

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF SEPTEMBER 25, 2012

Item 45, Report No. 33, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on September 25, 2012.

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**ZONING BY-LAW AMENDMENT FILE Z.12.032
SITE DEVELOPMENT FILE DA.11.058
ROYAL 7 DEVELOPMENTS LTD.
WARD 4 - VICINITY OF JANE STREET AND REGIONAL ROAD 7**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated September 4, 2012, be approved;**
- 2) That the deputation of Mr. Alan Heisey, Papazian Heisey, King Street West, Toronto, be received; and**
- 3) That the coloured elevation drawings submitted by the applicant be received.**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.12.032 (Royal 7 Developments Ltd.) BE APPROVED, to amend Zoning By-law 1-88, specifically to remove the "(H)" Holding Symbol from the portion of the subject lands shown on Attachment #3, thereby effectively zoning the lands C9 Corporate Centre Zone.
2. THAT Site Development File DA.11.058 (Royal 7 Developments Ltd.) BE APPROVED, to permit the development of a 37-storey residential apartment (future condominium) building, located on a podium ranging in height from one to five storeys, consisting of 353 residential units and 1,620 m² of ground floor commercial area, as shown on Attachments #7 to #14, subject to the following conditions:
 - a) that prior to the execution of the implementing Site Plan Agreement:
 - i) the final site plan, landscape plans, building elevations, signage plans, street sections, photometric lighting plan, wind study, and shadow study, shall be approved by the Vaughan Development Planning Department;
 - ii) the Owner shall submit a Minor Variance Application to permit the variances identified in Table 1 of this report, which shall be approved by the Vaughan Committee of Adjustment, and the Committee's decision shall be final and binding;
 - iii) a zoning by-law shall have been enacted to remove the "(H)" Holding Symbol from the portion of the lands shown on Attachment #3;
 - iv) the final site plan, street sections, site servicing plan, site grading plan, stormwater management plan, erosion and sediment control plan, environmental noise study, geotechnical/soils report, external lighting plan, wind study, utility location plan, mechanical plan, traffic impact study, and transportation demand management plan shall be approved by the Vaughan Development/Transportation Engineering Department;

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- v) the final waste management plan and waste collection design standards submission shall be approved to the satisfaction of the Vaughan Public Works Department - Solid Waste Management;
 - vi) the Owner shall satisfy all requirements of the Region of York Transportation and Community Planning Department, including all conditions required to implement the Site Development Application, as shown on Attachment #17; and,
 - vii) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority;
- b) that the Site Plan Agreement include the following provision:
- (i) “The Owner shall pay to 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 issuance of a Building Permit, or a fixed rate per unit, whichever is higher, in accordance with the Planning Act and the City’s Cash-in-lieu Policy; and, 2% shall be paid for the commercial component in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands for the commercial component, 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.”
- c) that in addition to the City’s standard conditions, the implementing Site Plan Agreement include the conditions set out in Attachment #1, including all appropriate legal instruments and agreements required to implement the development, to the satisfaction of the City Solicitor.

Contribution to Sustainability

The applicant has advised that the site and building design will incorporate the following sustainable features:

- i) green roofs will comprise 14.1% of the entire roof coverage, including:
 - an extensive (lighter) green roof over the five-storey podium, which will absorb storm water and solar heat; and
 - an intensive (thicker) green roof on portions of the one and two-storey podium, which will also provide outdoor amenity space for residents;
- ii) high-albedo painting on portions of the roof;
- iii) permeable paving on select areas of the site;
- iv) stormwater will be captured in cisterns located beneath the public square, and used for irrigating plants;
- v) LED lighting throughout the site.
- vi) landscaping to mitigate the heat island effect, including native, drought tolerant shrubs, grasses and flowers;
- vii) transportation demand management measures to encourage active and public transportation, including:
 - pedestrian-scaled corridors and amenity areas to encourage pedestrian activity during all seasons;
 - bicycle parking facilities and storage; and
 - education and incentives for increasing public transportation use.

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A condition with respect to sustainability features is included in Attachment #1. As the Development Planning Department is currently undertaking a Sustainable Development Guidelines study, with anticipated completion in 2013, subsequent phases of development may require additional sustainability measures to be incorporated into the site and building design and construction.

Accordingly, the Development Planning Department encourages the Owner to adopt sustainability as a guiding principle for subsequent phases of development. Additional sustainable development opportunities include, but are not limited to: implementing an affordable housing strategy, connections to the Black Creek open space system, maximizing solar gains, facilitating on-site renewable energy systems, providing plug-ins for electric vehicles, utilizing local and/or sustainable building materials, enhancing air quality, providing a high-level of energy efficiency and water consumption, reducing and diverting construction waste, and providing community facilities for the residents.

Economic Impact

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

Communications Plan

On June 30, 2011, a courtesy notice of the Site Development Application was circulated to the East Woodbridge Homeowners' Association and the Concord West Ratepayers' Association.

On July 21, 2011, the Development Planning Department received a letter from the Concord West Ratepayers' Association objecting to the proposed building height of 37 storeys, and recommending a maximum height of 20 storeys. The Development Planning Department provided the Concord West Ratepayer's Association with the Ontario Municipal Board approved Zoning By-law for this site, which grants unlimited height for the tower due to its status as a landmark location in Zoning By-law 1-88, subject to maximum densities and prescribed building envelopes. Further details with respect to the zoning requirements are discussed in the Site History section of this report.

On August 21, 2012, a courtesy notice of this Committee of the Whole meeting was circulated to all individuals who requested notification with respect to this application.

Purpose

The Owner has submitted Zoning By-law Amendment File Z.12.032 to amend Zoning By-law 1-88, specifically to remove the "(H)" Holding Symbol from the portion of the subject lands shown on Attachment #3, thereby effectively zoning the lands C9 Corporate Centre Zone.

The Owner has also submitted Site Development File DA.11.058 to permit development of a 37-storey residential apartment (future condominium) building, located on a podium ranging in height from one to five storeys, as shown on Attachments #7 to #14. The development consists of 34,303 m² of residential gross floor area (353 units), 1,620 m² of ground floor commercial area, and 2,917 m² of service and amenity area, for a total gross floor area of 38,840 m². The total amenity area, including indoor and outdoor space, is 6,506 m². The development is served by 503 parking spaces, located on three levels of underground parking.

The proposed development constitutes Phase I of a comprehensive plan for the subject lands known as "Expo City," which includes five mixed-use residential towers with ground-floor commercial. The Conceptual Master Plan is shown on Attachment #5.

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Background - Analysis and Options

Location

The vacant 3.48 ha subject lands are located at 2900 Regional Road 7, on the north side of Regional Road 7, between Jane Street and Creditstone Road, as shown on Attachments #2 and #3. The lands are located east of the proposed VMC subway station, on the east side of Black Creek. The surrounding land uses are shown on Attachment #3 and the proposed VMC Transit Network Plan is shown on Attachment #4.

Site History/Ontario Municipal Board Decision

Zoning By-law Amendment File Z.06.051 and Draft Plan of Subdivision File 19T-00V21 for the subject lands (formerly owned by Royal Empress Gardens Ltd.) were approved through a settlement at the Ontario Municipal Board on September 4, 2008. The applications were approved to facilitate development of five high-rise residential buildings (four with ground floor commercial), together with park, buffer, and road blocks.

The site-specific zoning approved at the Ontario Municipal Board permits the following over the entire Royal 7 Developments Ltd. holdings:

- i) 1,935 residential units, including a maximum of 733 units for Buildings 1 and 2;
- ii) prescribed building envelopes;
- iii) a maximum Gross Floor Area of 182,000 m² for the entire site;
- iv) a maximum retail commercial Gross Floor Area of 4,028 m² for the entire site;
- v) unlimited building height for the tower portion of the buildings (status as a landmark location under Zoning By-law 1-88);
- vi) a maximum building height of 17.0 m for the podium portion of the buildings;
- vii) 1.1 parking spaces per dwelling unit, plus 0.2 parking spaces per unit for visitor parking;
- viii) shared residential visitor and commercial parking, with the total requirement being whichever is greater;
- ix) a minimum 0 m yard setback for underground parking structures;
- x) 15 m² of amenity area per residential unit; and,
- xi) for the purposes of zoning conformity, the subject lands shall be deemed to be one lot.

Official Plan Amendment File OP.06.019, which proposed to delete the planned extension of Barnes Court, was withdrawn by the former Owner as part of the settlement.

Land Use Policies

a) Provincial Policy Context

The Provincial Policy Statement (PPS) provides broad policy direction on matters of provincial interest related to land use and development. The PPS promotes intensification and redevelopment that optimizes the use of existing infrastructure and accommodates a range of employment, residential, commercial, and civic uses.

The Provincial Growth Plan (Places to Grow) identifies the Vaughan Metropolitan Centre (VMC) as one of 25 Urban Growth Centres, which are intended to be a focal point for growth and intensification to support major transit infrastructure. Urban Growth Centres like the VMC are planned to achieve a density target of 200 people and jobs per hectare by 2031.

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Metrolinx's Regional Transportation Plan (The Big Move) identifies the VMC as an Anchor Mobility Hub, due to the convergence of two rapid transit lines: the Spadina subway extension and the VIVA Rapidway along Regional Road 7. The Big Move recommends transit-supportive densities of 200-400 people and jobs per hectare.

b) York Region Official Plan

The York Region Official Plan identifies the VMC as one of four Regional Centres, which are intended to be developed with the most intensive and greatest mix of uses in accordance with the provincial policies outlined above.

c) City of Vaughan Official Plan (In-Effect)

The subject lands are designated "Corporate Centre Node" by OPA #500 (Vaughan Corporate Centre Plan), as amended by OPA #663 (Avenue Seven Plan), which permits a range of uses, including medium and high density residential, commercial, office, retail, institutional uses, and community facilities. At-grade retail uses are required in all developments fronting onto Regional Road 7, with primary entrances oriented to the street, and connected to the public sidewalk.

The Official Plan intends to achieve an average Floor Space Index (FSI) of 5.0 throughout the Corporate Centre Node; however, there is no Floor Space Index limit on any individual site. The Official Plan permits a maximum building height of 25 m within the "Corporate Centre Node," except for development blocks identified as "Gateway Sites," which have no maximum building height. The subject lands, specifically the intersection of Regional Road 7 and Maplecrete Road (future extension, as shown on Attachments #4 & #5) is recognized as a "Gateway Site," where high rise landmark buildings are encouraged to be located with no height restrictions.

The proposed Phase I site development conforms to the in-effect City of Vaughan Official Plan, and supports the Provincial and Regional policies for intensification and transit-supportive densities within the Vaughan Metropolitan Centre.

d) Vaughan Metropolitan Centre Plan

The subject lands are designated "Neighbourhood Precinct (N3)" by the Vaughan Metropolitan Centre (VMC) Plan, which forms part of Volume 2 of the Vaughan Official Plan 2010. VOP 2010 was adopted by Vaughan Council on September 7, 2010, and is pending approval from the Ontario Municipal Board.

The "Neighbourhood Precinct" designation permits residential uses, community amenities, professional offices, and street-related commercial retail along the Regional Road 7 frontage. The VMC Plan recognizes the Ontario Municipal Board approved Zoning By-law for the site, together with minor variances that are in keeping with the objectives, policies and schedules of the VMC Plan. Accordingly, the proposed site development conforms to the VMC Plan.

While the subject lands have an OMB approved Zoning By-law and the VMC Plan is not yet in effect, the Owner is strongly encouraged to design future phases of the site in accordance with the spirit and intent of the VMC Plan. Additional policies to be considered include, but are not limited to: adjacent land uses and requirements, built form and urban design guidelines, retail locations, sustainable development, and providing affordable housing units.

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Zoning

The subject lands (Phase 1 of the comprehensive development) are zoned C9 Corporate Centre Zone and C9(H) Corporate Centre Zone with the “(H)” Holding Symbol by Zoning By-law 1-88, subject to Exception 9(1248), as shown on Attachment #3.

The parking supply consists of 405 residential parking spaces, and 98 shared residential visitor and commercial parking spaces, for a total of 503 parking spaces, which complies with Zoning By-law 1-88. The proposed amenity area of 6,506 m² also complies with Zoning By-law 1-88.

The following variances from Zoning By-law 1-88, Exception 9(1248) are required to facilitate the proposed development:

Table 1: Proposed Exceptions to Zoning By-law 1-88			
	By-law Standard	By-law 1-88 Requirements, C9 Zone, Exception 9(1248)	Proposed Exceptions to By-law 1-88, C9 Zone, Exception 9(1248)
a.	Location of Building 1 (Tower and Podium)	The tower and podium must be located within the building envelope and in accordance with the setbacks shown on Schedule “E-1376-A”	Permit the tower and podium location as shown on Attachment #7, which is partially outside of the building envelope shown on Schedule “E-1376-A”
b.	Maximum Height for Building 1 (Podium along Regional Road 7)	17.0 m	20.4 m (five-storeys, as shown on Attachment #9)
c.	Encroachment of Canopy Beyond Building Face	0.5 m	2.5 m (at main entrance abutting Regional Road 7)

The Development Planning Department supports the above-noted variances, which are minor in nature, and meet the intent of the Official Plan and Zoning By-law. The proposed site development for Phase I is generally in keeping with the building envelopes and setbacks in the OMB approved Zoning By-law. Minor changes are required to facilitate a different building design than originally approved at the OMB. The increased building height for the podium facing Regional Road 7 and the canopy encroachment at the main entrance are also considered appropriate, as they create a strong street presence along Regional Road 7.

Prior to the execution of the Site Plan Agreement, the Owner must submit a Minor Variance Application for the above-noted variances, which must be approved by the Vaughan Committee of Adjustment, and the Committee’s decision shall be final and binding. A condition to this effect is included in the recommendation of this report.

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Holding Symbol “(H)”

A portion of the proposed Phase I podium, temporary access road, and underground parking (shown on Attachment #3) are zoned C9(H) Corporate Centre Zone with the Holding Symbol “(H).” The Owner has submitted Zoning By-law Amendment File Z.12.032 to remove the Holding Symbol from this portion of the lands, which is required to facilitate the Phase I development. The OMB Approved Zoning By-law states that the Holding Symbol can be removed upon confirmation from the Region of York that adequate water supply and sewage treatment capacity are available to service the subject lands, together with Council approval of a Site Development Application(s).

Servicing allocation is not required to lift the Holding Symbol for the portion of Phase I located within the C9(H) Zone, as only commercial uses, a temporary access road, and underground parking are proposed on this part of the site. Should Vaughan Council approve the subject Site Development Application, the conditions for removing the Holding Symbol will be satisfied and the implementing Zoning By-law to remove the Holding Symbol will be forwarded to a subsequent Council meeting for enactment, prior to the execution of the Site Plan Agreement.

Revised Draft Plan of Subdivision File 19T-00V21

The Owner has submitted revisions to the OMB approved Draft Plan of Subdivision File 19T-00V21 to facilitate a new comprehensive development for the subject lands. The OMB approved Draft Plan of Subdivision was based on the street network in OPA #500 (Vaughan Corporate Centre Plan), as amended by OPA #663 (Avenue Seven Plan), including a collector ring road network. The revised Draft Plan of Subdivision is generally in keeping with the street network in the VMC Plan, including a finer grain of collector and local streets.

The VMC transit network plan, including the new street network, is shown on Attachment #4. The extension of Maplecrete Road and Barnes Road, as well as the park block on the northwest corner of the subject lands (shown on Attachments #5 and #6) will be conveyed to the City through the related Draft Plan of Subdivision process. Through discussions with the Owner and in light of the OMB decision that grants a 0 m setback from underground parking structures, Street “B” will be a public street above privately held lands and subsurface parking, while McCleary Court will be a private street with a public access easement.

The revised Draft Plan of Subdivision is currently under review by the City and external public agencies. A technical report with revised conditions of draft plan approval will be brought forward to a future Committee of the Whole meeting for Council’s consideration. The Draft Plan of Subdivision must be registered prior to approval of any subsequent phases of development on the subject lands. The City expects that a Landowners Group Agreement will be executed to secure equitable cost sharing of infrastructure required for the VMC. A Community Services and Facilities Impact Study will also be required to assist in identifying current and required levels of social infrastructure to support future residents.

In recognition of the OMB Approved Draft Plan of Subdivision and the anticipated completion of the Toronto-York Spadina Subway Extension to the VMC in 2015, the subject Site Development Application for Phase I has been reviewed concurrently with the revised Draft Plan of Subdivision. To facilitate approval of Phase I in advance of the revised Draft Plan of Subdivision, the conditions in Attachment #1 are required to secure matters such as street conveyances, easements, cost sharing, etc.

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Site Plan Review

a) Site Plan

The Phase I site plan shown on Attachment #7 consists of a 37-storey residential apartment building (future condominium) with ground floor commercial. The tower is situated on a one-storey podium, which tiers up to two storeys on the westerly side of the building, and five-storeys adjacent to Regional Road 7.

b) Access and Street Network

Access to the site for Phase I is provided by a temporary driveway from Barnes Court, which is proposed to run south to Building 1. No direct access will be provided from Street “B” (north/south road on the easterly limit of the property) to Regional Road 7 at this time. In the interim, Street “B” will consist of a 5.75 m boulevard (sidewalk, landscaping and curb) and a minimum 3 m temporary driveway to serve the loading area on the east side of Building 1.

Through negotiations with the Owner and in light of the previous OMB decision which grants a 0 m setback to underground parking structures, Street “B” will be a public street located over privately held lands and subsurface parking. For the Phase I site development, the Owner is required to convey the westerly portion of Street “B” to the City, as it extends from Regional Road 7 to Barnes Court, and above the stratified parking. A condition to this effect is included in Attachment #1.

Future access from Street “B” to Regional Road 7 is dependent on conditions outlined in Attachment #1, and will ensure that Street “B” is constructed to its ultimate condition (shown on Attachment #13) in a timely manner. The ultimate condition must conform to the Figure “J” typology in the VMC Plan for Local Streets with a 20 m right-of-way.

When Street “B” is constructed to its ultimate configuration, the City will be responsible for its maintenance and operations. The Owner (or future Condominium Corporation) will be responsible for maintaining stratified parking beneath the street, subject to required legal agreements, which are described in Attachment #1. As the Owner of the subject lands (Royal 7 Developments Ltd.) has a stake in the ownership of the adjacent lands to the east, Royal 7 Developments Ltd. is willing to make a commitment on behalf of the adjacent landowners with respect to the ultimate construction of Street “B.”

McCleary Road, which runs east/west through the site, will be a private street with a public access easement. The Owner is required to convey a portion of the easement for the Phase I lands, as per a condition in Attachment #1. McCleary will be reconfigured during later phases of development, and additional easements for public access will be secured through the Draft Plan of Subdivision process.

c) Landscape Plans

The ground floor landscape plan shown on Attachment #8 consists of deciduous trees, shrubs and grasses, together with a variety of paving materials, including granite and concrete. As the proposed street trees on the west side of Street “B” are located above a parking structure, an enhanced planting strategy such as soil cells is required to maintain tree health and longevity.

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Green roofs are proposed on select areas of the podium, including an extensive green roof on the five-storey loggia fronting onto Regional Road 7, and an intensive green roof or roof garden on portions of the one and two storey podium, as shown on Attachment #7. A galleria is proposed to provide internal north/south pedestrian connection through the westerly portion of the Phase I building.

d) Streetscape and Open Space Master Plan

The City, together with consultant EDA Collaborative Inc., is currently undertaking a VMC Streetscape and Open Space Master Plan to provide a green infrastructure framework for the VMC public realm, including parks, open spaces, public squares, and streets. As part of the study, EDA Collaborative Inc. is working with the City, VMC landowners, PowerStream, and York Region to examine the feasibility of undergrounding utilities along Regional Road 7.

A typical cross-section for Regional Road 7 from the Draft VMC Open Space and Streetscape Master Plan is shown on Attachment #15. Detailed landscape design and materials for the Regional Road 7 streetscape must comply with the Council approved VMC Streetscape and Open Space Master Plan, which is anticipated for completion in the second quarter of 2013. A condition to this effect is included in Attachment #1.

e) Building Elevations

The proposed building elevations are shown on Attachments #9 to #12. The tower elevations are rotated 17 degrees with a “wave” design, and comprised of clear, green tinted, and spandrel glass with aluminum bands and metal louvers. The podiums are designed with loggias along the major frontages (recessed facades on the first storey), and comprised primarily of clear glass and precast concrete, with aluminum bands, metal roofing, and glass/steel canopies. A temporary Exterior Insulation Finish System wall will be constructed on the west podium elevation until construction of Phase II.

f) Wind and Shadow Studies

The Owner has provided Wind and Shadow Studies in support of the Phase I development, which have been reviewed by the Development Planning Department. The final plans must include wind mitigation strategies at the northwest entrance of Building 1. Wind and Shadow Studies for the remainder of the proposed development will be reviewed through the related Draft Plan of Subdivision process.

g) Signage Plans

The Owner has submitted signage plans for the commercial units of the buildings facing Regional Road 7 and Street “B,” as well as the entry features on the north and south building elevations. The proposed signage for the commercial units consists of both wall and projected signs, as shown on Attachment #13. The final signage plans, including materials and illumination, are subject to approval from the Development Planning Department.

The Development Planning Department is generally satisfied with the site plan, landscape plans, building elevations, signage plans, cross-section for Street “B”, photometric lighting plan, wind study, and shadow study, and will continue to work with the applicant to finalize the drawings and studies. A condition to this effect is included in the recommendation of this report.

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The Owner is required to submit a physical and digital model of the final approved site development in support of the City's initiative for 3D modeling of the VMC area. The digital model must be accurately geo-referenced to the satisfaction of the Vaughan Development Planning Department. To guarantee the completion of such works, the Owner shall file a Letter of Credit in an amount and format satisfactory to the Vaughan Development Planning Department, as per the condition in Attachment #1.

Conceptual Master Plan/Phasing

The Conceptual Master Plan is shown on Attachment #5 and the Conceptual Landscape Master Plan is shown on Attachment #6. Full build-out of the site includes five residential apartment buildings (future condominiums) ranging in height from 37 to 39 storeys, and located on podiums ranging in height from one to five storeys, including ground floor commercial. The Master Plan is designed to have a total of 1,935 residential units in accordance with the OMB approved Zoning By-law.

The Owner anticipates that the subject lands will be developed in five phases (one tower per phase), as shown on Attachment #5. Detailed design of subsequent development on the subject lands requires the submission and review of future Site Development Applications. The future extension of Maplecrete Road and Barnes Court is required for development of Phase II in order to provide sufficient pedestrian and vehicular access to the site.

A public square is located in the central area between Buildings 1 to 4, which will be partially constructed for Building 2, and fully constructed for Building 3. Detailed design for the public square will be confirmed through the Draft Plan of Subdivision Process.

Vaughan Design Review Panel

The Site Development Application was considered by the Design Review Panel at its inaugural meeting on October 27, 2011, with the understanding that the proposed site development was already at an advanced stage of review. The Panel made several recommendations to activate and engage the public realm, including, but not limited to:

- i) strengthening the site's function as a gateway for the VMC, particularly the southwest tower (Building 5), which should engage the street grid;
- ii) minimizing the visual impact of the towers by reducing the floorplate to 750 m² in accordance with the VMC Plan, and utilizing clear, rather than tinted glazing;
- iii) increasing permeability between the building face on the ground floor and the pedestrian realm, particularly along the Regional Road 7 frontage;
- iv) providing residential townhouse units at grade (with potential flexibility for converting some units to retail in the future);
- v) ensuring that the central public square is fronted by buildings greater than one-storey in height, with animated uses;
- vi) strengthening the east/west and north/south pedestrian connections through the site, including the galleria, Maplecrete, and connections to Black Creek; and
- vii) continuing to incorporate sustainability into the design with respect to landscape architecture, Black Creek, and responding to localized environmental conditions.

Future site development applications for the remaining phases will be subject to review by the Design Review Panel.

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District Energy

Discussions are ongoing between the Owner and the City with respect to participating in the District Energy system (centralized heating and cooling system) planned for the Vaughan Metropolitan Centre. A condition is included in Attachment #1 to ensure that the mechanical systems for Building 1 can accommodate future connections to a District Energy system.

Servicing Allocation

On November 14, 2005, Vaughan Council allocated servicing capacity for 446 residential apartment units for the related Draft Plan of Subdivision File 19T-00V21. The current Site Development Application for Phase 1 has 353 residential units, and will be serviced through this amount.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the drawings and reports submitted in support of the application, as follows:

a) Phase I Environmental Site Assessment

The Phase I Environmental Site Assessment submitted in support of the application, including acknowledgement from the Ministry of the Environment and a Record of Site Condition, was approved by the Vaughan Development/Transportation Engineering Department through the original Draft Plan of Subdivision File 19T-00V21, and Zoning By-law Amendment File Z.06.051.

b) Site Servicing, Grading, Stormwater Management, Noise, Geotechnical/Soils, Wind Study, External Lighting, Utility Coordination, and Mechanical Plans

The first phase of the Expo City site development will consist of one condominium tower with a proposed interim access from existing Barnes Court. Phase I will be serviced by storm sewers, sanitary sewers and watermains that are proposed to be constructed within the future right-of-way of the Maplecrete Road extension. These services will be constructed initially as private services to municipal standards. Once the Draft Plan of Subdivision proceeds, these services will be transferred to municipal ownership through the subdivision agreement.

The Owner is required to convey to the City and Region of York the lands and/or easements required for interim and permanent site access and servicing. Conditions to this effect are included in Attachment #1.

The final site servicing, grading, stormwater management, noise, geotechnical/soils, wind study, external lighting, utility coordination, and mechanical plans and reports must be approved to the satisfaction of the Development/Transportation Engineering Department, prior to execution of the Site Plan Agreement, as identified in the recommendation of this report.

c) VMC Infrastructure Improvements

As the subject lands are within the northeast quadrant of the VMC Secondary Plan, the following key municipal infrastructure improvements/retrofit works are required to support full build-out of the plan based on the conclusions and recommendations of the Black Creek Stormwater Optimization Master Plan Class Environmental Assessment Study and the Vaughan Corporate Centre Master Servicing Strategy Master Plan:

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- i) the retrofit (re-naturalization) and expansion of the existing Black Creek channel and associated structure improvements;
- ii) the retrofit and expansion of the existing Jane St./Hwy 7 SWM pond;
- iii) in-stream erosion restoration measures/ works within the Black Creek sub-watershed; and
- iv) sanitary sewer enlargement.

The aforementioned SWM infrastructure improvements will not be in place in advance of the Expo Phase I development, so the developer is proposing interim on-site stormwater management controls including low impact development (LID) practices, rooftop storage, subsurface vault storage and temporary underground superpipe storage to control the Phase 1 site according to the criteria established in the master plans to the greatest extent practically possible. The Owner is required to pay its proportionate share of the cost of the broader infrastructure improvements to support full build-out of the Vaughan Metropolitan Centre according to the master servicing plans. Conditions to this effect are included in Attachment #1.

d) Traffic Impact Study

The Development/Transportation Engineering Department has reviewed the Phase I Traffic Impact Study submitted in support of the Expo City development, dated August 2012 and prepared by Mark Engineering.

Phase I of the development will incorporate the apartment building in the southeast corner of the site. Direct access to Highway 7 has been deferred to later stages along with any direct connection through the site to the east. Access to Creditstone will be via a temporary access to Barnes Court. Based on the submitted analysis, the intersection of Barnes Court and Creditstone Road will operate at a good level of service. Phase I of the development will generate a modest amount of traffic compared to the traffic already on the road system; therefore the proposed first phase of development will not have a significant impact on the current road system.

As a result of discussions between the City, the Owner, and York Region, the intersection of Maplecreek Road and Regional Road 7 will be developed as a signalized, full movement intersection. The Traffic Impact Study for the remainder of the subject lands will be reviewed through the Draft Plan of Subdivision process.

e) Transportation Demand Management

The Development/Transportation Engineering Department has reviewed the Phase I Transportation Demand Management (TDM) Plan submitted in support of the application. The TDM Plan must be revised to include: improved pedestrian crossings, additional short and long-term bicycle parking, and education, promotion, outreach, and transit incentive measures to help achieve the City's goal of a 50% transit modal split by 2031 in the VMC.

The final TDM Plan must be approved to the satisfaction of the Development/Transportation Engineering Department prior to execution of the Site Plan Agreement, as per the recommendation of this report. Upon approval, the Owner is required to post an additional Letter of Credit with York Region to ensure implementation and monitoring of the TDM Plan, as discussed in the Regional Implications section of this report.

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Vaughan Parks Development Department

The Parks Development Department has provided comments with respect to the proposed park block on the northwest portion of the site (shown on Attachment #6), which include, but are not limited to: parkland dedication totals, proposed amenities and planting, confirmation of the top of bank and flood lines, landscape details, etc. The Owner is required to address these comments and convey the park to the City through the related Draft Plan of Subdivision process (File 19T-00V21).

Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that for residential high-density development, the Owner shall pay to 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 rate per unit, whichever is higher, in accordance with the Planning Act and the City's Cash-in-lieu Policy; and, 2% shall be paid for the commercial component in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands for the commercial component, 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. A condition to this effect is included in Attachment #1.

Vaughan Cultural Services Division

The Vaughan Cultural Services Division has reviewed the Site Development Application and has indicated that the subject property has been cleared of concerns regarding archaeological resources.

Vaughan Public Works Department - Solid Waste Management

The Vaughan Public Works Department - Solid Waste Management Division has reviewed the Site Development Application and provided comments to the Owner. The final waste management plan and waste collection design standards submission must be approved to the satisfaction of the Vaughan Public Works Department - Solid Waste Management, in accordance with the recommendation of this report.

Canadian National Railway (CN)

CN has reviewed the application, and is satisfied with the Phase I Noise Report submitted in support of the proposal. CN has no objections to the Site Development Application, subject to conditions of approval which were previously negotiated through the Draft Plan of Subdivision process and OMB approval. Conditions to this effect are included in Attachment #1.

Utilities

PowerStream Inc. has reviewed the Site Development Application and indicated that it is the Owner's responsibility to contact PowerStream and discuss all aspects of the site with respect to electrical supply, the potential relocation of hydro poles, and the relocation of the PowerStream owned plant and cable near Barnes Court. A provision to this effect will be included within the Site Plan Agreement.

Enbridge Gas has reviewed the Site Development Application and has no objections. It is the Owner's responsibility to contact Enbridge Gas with respect to installation and clearance requirements for service and metering facilities, as well as any possible easements.

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Bell Canada has reviewed the Site Development Application, and has advised that prior to commencing any work on site, the Owner must confirm that sufficient wire-line communication/telecommunication infrastructure is available to service the site. Provisions to this effect will be included in the Site Plan Agreement.

Canada Post

Canada Post has reviewed the Site Development Application and indicated that it is the Owner's responsibility to contact Canada Post to discuss a suitable mailbox/mailroom location and ensure that Canada Post specifications are met. The Owner must supply, install and maintain a centralized mailbox facility for the residential portion of the development, while a separate centralized mail facility may be required for the commercial portion of the development.

Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the application, and provided conditions of approval for inclusion within the Site Plan Agreement with respect to protecting ground and surface water. The conditions require stormwater quantity control on site, appropriate stormwater rooftop storage, stormwater quality treatment facilities, erosion and sediment control plans, a dewatering assessment, details of the proposed shoring system and construction schedule, and obtaining a permit prior to any site works taking place. Conditions to this effect are included in the recommendation of this report and in Attachment #1.

Relationship to Vaughan Vision 2020/Strategic Plan

This staff report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Manage Growth & Economic Well-being".

Regional Implications

The York Region Transportation and Community Planning Department has reviewed the Site Development Application and advised that they have no objections to the proposed development, in principle. The Owner is required to enter into a Site Plan Agreement with York Region to address issues including, but not limited to: financial and insurance requirements, land conveyances, easement, and encroachment requirements, as identified on Attachment #17. Prior to receiving final approval from the Region, and prior to the issuance of final building permits by the City of Vaughan, the Owner must address all detailed comments provided by York Region, which can be summarized as follows:

a) Rapid Transit

The Owner is required to convey a portion of their lands fronting onto Regional Road 7 to York Region, in order to achieve a 30 m setback from the centreline of construction and accommodate the future VIVA Rapidway along Regional Road 7. The Region also requires the Owner to convey up to 10 m by 10 m daylighting triangles at the northeast and northwest corners of the future Maplecrete Road extension.

Proposed landscaping or streetscaping adjacent to or within the Regional Road 7 boulevard must be coordinated with York Region's Bus Rapidway design for Regional Road 7. In the interim, the Owner is required to provide sidewalks and pedestrian connections for streets with transit services, including illumination, in accordance with the City of Vaughan standards. The Owner must also accommodate continuous flow-through circulation for York Region Transit's Mobility Plus specialized vehicles.

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b) Access and Easements

The Region of York has advised that the Owner must provide a vehicular and pedestrian interconnection to the adjacent lands to the west (owned by ZZEN Developments Ltd. and Midvale Estates Ltd), including provision of necessary easements in favour of the landowners to the west. This condition is required as part of the site plan application. Should the Draft Plan of Subdivision be draft approved prior to final approval of the site plan application, this condition will be addressed through the subdivision process instead.

Future access from Street “B” to Regional Road 7 will be restricted to right in/right out movements only.

c) Traffic Impact Study

York Region has provided comments on the Traffic Impact Study submitted in support of the application, which must be revised to their satisfaction. Transportation planning for the Phase I development must be coordinated with a comprehensive study for the proposed build-out of the site in order to address issues such as access requirements and phasing impacts.

d) Transportation Demand Management (TDM)

York Region has indicated that the TDM Plan submitted in support of the application does not meet their requirements. The Owner is required to revise the TDM Plan to the satisfaction of York Region and address all comments including, but not limited to: providing direct pedestrian and cycling connections and facilities, budget and funding, transit incentives, implementation, and monitoring. Upon approval, the Owner is required to submit a Letter of Credit to York Region to ensure implementation and monitoring of the TDM Plan.

The Owner is required address all York Region requirements prior to execution of the Site Plan Agreement, as per the recommendation of this report. York Region comments and conditions, which are subject to change prior to final approval, are included in Attachment #17.

Conclusion

Zoning By-law Amendment File Z.12.032 and Site Development File DA.11.058 have been reviewed in accordance with OPA #500, OPA #663, the Vaughan Metropolitan Centre Plan, Zoning By-law 1-88, the Ontario Municipal Board decision, comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposal to remove the Holding Symbol “(H)” on a portion of the subject lands, and permit development of a 37-storey, 353 unit residential apartment building, situated on a podium ranging in height from one to five storeys, including ground floor commercial, is appropriate and compatible with the existing, permitted and future uses in the VMC and surrounding area. Accordingly, the Development Planning Department can support approval of the Site Development Application, subject to the recommendations of this report.

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Attachments

1. Conditions of Site Plan Approval
2. Context Location Map
3. Location Map
4. Vaughan Metropolitan Centre: Proposed Transit Network Plan
5. Conceptual Master Plan
6. Conceptual Landscape Master Plan
7. Site Plan: Phase I
8. Landscape Plan: Ground Floor
9. South Building Elevation (Facing Regional Road 7)
10. North Building Elevation (Facing Barnes Court)
11. East Building Elevation (Facing Street "B")
12. West Building Elevation (Facing Future Maplecrete Road Extension)
13. Signage: Regional Road 7
14. Cross Section: Street "B" (Ultimate Condition)
15. Typical Cross-Section: Regional Road 7
16. Rendered Southeast Elevation
17. York Region Comments and Conditions of Approval

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/CM

(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.)