east side of the Block 36 park there can only be one sidewalk as it is a 17.5m right-of-way. The City would prefer to have the sidewalk on the east side of Street “1” as a pedestrian walkway could be incorporated into the park. The owner has agreed to incorporate a walkway into the park.

g) Transportation Management and Sidewalk Plan

The Vaughan Development/Transportation Engineering Department has reviewed the Transportation Management and Sidewalk Plan, dated May 30, 2014, and are satisfied that it addresses all outstanding issues. The plan includes sidewalks on at least one side of every road, and bike lanes on Eagle Rock Way providing a connection to the Maple GO Station. The Transportation Management and Sidewalk Plan is shown on Attachment #9 for approval by Vaughan Council subject to detailed design. A condition to this effect is included in the recommendation of this report.

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h) Municipal Services

The owner has submitted a Functional Servicing Report and Stormwater Management Report (Project No: 2011-3714) prepared by Schaeffers Consulting Engineers, that illustrates the following servicing scheme in support of the subject development:

i. Storm Drainage:

The existing storm sewer system conveys flow to an existing Storm Water Management Pond (SWMP) located east of the subject site that can provide both quality and quantity control for the subject development. Based on the preliminary analysis, the post-development flow can be discharged to the existing system without capacity constraints.

ii. Sanitary Servicing:

Sanitary services for the subject development can be provided by connecting to the existing sanitary sewer located on Troon Avenue and McNaughton Road. With the anticipated increasing population in the area, the owner shall analyze the existing downstream sanitary sewers to ensure there are no constraints within the existing system. The owner shall be required to carry out any necessary downstream sewer improvement as a condition of draft plan of subdivision approval.

i) Water Supply

Water services for the subject development can be provided by connecting to the existing watermain located on Eagle Rock Way and Troon Avenue, which can provide domestic and fire flow demands for the proposed development.

j) Servicing Allocation

The proposed development is comprised of apartment dwellings (783 units) and townhouse dwellings (235 units). In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on October 29, 2013, servicing allocation capacity has not been assigned for the noted development. Restricted servicing capacity (12,900 persons equivalent) will be available to distribute to various development applications throughout the City subject to the completion of the south/east sewer collectors anticipated in Q4-2014.

Should the draft plan of subdivision be approved, the Development/Transportation Engineering Department can recommend the reservation of servicing capacity for the 235 townhouse units (799 persons) from the restricted servicing capacity. The two apartment blocks will be subject to a Site Development Application and servicing allocation will be recommended at that time.

The servicing allocation capacity for the proposed development is subject to further review, as such, the entire draft plan of subdivision shall be approved with a Holding Symbol "(H)" for allocation and subject to a "no-presale agreement" condition.

k) Environmental Noise Impact

The owner has submitted a preliminary noise report to verify the noise sources surrounding the subject lands. The owner is required to submit a final report including detailed traffic noise and stationary noise analysis to revise and refine the acoustic recommendations, to the satisfaction of the Development/Transportation Engineering Department. Draft plan conditions to address noise including warning clauses have been included in Attachment #1.

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l) Engineering Summary

The Vaughan Development/Transportation Department has no objection to draft plan approval of the subdivision subject to their comments above and conditions included in Attachment #1.

Vaughan Parks Development Department

The Vaughan Parks Development Department has reviewed the draft plan of subdivision and conceptual site plan and shown on Attachments #4 and #5, respectively, and is supportive of the proposed residential development and the location of the two parks, subject to their conditions of approval included in Attachment #1.

Vaughan Real Estate Division

The owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

For residential high-density development, the Owner shall dedicate parkland and/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at a fixed rate per unit prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy.

These provisions will be included in the implementing subdivision agreement and are included in the recommendation of this report.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority has no objections to draft approval of the plan of subdivision, subject to their conditions included in Attachment #1.

Bell Canada

Bell Canada has no objections to draft plan approval of the plan of subdivision subject to their conditions included in Attachment #1.

Canada Post

Canada Post has no objections to draft plan approval of the plan of subdivision, subject to their conditions included in Attachment #1.

GO Transit / Metrolinx

GO Transit/ Metrolinx has no objections to draft plan approval of the plan of subdivision subject to their conditions included in Attachment #1.

Relationship to Vaughan Vision 2020/Strategic Plan

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

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i. Manage Growth & Economic Well Being

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

Regional Implications

York Region has no objections to draft approval of the plan of subdivision subject to their Pre-Conditions and Schedule of Conditions set-out in Attachment #1.

Conclusion

The Vaughan Planning Department has reviewed Zoning By-law Amendment File Z.12.046 and Draft Plan of Subdivision File 19T-12V011 in accordance with the applicable City Official Plan policies, Zoning By-law 1-88, comments from City Departments and external public agencies, and the area context. The applications will facilitate a residential development comprised of 5 apartment buildings (783 units), 165 freehold townhouse units and 70 block townhouse units on a private common element road on a site that is compatible with the surrounding existing and planned land uses. On this basis, the Planning Department can support the approval of the Zoning By-law Amendment and Draft Plan of Subdivision applications, subject to the conditions of approval set out in the recommendation of this report and the Conditions of Approval included in Attachment #1.

Attachments

1. Conditions of Draft Approval
2. Context Location Map
3. Location Map
4. Conceptual Site Plan
5. Draft Plan of Subdivision File 19T-12V011 & Proposed Zoning
6. Conceptual Elevations - Buildings D1 & D2
7. Conceptual Elevations - Building E1
8. Conceptual Elevations - Building E2 & E3
9. Transportation Management and Sidewalk Plan

Report prepared by:

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