

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

9

The Committee of the Whole recommends:

- ## Recommendation

The Commissioner of Planning and the Director of Development Planning recommend:

- $$\dots/2$$

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 2

- viii. the owner shall satisfy all requirements of the Region of York Transportation and Community Planning Department; and.
 - ix. the owner shall satisfy all requirements of the Ministry of Transportation.
- b) that the Site Plan Agreement include the following provisions:
 - i. “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. If required, 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 Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.”
 - ii. The owner and the City are currently in discussions regarding the proposal to achieve credit for parkland associated with this development. The proposal is being assessed based on criteria that includes, but is not limited to, ownership, design principles, construction costs, maintenance costs, liability, public access, programming, and issues identified in previous City reports on stratified arrangements. The results of the discussions will be presented in a report for Vaughan Council’s consideration and final disposition.

The owner shall agree to make all necessary arrangements with the City for any amendments to the approved site and landscape plans and Site Plan Agreement, if required, to implement the decision of Vaughan Council in this regard.
 - iii. The owner shall implement transportation demand management (TDM) measures, in accordance with the recommendations of the approved Traffic Impact and Parking Study, to the satisfaction of the Vaughan Development/Transportation Engineering Department.
 - iv. The owner shall maintain full unrestricted public access, including pedestrian and vehicular traffic flow, at all times at the Weston Road right-in and right-out access and the full length of the driveway extending from Weston Road to the north-south driveway at the east limit of the subject lands, to the satisfaction of the City of Vaughan. The owner shall not erect any barriers in the future to impede access to this driveway.
 - v. The owner shall agree to implement the external transportation infrastructure improvements including the signalization of the Northview Boulevard and Weston Road intersection, and the modifications to the access and driveway from Regional Road 7, to the satisfaction of the Ministry of Transportation (MTO), the Region of York, and the City of Vaughan.
- c. Prior to issuance of any Building Permit:
 - i. the owner shall provide to the satisfaction of the City the Remediation Plan Implementation Report and the Record of Site Condition (RSC),

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 3

including a hard copy of the RSC signed by a Qualified Person and the Acknowledgement Form from the Ministry of Environment (MOE); and,

- ii. the owner must submit a zoning by-law amendment application to remove the Holding Symbol (“H”) from the subject lands, to the satisfaction of the Development Planning Department.
2. THAT Vaughan Council adopt the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol, dated October 29, 2013:

“IT IS HEREBY RESOLVED THAT Site Development File DA.11.117 is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 800 apartment residential units.”

Contribution to Sustainability

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

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.1: To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City’s Consolidated Growth Management Strategy – 2031
- 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 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit
- Objective 3.3: Reduce single occupant vehicle (SOV) trips by supporting active transportation, carpooling, and public transit

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

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

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

- Bicycle parking to encourage an alternative mode of transportation and reduced parking ratios to encourage public transit
- Green roofs, tree plantings, and minimized surface parking to reduce heat island effects
- Storm water management features to retain a minimum quantity of water on site and to enhance storm water quality
- Low flush toilets to reduce water usage
- Use of energy efficient lighting fixtures
- Locally sourced building materials and use of high recycled content building materials

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 4

- Three-stream waste management: organics, recyclables, and general waste
- Drought-tolerant native plant species used extensively throughout the site
- Commitment to a car share program

Economic Impact

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

Communications Plan

N/A

Purpose

The owner has submitted Site Development File DA.11.117 on the subject lands shown on Attachments #1 and #2 to permit a mixed-use development, comprised of the following:

- 30 and 33-storey residential apartment buildings with a combined GFA of 62,9376 m²
- a maximum of 800 residential units
- A podium ranging from 2 to 7-storeys consisting of commercial uses and residential units totaling 11,402.47 m² of gross floor area
- 1,581 parking spaces distributed over three levels of underground parking, including ground and mezzanine level dedicated parking for the proposed commercial uses
- A density of 4.57 Floor Space Index (FSI)
- A total gross floor area (GFA) of 88,696.74 m²
- A 14,357.35 m², 10-storey office building

Background - Analysis and Options

Location

The 1.94 ha subject lands are located on the northeast corner of Weston Road and Regional Road 7, municipally known as 7777 Weston Road, as shown on Attachments #1 and #2.

Background

On June 19, 2012, the Vaughan Committee of the Whole approved related Official Plan and Zoning By-law Amendment Files OP.08.005 and Z.08.022 for the subject lands that established the site-specific density, building heights, and development standards for the original conceptual development shown on Attachment #3. Vaughan Council adopted the implementing site-specific Official Plan Amendment #729 and Zoning By-law 102-2012 on June 26, 2012.

Ontario Municipal Board (OMB)

Home Depot Holdings Inc. currently owns and operates the retail warehouse on the north side of Northview Boulevard, as shown on Attachment #2. Home Depot appealed OPA #729 and Zoning By-law 102-2012 to the Ontario Municipal Board (OMB) citing their concerns regarding the introduction of a residential use adjacent to their store and the noise impact their store operations could have on the proposed development.

The City participated in OMB mediation with the owner and Home Depot. The mediation resulted in modifications to the conceptual site plan (Attachment #4). The mutually agreed upon modifications are reflected in the site plan shown on Attachment #4, and are the result of measures to mitigate noise generated by the existing Home Depot store as follows:

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 5

- The height of office building was increased from 9-storeys to 10-storeys.
- The office building was redesigned to incorporate a wave parapet, as shown on Attachment #7.
- A 10 m high wing wall was added at the east side of the office building, as shown on Attachment #4.

The OMB issued the Memorandum of Oral Decision on June 28, 2013. The result of the mediation is reflected in the OMB approved and modified OPA #729 and Zoning By-law 102-2012.

In-Effect Official Plan

The subject lands are designated “Corporate Centre Corridor” and “Transit Stop Centre” by in-effect OPA #500 (Corporate Centre Plan), as amended by OPA #663 (The Avenue 7 Land Use Future Study), and further amended by site-specific by OPA #729. OPA #729 permits a maximum net density of 4.59 FSI and a maximum building height of 105 m on the subject lands. The proposed development yields a net FSI of 4.57 and the proposed maximum building height of 105m conforms to the Official Plan.

Vaughan Official Plan 2010 (VOP 2010)

The subject lands are designated “High-Rise Mixed-Use” by the Vaughan Official Plan (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified by Vaughan Council on September 27, 2011, March 20, 2012, and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and approved, in part, on July 23, 2013, December 2, 2013, and February 3, 2014 by the Ontario Municipal Board. The lands are located within the Secondary Plan Area for Weston Road and Regional Road 7, but received approval by Vaughan Council to be reviewed. The subject lands are located within the Intensification Areas (Primary Centres) designation that permits a mix of residential, retail, community and institutional uses. The subject lands are located in a designated Regional Intensification Corridor and are surrounded by existing commercial and retail uses along Weston Road and Regional Road 7.

The Vaughan Development Planning and Policy Planning Departments prepared a report that recommended that the related Official Plan and Zoning By-law Amendment Files OP.08.005 and Z.08.022, respectively, continue to be processed by City Staff in advance of the required Secondary Plan for the Weston Road and Regional Road 7 area pursuant to Section 10.1.1.10 of the City of Vaughan Official Plan (VOP) 2010. That report had recommended, in part, the following, which as approved by the Vaughan Council on May 3, 2011:

- “i) That the applicant supply a comprehensive traffic study, which will encompass the traffic movement within a radius not less than one (1) kilometre of the proposed land;*
- ii) That upon completion of the traffic study, the applicant agree to attend one (1) Special Committee of the Whole meeting for the purpose of civic engagement as well as at least one (1) Ward 3 Community meeting;*
- iii) That Council give staff direction to attend the community meeting and request the attendance of regional staff; and,*
- iv) That the City notify the community contained within Highway 7 to Langstaff Road and Pine Valley Drive to Weston Road for the Special Committee of the Whole meeting.”*

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 6

The owner has satisfied all of the above noted recommendations and with the approval by the OMB, the proposed mixed-use development conforms to the VOP 2010.

Zoning

The subject lands are zoned C9(H) Corporate Centre Zone with the Holding Symbol “(H)” by Zoning By-law 1-88, subject to Exception 9(246). The conditions for removal of the Holding Symbol “(H)” include:

- i. A Site Development application must be approved by Vaughan Council, which implements the noise mitigation measures required by OPA #729.
- ii. The City of Vaughan must identify and allocate water supply and sewage capacity to the subject lands.
- iii. A Phase 2 Environmental Site Assessment (ESA), must be completed, which will determine the requirement for a Phase 3 ESA (Remediation Plan and the Remediation Plan Implementation Report), and the final registration of the Record of Site Condition (RSC) signed by a Qualified Person and the issuance of the Acknowledgement Form from the Ministry of Environment (MOE).
- iv. That Access to Regional Road 7 from the subject lands has been secured between the owner and the owner of the lands to the immediate east

Should Vaughan Council approve this application, conditions i) and ii), will be satisfied. Condition iii) cannot be satisfied at this time as the owner is required to provide a Phase 3 ESA and a condition to address this required information is identified in the recommendations of this report. Condition iv) has been fulfilled, as discussed later in the access section of this report. The Holding Symbol “(H)” will remain on the subject lands until condition iii) is satisfied. The owner is required to submit future Zoning By-law Amendment application to remove the Holding Symbol “(H)” from the subject lands. The development proposal complies with the Zoning By-law 1-88.

Density Bonussing Agreement

Zoning By-law Exception 9(246) permits a net density increase from 2.09 FSI to 4.59 FSI on the subject lands. The Zoning By-law also contains a condition for density bonussing, specifically a cash contribution made by the owner for \$600,000.00 for community benefits implemented through the executed density bonussing agreement between the owner and the City. The agreement provides for payment of \$300,000.00 upon issuance of an above ground Building Permit for each residential apartment building.

Site Plan Review

a) Site Plan

The proposed site plan is shown on Attachment #4. The subject lands will be developed as one phase consisting of a podium ranging in height from 2 to 7-storeys, with commercial uses and residential units. A 10-storey office building is proposed on the north side of the podium and forms a transitional use between the adjacent existing retail warehouse (Home Depot) and the two residential apartment buildings (30 and 33 storeys) located on the south side of the subject lands.

Three levels of underground parking are proposed, including ground and mezzanine level dedicated to the commercial uses, with a total of 1,581 spaces. The owner has committed to a car share program as well as providing bicycling parking in order to promote alternate modes of transportation, in accordance with their Transportation Demand Management (TDM) Plan, which must be approved by the Vaughan Development/Transportation Engineering Department, and is discussed later in this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 7

The Development Planning Department is satisfied with the proposed site plan shown on Attachment #4. The plan implements the negotiated OMB noise measures.

b) Access and Ministry of Transportation (MTO)

Site access is proposed from a right-in and right-out driveway on Weston Road, the signalization of the intersection at Weston Road and Northview Boulevard, an out-bound driveway onto Northview Boulevard, and a full move access at the easterly limits of the subject lands. The internal driveway will be privately owned and will facilitate full public access to and through the development. The owner will not be permitted to erect any barriers to block public access to the internal driveway. A specific condition will be included in the implementing Site Plan Agreement to this effect and is included in the recommendation of this report.

Access from Regional Road 7 is proposed from an existing right-in driveway that is located on the lands immediately to the east (Calloway REIT) of the subject lands. The owner has negotiated and executed on November 14, 2012 a private agreement with Calloway REIT to modify and share the driveway.

The access from Regional Road 7 is located within the Ministry of Transportation Ontario's (MTO) Controlled Access Highway limits. In a letter dated January 11, 2013, the MTO confirmed their support to maintain the current right-in access from Regional Road 7, provided that the final Traffic Impact Study be approved to their satisfaction.

The owner has made a submission to the MTO to convert the existing right-in driveway from Regional Road 7 to a right-in and right-out driveway, which is supported by the Region of York and the City. The MTO is currently reviewing this modification. Should the MTO approve this modification the owner will be required to amend the approved site plan, to the satisfaction of the City.

c) Landscape Plan

The proposed landscape plan is shown on Attachment #5. The development is located within an Intensification Area along a planned bus rapid transit (BRT) route. As such, the Development Planning Department encourages the owner to continue to work with York Region and VivaNext to maximize unencumbered areas along the Regional streetscapes. A condition that the owner finalizes the landscape plans and details to the satisfaction of the City, Region of York, and VivaNext is included in the recommendation section of this report.

d) Amenity Space/Park

The owner proposes that the third-storey roof-top amenity space shown on the site plan and landscape plans (Attachments #4 and #5) be publically owned and operated. Public spaces (e.g. parks) located above grade and within a private development have never been approved by the City. This proposed park model requires that extensive research be undertaken by the Parks Development, Building Standards, Development Planning, Finance, and Legal Services Departments with respect to, but not limited to, construction costs, maintenance costs, liability, required legal agreements, programming, public accessibility, designs for a successful public space, and wind mitigations for environmental comfort.

The City will continue to discuss the proposal with the owner and provide a report to a future Committee of Council for consideration and disposition of this matter, which may include consideration of other parkland credit requests. In the interim, the Development

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 8

Planning Department recommends that the Site Plan Agreement be executed, subject to the recommendations in this report and that a clause be included in the Site Plan Agreement committing the City and owner to further discuss this issue and for City staff to prepare a report for Vaughan Council's consideration and disposition regarding this matter. A condition to this effect is included in the recommendation section of this report.

e) Building Elevations

The Development Planning Department is satisfied with the proposed building elevations shown on Attachments #6 to #9. The plans implement the negotiated OMB approved noise mitigation measures.

f) Design Review Panel (DRP)

The Vaughan Design Review Panel (DRP) consists of members who provide professional recommendations respecting development applications to the City. The Panel acts as an advisory body to the Development Planning Department.

The DRP considered the original conceptual site plan, shown on Attachment #3, on November 24, 2011. The Panel noted that the proposed design was positive and successful in providing podium articulation and variation, articulation of the towers with creative rooftop mechanical room treatments, high-quality landscaping, corner access and treatment. The Panel also agreed the proposed design responds well to the challenging existing site context and sets a good precedent for the future intensified forms of high rise developments. The proposal delivers a true mixed-use development that is a positive response the City's vision for the future of Regional Road 7, east of Weston Road, as a rapid transit corridor.

The following suggestions were made by the DRP to further enhance the proposed development:

i. Mid-block Pedestrian Connections

- The internal road should be taken to the next level of design to include safe pedestrian access.
- The internal retail corridors should function as alternative pedestrian mid-block connections.

ii. Site Orientation

The opportunity to provide daylight to the internal pedestrian accesses should be explored by breaking the podium into smaller sections.

iii. Viability of Commercial Units

The proposed indoor retail may reduce pedestrian activities on the exterior public realm, and on future adjacent developments. More attention should be paid to determine the type, function and amount of internal retail. Priority should be given to the street front retail to ensure a dynamic pedestrian environment on the surrounding public sidewalks.

iv. Landscaping

The overall landscape design creates positive environments within the public and private realms. The landscape plan can be further enhanced with use of native and drought resistant plants, as well as the placement of raised planters between the Regional Road 7 sidewalk and roadway.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 9

v. Cultural and Social Aspects

Considering the site context, the inclusion of cultural uses will greatly enhance the quality of social interactions within the site and its surroundings.

As shown on Attachment #4, the owner has addressed the DRP's comments by providing a safe internal road and pedestrian access, adding skylights to allow for natural light onto the mid-block connections, and facilitating direct commercial access at street level.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the application and supports the Environmental Noise Report and Addendum findings prepared by Valcoustics. The final site servicing and grading plans, stormwater management report, lighting plan, geotechnical and hydrotechnical report, mechanical plan showing the internal service connection for water, sanitary and storm, and utility coordination plan that identifies the locations of hydro and telephone poles, transformer boxes, conduits, vaults, and light standards must be approved by the Vaughan Development/Transportation Engineering Department. Additional comments from the department are as follows:

i. Environmental Site Assessment

The owner has submitted the Phase One and Phase Two Environmental Site Assessments (ESA) and a Remediation Plan. The reports were peer reviewed by the City's peer reviewer, DCS. The Vaughan Development/Transportation Engineering Department has no objection with the development proposal subject to the final approval of the Record of Site Condition (RSC), the Remediation Plan, and the subsequent Remediation Implementation Report, which is already included as a condition of the removal of the Holding Symbol "(H)" in By-law 102-2012.

ii. Planning and Studies

Vaughan Council approved the Citywide Servicing Capacity Allocation Strategy Annual Update on October 29, 2013. The development proposal was included in the "Reservation Schedule" for 800 residential units. Therefore, in accordance with the adopted City Servicing Capacity Distribution Protocol, Vaughan Council is required to allocate servicing capacity in conjunction with site plan approval, which has been included in the recommendation of this report.

iii. Transportation

The owner is advised to update the parking and traffic impact study submitted to reflect the site plan shown on Attachment #3, which proposes 783 residential units (up to a maximum of 800 units), 11,402.47 m² gross floor area (GFA) of commercial uses, and 14,357.35 m² GFA of office uses. The current parking and traffic impact studies submitted are based on the original site plan shown on Attachment #3. The owner is required to provide an update to the parking study and traffic impact study, which the Vaughan Development/Transportation Engineering Department acknowledges as a minor revision. The final studies must be approved by the Vaughan Development/Transportation Engineering Department. A condition in this respect is included in the recommendation of this report.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 10

iv. Pedestrian and Bicycle Circulation Plan

The owner shall submit a conceptual pedestrian and bicycle circulation plan, showing the interior and exterior flow with the objective to create safe, accessible and convenient pedestrian and cycling connections within the proposed development and surrounding areas, to the satisfaction of the Vaughan Development/Transportation Engineering Department. The plan must inform the site plan on matters of sidewalk locations, crosswalks, and wayfinding signage, as well as include parking area designs and cycle parking locations.

v. Transportation Demand Management (TDM) Plan

The TDM Plan dated November 27, 2013, prepared by Cole Engineering in support of the application, sets a modal split target of 30%, whereas, the Department recommends a target transit modal split of 50% during peak periods for Regional Intensification Corridors by 2031 to satisfy the requirements of VOP 2010.

Furthermore, the TDM Plan should contain a table summarizing the recommended TDM measures, owner's responsibility (where applicable), estimated cost of each TDM measure or task (including the monitoring program), and the cost of the TDM Coordinator. The final TDM Plan must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department, in accordance with the recommendation in this report.

vi. Cycle Parking

Cycle parking is required to encourage bicycle use and increase transportation sustainability to support the TDM Plan and Area Wide Transportation Study for the development proposal. In response to the proposed cycle parking rates in the Transportation Demand Management (TDM) Plan prepared by Cole Engineering, the following cycle parking spaces are recommended for this development (in bold).

Table 1: Short and Long Term Cycle Parking Spaces		
Use	Long term	Short term
Residential 783 Units (Up to a Maximum 800 units)	<u>City's Draft Parking Standards</u> 392 (0.5 cycle parking spaces/unit), up to 400	<u>City's Draft Parking Standards</u> 157 (0.2 cycle parking space/unit), up to 160
	<u>Cole TDM Plan</u> 94 (0.12 space/unit)	<u>Cole TDM Plan</u> 44 (0.055 space/unit)
	<u>City revised recommendation</u> 196 (0.25 space/unit) or 200 (based on 800 units)	<u>City revised recommendation</u> 79 (0.1 space/unit) or 80 (based on 800 units)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 11

Office 14,357 m ² GFA	<u>Cole TDM Plan</u> 12 (0.08 spaces/100m ²) <u>Draft Parking Standards</u> 19 (0.13 space/100m²)	<u>Cole TDM Plan</u> 7 (0.05 spaces/100m ²) <u>Draft Parking Standards</u> 15 (0.1 space/100 m²)
Commercial: 11,402 m ² GFA	<u>Cole TDM Plan</u> 6 (0.05 space/100m ²) <u>Draft Parking Standards</u> 12 (0.1 space/100m²)	<u>Cole TDM Plan</u> 11 (0.1 space/100m ²) <u>Draft Parking Standards</u> 18 (0.15 space/100 m²)
Total Cycle Parking Spaces	<u>Cole TDM Plan</u> 112 <u>City revised recommendation</u> 227 or 231 (based on 800 units)	<u>Cole TDM Plan</u> 62 <u>City revised recommendation</u> 112 or 113 (based on 800 units)

The owner has indicated flexibility for the number of residential units. Their site plan proposes 783 residential units, with the potential for a maximum of 800 units. The TDM Plan proposes 112 long term cycle parking spaces for this development, whereas the City recommends 227 spaces, or 231 spaces, based on a maximum 800 units. Furthermore, though owner's TDM Plan indicates 62 provided short term bicycle parking spaces, the site plan indicates 112 short term bicycle parking spaces, which meets the City's recommendation based on 783 residential units.

The owner must update the TDM Plan to reflect both the required long term parking spaces recommended by the City and the 112 short term bicycle parking spaces proposed on their site plan and also reflect the maximum 800 residential units. The owner is aware of these requirements, which must be reflected on the floor plans, in accordance with the recommendations of this report.

NAV Canada and Bombardier Aerospace

NAV Canada is a private sector, non-share capital corporation that owns and operates Canada's civil air navigation service (ANS). NAV Canada co-ordinates the safe and efficient movement of aircraft in Canadian domestic airspace and international airspace assigned to Canadian control. In February 2014, NAV Canada advised that they have no objection to the development proposal. NAV Canada's land use evaluation is valid for a period of 12 months of their notice and the assessment is limited to the impact of the proposed physical structure on the air navigation system and installations.

The Toronto Downsview Airport is located approximately 14 km southeast of the subject lands and though the subject lands are located on the perimeter of the airport's flight path, Bombardier Aerospace has requested review of all developments exceeding six-storeys in height. In a memorandum dated January 24, 2014, Bombardier Aerospace advised they have no objection to the proposed development.

Vaughan Legal Services Department, Real Estate Division

The Vaughan Legal Services Department, Real Estate Division, has advised that for residential

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 12

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. If required, 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 Services 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 the recommendation of this report.

Vaughan Public Works Department

The owner proposes a three-stream waste management program for green, recyclables, and general waste. The Vaughan Public Works Department has reviewed the development proposal and provided comments to the owner. The Vaughan Public Works Department must approve the final waste management plan and waste collection design standards submission, in accordance with the recommendation of this report.

Utilities

PowerStream Inc. has reviewed the development proposal and indicated that it is the owner's responsibility to contact PowerStream and discuss all aspects of the development.

Bell Canada has reviewed the development proposal and 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. The owner will be required to fulfill the requirements of Bell Canada, in accordance with the recommendation of this report.

Canada Post

Canada Post has reviewed the development proposal and advised 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 and office portions of the development.

Relationship to Vaughan Vision 2020/Strategic Plan

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

i. Lead and Promote Environmental Sustainability

The owner will be incorporating the sustainable site and building features identified in this report.

ii. Plan and Manage Growth and Economic Vitality

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

The development facilitates intensification to support the expansion of public transportation systems and alternative modes of transportation (e.g. cycling and walking).

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 13

Regional Implications

The subject lands are designated “Urban Area” by the York Region Official Plan and Regional Road 7 is recognized as a Regional Corridor and a Regional Rapid Transit Corridor. Weston Road is identified as a Regional Road and a Local Corridor. Regional Corridors have the potential to provide more intensive and mixed-use forms of development that are served by transit. The York Region Transportation Master Plan Update identifies the rapid transit service that is planned for Regional Road 7 and Weston Road as a Transit Priority Network.

On October 16, 2013, the York Region Transportation and Community Planning Department advised that the owner must enter into a Site Plan Agreement with the Region of York as well as obtain an Encroachment Permit prior to executing the Region’s Site Plan Agreement.

The Region has advised that they support the proposed right-in and right-out movement access onto Weston Road from the private east-west driveway, subject to the owner providing unrestricted vehicular and pedestrian access to the subject lands from this access. A specific condition will be included in the City’s Site Plan Agreement to this effect and is included in the recommendation of this report.

Furthermore, the Region prefers the Weston Road access restriction be facilitated by connecting the existing median on Weston Road and that the owner shall undertake best efforts to contact the landowners on the west side of Weston Road to seek their permission to restrict their access to right-in and right-out. The Region will require written confirmation from the landowners on the west side of Weston Road indicating if they are or are not willing to cooperate. Should those owners not cooperate, the Weston Road access will be designed and constructed as required by Regional Standard DS-207 for right-in and right-out movements. In addition, on July 2, 2013, the Region of York approved the traffic control signal at the intersection of Weston Road and Northview Boulevard.

The owner is required to fulfill the requirements of York Region and a condition to this effect is included in the recommendations of this report.

Conclusion

Site Development File DA.11.117 has been reviewed in accordance with OPA #500 as amended by OPA #663 and OPA #729, Zoning By-law 1-88, as amended by By-law 102-2012, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for a mixed-use development is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions contained in this report.

Attachments

1. Context Location Map
2. Location Map
3. Original Conceptual Site Plan
4. Site Plan
5. Landscape Plan
6. South Building Elevation (Regional Road 7)
7. North Building Elevation (Northview Boulevard)
8. West Building Elevation (Weston Road)
9. East Building Elevation

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 18, 2014

Item 9, CW Report No. 10 – Page 14

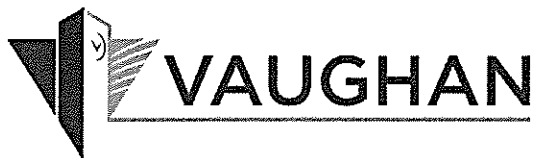
Report prepared by:

Stephen Lue, Planner, ext. 8210

Christina Napoli, Senior Planner, ext. 8483

Mauro Peverini, Manager of Development Planning, ext. 8407

(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.)



memorandum

c <u>4</u>
Communication
cw: <u>Feb 25/14</u>
Item: <u>9</u>

TO: HONOURABLE MAYOR AND MEMBERS OF COUNCIL

FROM: JOHN MACKENZIE, COMMISSIONER OF PLANNING

DATE: FEBRUARY 24, 2014

SUBJECT: COMMUNICATION - ITEM #9
COMMITTEE OF THE WHOLE – FEBRUARY 25, 2014

SITE DEVELOPMENT FILE DA.11.117
2159645 ONTARIO INC., C/O LIBERTY DEVELOPMENT CORPORATION
WARD 3 - VICINITY OF REGIONAL ROAD 7 AND WESTON ROAD

Further to the information in the Committee of the Whole report, on February 21, 2014, a meeting was held between staff from the Ministry of Transportation (MTO), Region of York, and City of Vaughan (Planning and Engineering) and the owners of the subject lands (Liberty and their traffic consultant) and the adjacent property owner to the east being Calloway REIT (Sevenbridge) Inc. The purpose of the meeting was to discuss the MTO review of the right-in and proposed right-out access to Regional Road 7. All parties in attendance at this meeting agreed to continue to work together to review opportunities to facilitate a right-in and right-out access, as identified in the Committee of the Whole report in a manner that satisfies MTO Permit Control requirements. The final decision by MTO will determine whether adjustments to the design of the site plan and building permit drawings are required. Staff will only apprise Members of Council if changes to the eastern access are required beyond staff's delegated authority for site plan approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'John Mackenzie', written over a horizontal line.

JOHN MACKENZIE
Commissioner of Planning

SL/cm

Copy to: Barbara Cribbett, Interim City Manager
Jeffery A. Abrams, City Clerk
Paul Jankowski, Commissioner of Engineering and Public Works
Grant Uyeyama, Interim Director of Planning and Director of Development Planning
Andrew Pearce, Director of Development/Transportation Engineering

COMMITTEE OF THE WHOLE FEBRUARY 25, 2014

**SITE DEVELOPMENT FILE DA.11.117
2159645 ONTARIO INC. C/O LIBERTY DEVELOPMENT CORPORATION
WARD 3 - VICINITY OF REGIONAL ROAD 7 AND WESTON ROAD**

Recommendation

The Commissioner of Planning and the Director of Development Planning recommend:

1. THAT Site Development File DA.11.117 (2159645 Ontario Inc.) BE APPROVED, to permit the development of the subject lands shown on Attachments #1 and #2 with a mixed-use proposal, as shown on Attachments #4 to #9, comprised of a 10-storey office building, a 30 and 33-storey residential apartment buildings (maximum total of 800 units), connected by a 2 to 7-storey podium building consisting of commercial uses and residential units, subject to the following conditions:
 - a) that prior to the execution of the Site Plan Agreement:
 - i. the Vaughan Development Planning Department and York Region, VivaNext shall approve the final site and landscape plans and details;
 - ii. the Vaughan Development/Transportation Engineering Department shall approve the final site servicing and grading plans, photometric lighting plan, storm water management report, geotechnical and hydrogeological reports, mechanical plan, transportation demand management plan, utility coordination plan, a pedestrian and bicycle circulation plan, floor plans demonstrating sufficient bicycle parking, and an updated parking and traffic impact study;
 - iii. the Vaughan Public Works Department shall approve the final waste management plan which addresses requirements of the City's Waste Collection Design Standards;
 - iv. the owner shall satisfy all hydro requirements of PowerStream Inc.;
 - v. the owner shall satisfy all requirements of Canada Post;
 - vi. the owner shall satisfy all requirements of Bell Canada;
 - vii. the owner shall update NAV Canada and Bombardier Aerospace of the updated development proposal;
 - viii. the owner shall satisfy all requirements of the Region of York Transportation and Community Planning Department; and.
 - ix. the owner shall satisfy all requirements of the Ministry of Transportation.
 - b) that the Site Plan Agreement include the following provisions:
 - i. "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. If required, 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 Services Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

- ii. The owner and the City are currently in discussions regarding the proposal to achieve credit for parkland associated with this development. The proposal is being assessed based on criteria that includes, but is not limited to, ownership, design principles, construction costs, maintenance costs, liability, public access, programming, and issues identified in previous City reports on stratified arrangements. The results of the discussions will be presented in a report for Vaughan Council’s consideration and final disposition.

The owner shall agree to make all necessary arrangements with the City for any amendments to the approved site and landscape plans and Site Plan Agreement, if required, to implement the decision of Vaughan Council in this regard.

- iii. The owner shall implement transportation demand management (TDM) measures, in accordance with the recommendations of the approved Traffic Impact and Parking Study, to the satisfaction of the Vaughan Development/Transportation Engineering Department.
- iv. The owner shall maintain full unrestricted public access, including pedestrian and vehicular traffic flow, at all times at the Weston Road right-in and right-out access and the full length of the driveway extending from Weston Road to the north-south driveway at the east limit of the subject lands, to the satisfaction of the City of Vaughan. The owner shall not erect any barriers in the future to impede access to this driveway.
- v. The owner shall agree to implement the external transportation infrastructure improvements including the signalization of the Northview Boulevard and Weston Road intersection, and the modifications to the access and driveway from Regional Road 7, to the satisfaction of the Ministry of Transportation (MTO), the Region of York, and the City of Vaughan.

c. Prior to issuance of any Building Permit:

- i. the owner shall provide to the satisfaction of the City the Remediation Plan Implementation Report and the Record of Site Condition (RSC), including a hard copy of the RSC signed by a Qualified Person and the Acknowledgement Form from the Ministry of Environment (MOE); and,
- ii. the owner must submit a zoning by-law amendment application to remove the Holding Symbol (“H”) from the subject lands, to the satisfaction of the Development Planning Department.

- 2. THAT Vaughan Council adopt the following resolution with respect to the allocation of sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the approved Servicing Capacity Distribution Protocol, dated October 29, 2013:

“IT IS HEREBY RESOLVED THAT Site Development File DA.11.117 is allocated sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System for a total of 800 apartment residential units.”

Contribution to Sustainability

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

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.1: To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City's Consolidated Growth Management Strategy – 2031
- 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 3.2: To develop and sustain a network of roads that supports efficient and accessible public and private transit
- Objective 3.3: Reduce single occupant vehicle (SOV) trips by supporting active transportation, carpooling, and public transit

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

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

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

- Bicycle parking to encourage an alternative mode of transportation and reduced parking ratios to encourage public transit
- Green roofs, tree plantings, and minimized surface parking to reduce heat island effects
- Storm water management features to retain a minimum quantity of water on site and to enhance storm water quality
- Low flush toilets to reduce water usage
- Use of energy efficient lighting fixtures
- Locally sourced building materials and use of high recycled content building materials
- Three-stream waste management: organics, recyclables, and general waste
- Drought-tolerant native plant species used extensively throughout the site
- Commitment to a car share program

Economic Impact

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

Communications Plan

N/A

Purpose

The owner has submitted Site Development File DA.11.117 on the subject lands shown on Attachments #1 and #2 to permit a mixed-use development, comprised of the following:

- 30 and 33-storey residential apartment buildings with a combined GFA of 62,9376 m²
- a maximum of 800 residential units
- A podium ranging from 2 to 7-storeys consisting of commercial uses and residential units totaling 11,402.47 m² of gross floor area
- 1,581 parking spaces distributed over three levels of underground parking, including ground and mezzanine level dedicated parking for the proposed commercial uses
- A density of 4.57 Floor Space Index (FSI)
- A total gross floor area (GFA) of 88,696.74 m²
- A 14,357.35 m², 10-storey office building

Background - Analysis and Options

Location

The 1.94 ha subject lands are located on the northeast corner of Weston Road and Regional Road 7, municipally known as 7777 Weston Road, as shown on Attachments #1 and #2.

Background

On June 19, 2012, the Vaughan Committee of the Whole approved related Official Plan and Zoning By-law Amendment Files OP.08.005 and Z.08.022 for the subject lands that established the site-specific density, building heights, and development standards for the original conceptual development shown on Attachment #3. Vaughan Council adopted the implementing site-specific Official Plan Amendment #729 and Zoning By-law 102-2012 on June 26, 2012.

Ontario Municipal Board (OMB)

Home Depot Holdings Inc. currently owns and operates the retail warehouse on the north side of Northview Boulevard, as shown on Attachment #2. Home Depot appealed OPA #729 and Zoning By-law 102-2012 to the Ontario Municipal Board (OMB) citing their concerns regarding the introduction of a residential use adjacent to their store and the noise impact their store operations could have on the proposed development.

The City participated in OMB mediation with the owner and Home Depot. The mediation resulted in modifications to the conceptual site plan (Attachment #4). The mutually agreed upon modifications are reflected in the site plan shown on Attachment #4, and are the result of measures to mitigate noise generated by the existing Home Depot store as follows:

- The height of office building was increased from 9-storeys to 10-storeys.
- The office building was redesigned to incorporate a wave parapet, as shown on Attachment #7.
- A 10 m high wing wall was added at the east side of the office building, as shown on Attachment #4.

The OMB issued the Memorandum of Oral Decision on June 28, 2013. The result of the mediation is reflected in the OMB approved and modified OPA #729 and Zoning By-law 102-2012.

In-Effect Official Plan

The subject lands are designated "Corporate Centre Corridor" and "Transit Stop Centre" by in-effect OPA #500 (Corporate Centre Plan), as amended by OPA #663 (The Avenue 7 Land Use Future Study), and further amended by site-specific by OPA #729. OPA #729 permits a maximum net density of 4.59 FSI and a maximum building height of 105 m on the subject lands. The proposed development yields a net FSI of 4.57 and the proposed maximum building height of 105m conforms to the Official Plan.

Vaughan Official Plan 2010 (VOP 2010)

The subject lands are designated "High-Rise Mixed-Use" by the Vaughan Official Plan (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified by Vaughan Council on September 27, 2011, March 20, 2012, and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and approved, in part, on July 23, 2013, December 2, 2013, and February 3, 2014 by the Ontario Municipal Board. The lands are located within the Secondary Plan Area for Weston Road and Regional Road 7, but received approval by Vaughan Council to be reviewed. The subject lands are located within the Intensification Areas (Primary Centres) designation that permits a mix of residential, retail, community and institutional uses. The subject lands are located in a designated Regional Intensification Corridor and are surrounded by existing commercial and retail uses along Weston Road and Regional Road 7.

The Vaughan Development Planning and Policy Planning Departments prepared a report that recommended that the related Official Plan and Zoning By-law Amendment Files OP.08.005 and Z.08.022, respectively, continue to be processed by City Staff in advance of the required Secondary Plan for the Weston Road and Regional Road 7 area pursuant to Section 10.1.1.10 of the City of Vaughan Official Plan (VOP) 2010. That report had recommended, in part, the following, which as approved by the Vaughan Council on May 3, 2011:

- "i) That the applicant supply a comprehensive traffic study, which will encompass the traffic movement within a radius not less than one (1) kilometre of the proposed land;*
- ii) That upon completion of the traffic study, the applicant agree to attend one (1) Special Committee of the Whole meeting for the purpose of civic engagement as well as at least one (1) Ward 3 Community meeting;*
- iii) That Council give staff direction to attend the community meeting and request the attendance of regional staff; and,*
- iv) That the City notify the community contained within Highway 7 to Langstaff Road and Pine Valley Drive to Weston Road for the Special Committee of the Whole meeting."*

The owner has satisfied all of the above noted recommendations and with the approval by the OMB, the proposed mixed-use development conforms to the VOP 2010.

Zoning

The subject lands are zoned C9(H) Corporate Centre Zone with the Holding Symbol "(H)" by Zoning By-law 1-88, subject to Exception 9(246). The conditions for removal of the Holding Symbol "(H)" include:

- i. A Site Development application must be approved by Vaughan Council, which implements the noise mitigation measures required by OPA #729.

- ii. The City of Vaughan must identify and allocate water supply and sewage capacity to the subject lands.
- iii. A Phase 2 Environmental Site Assessment (ESA), must be completed, which will determine the requirement for a Phase 3 ESA (Remediation Plan and the Remediation Plan Implementation Report), and the final registration of the Record of Site Condition (RSC) signed by a Qualified Person and the issuance of the Acknowledgement Form from the Ministry of Environment (MOE).
- iv. That Access to Regional Road 7 from the subject lands has been secured between the owner and the owner of the lands to the immediate east

Should Vaughan Council approve this application, conditions i) and ii), will be satisfied. Condition iii) cannot be satisfied at this time as the owner is required to provide a Phase 3 ESA and a condition to address this required information is identified in the recommendations of this report. Condition iv) has been fulfilled, as discussed later in the access section of this report. The Holding Symbol “(H)” will remain on the subject lands until condition iii) is satisfied. The owner is required to submit future Zoning By-law Amendment application to remove the Holding Symbol “(H)” from the subject lands. The development proposal complies with the Zoning By-law 1-88.

Density Bonussing Agreement

Zoning By-law Exception 9(246) permits a net density increase from 2.09 FSI to 4.59 FSI on the subject lands. The Zoning By-law also contains a condition for density bonussing, specifically a cash contribution made by the owner for \$600,000.00 for community benefits implemented through the executed density bonussing agreement between the owner and the City. The agreement provides for payment of \$300,000.00 upon issuance of an above ground Building Permit for each residential apartment building.

Site Plan Review

a) Site Plan

The proposed site plan is shown on Attachment #4. The subject lands will be developed as one phase consisting of a podium ranging in height from 2 to 7-storeys, with commercial uses and residential units. A 10-storey office building is proposed on the north side of the podium and forms a transitional use between the adjacent existing retail warehouse (Home Depot) and the two residential apartment buildings (30 and 33 storeys) located on the south side of the subject lands.

Three levels of underground parking are proposed, including ground and mezzanine level dedicated to the commercial uses, with a total of 1,581 spaces. The owner has committed to a car share program as well as providing bicycling parking in order to promote alternate modes of transportation, in accordance with their Transportation Demand Management (TDM) Plan, which must be approved by the Vaughan Development/Transportation Engineering Department, and is discussed later in this report.

The Development Planning Department is satisfied with the proposed site plan shown on Attachment #4. The plan implements the negotiated OMB noise measures.

b) Access and Ministry of Transportation (MTO)

Site access is proposed from a right-in and right-out driveway on Weston Road, the signalization of the intersection at Weston Road and Northview Boulevard, an out-bound driveway onto Northview Boulevard, and a full move access at the easterly limits of the subject lands. The internal driveway will be privately owned and will facilitate full public access to and through the development. The owner will not be permitted to erect any

barriers to block public access to the internal driveway. A specific condition will be included in the implementing Site Plan Agreement to this effect and is included in the recommendation of this report.

Access from Regional Road 7 is proposed from an existing right-in driveway that is located on the lands immediately to the east (Calloway REIT) of the subject lands. The owner has negotiated and executed on November 14, 2012 a private agreement with Calloway REIT to modify and share the driveway.

The access from Regional Road 7 is located within the Ministry of Transportation Ontario's (MTO) Controlled Access Highway limits. In a letter dated January 11, 2013, the MTO confirmed their support to maintain the current right-in access from Regional Road 7, provided that the final Traffic Impact Study be approved to their satisfaction.

The owner has made a submission to the MTO to convert the existing right-in driveway from Regional Road 7 to a right-in and right-out driveway, which is supported by the Region of York and the City. The MTO is currently reviewing this modification. Should the MTO approve this modification the owner will be required to amend the approved site plan, to the satisfaction of the City.

c) Landscape Plan

The proposed landscape plan is shown on Attachment #5. The development is located within an Intensification Area along a planned bus rapid transit (BRT) route. As such, the Development Planning Department encourages the owner to continue to work with York Region and vivaNext to maximize unencumbered areas along the Regional streetscapes. A condition that the owner finalizes the landscape plans and details to the satisfaction of the City, Region of York, and VivaNext is included in the recommendation section of this report.

d) Amenity Space/Park

The owner proposes that the third-storey roof-top amenity space shown on the site plan and landscape plans (Attachments #4 and #5) be publically owned and operated. Public spaces (e.g. parks) located above grade and within a private development have never been approved by the City. This proposed park model requires that extensive research be undertaken by the Parks Development, Building Standards, Development Planning, Finance, and Legal Services Departments with respect to, but not limited to, construction costs, maintenance costs, liability, required legal agreements, programming, public accessibility, designs for a successful public space, and wind mitigations for environmental comfort.

The City will continue to discuss the proposal with the owner and provide a report to a future Committee of Council for consideration and disposition of this matter, which may include consideration of other parkland credit requests. In the interim, the Development Planning Department recommends that the Site Plan Agreement be executed, subject to the recommendations in this report and that a clause be included in the Site Plan Agreement committing the City and owner to further discuss this issue and for City staff to prepare a report for Vaughan Council's consideration and disposition regarding this matter. A condition to this effect is included in the recommendation section of this report.

e) Building Elevations

The Development Planning Department is satisfied with the proposed building elevations shown on Attachments #6 to #9. The plans implement the negotiated OMB approved noise mitigation measures.

f) Design Review Panel (DRP)

The Vaughan Design Review Panel (DRP) consists of members who provide professional recommendations respecting development applications to the City. The Panel acts as an advisory body to the Development Planning Department.

The DRP considered the original conceptual site plan, shown on Attachment #3, on November 24, 2011. The Panel noted that the proposed design was positive and successful in providing podium articulation and variation, articulation of the towers with creative rooftop mechanical room treatments, high-quality landscaping, corner access and treatment. The Panel also agreed the proposed design responds well to the challenging existing site context and sets a good precedent for the future intensified forms of high rise developments. The proposal delivers a true mixed-use development that is a positive response the City's vision for the future of Regional Road 7, east of Weston Road, as a rapid transit corridor.

The following suggestions were made by the DRP to further enhance the proposed development:

i. Mid-block Pedestrian Connections

- The internal road should be taken to the next level of design to include safe pedestrian access.
- The internal retail corridors should function as alternative pedestrian mid-block connections.

ii. Site Orientation

The opportunity to provide daylight to the internal pedestrian accesses should be explored by breaking the podium into smaller sections.

iii. Viability of Commercial Units

The proposed indoor retail may reduce pedestrian activities on the exterior public realm, and on future adjacent developments. More attention should be paid to determine the type, function and amount of internal retail. Priority should be given to the street front retail to ensure a dynamic pedestrian environment on the surrounding public sidewalks.

iv. Landscaping

The overall landscape design creates positive environments within the public and private realms. The landscape plan can be further enhanced with use of native and drought resistant plants, as well as the placement of raised planters between the Regional Road 7 sidewalk and roadway.

v. Cultural and Social Aspects

Considering the site context, the inclusion of cultural uses will greatly enhance the quality of social interactions within the site and its surroundings.

As shown on Attachment #4, the owner has addressed the DRP's comments by providing a safe internal road and pedestrian access, adding skylights to allow for natural light onto the mid-block connections, and facilitating direct commercial access at street level.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the application and supports the Environmental Noise Report and Addendum findings prepared by Valcoustics. The final site servicing and grading plans, stormwater management report, lighting plan, geotechnical and hydrotechnical report, mechanical plan showing the internal service connection for water, sanitary and storm, and utility coordination plan that identifies the locations of hydro and telephone poles, transformer boxes, conduits, vaults, and light standards must be approved by the Vaughan Development/Transportation Engineering Department. Additional comments from the department are as follows:

i. Environmental Site Assessment

The owner has submitted the Phase One and Phase Two Environmental Site Assessments (ESA) and a Remediation Plan. The reports were peer reviewed by the City's peer reviewer, DCS. The Vaughan Development/Transportation Engineering Department has no objection with the development proposal subject to the final approval of the Record of Site Condition (RSC), the Remediation Plan, and the subsequent Remediation Implementation Report, which is already included as a condition of the removal of the Holding Symbol "(H)" in By-law 102-2012.

ii. Planning and Studies

Vaughan Council approved the Citywide Servicing Capacity Allocation Strategy Annual Update on October 29, 2013. The development proposal was included in the "Reservation Schedule" for 800 residential units. Therefore, in accordance with the adopted City Servicing Capacity Distribution Protocol, Vaughan Council is required to allocate servicing capacity in conjunction with site plan approval, which has been included in the recommendation of this report.

iii. Transportation

The owner is advised to update the parking and traffic impact study submitted to reflect the site plan shown on Attachment #3, which proposes 783 residential units (up to a maximum of 800 units), 11,402.47 m² gross floor area (GFA) of commercial uses, and 14,357.35 m² GFA of office uses. The current parking and traffic impact studies submitted are based on the original site plan shown on Attachment #3. The owner is required to provide an update to the parking study and traffic impact study, which the Vaughan Development/Transportation Engineering Department acknowledges as a minor revision. The final studies must be approved by the Vaughan Development/Transportation Engineering Department. A condition in this respect is included in the recommendation of this report.

iv. Pedestrian and Bicycle Circulation Plan

The owner shall submit a conceptual pedestrian and bicycle circulation plan, showing the interior and exterior flow with the objective to create safe, accessible and convenient pedestrian and cycling connections within the proposed development and surrounding areas, to the satisfaction of the Vaughan Development/Transportation Engineering Department. The plan must inform the site plan on matters of sidewalk locations, crosswalks, and wayfinding signage, as well as include parking area designs and cycle parking locations.

v. Transportation Demand Management (TDM) Plan

The TDM Plan dated November 27, 2013, prepared by Cole Engineering in support of the application, sets a modal split target of 30%, whereas, the Department recommends a target transit modal split of 50% during peak periods for Regional Intensification Corridors by 2031 to satisfy the requirements of VOP 2010.

Furthermore, the TDM Plan should contain a table summarizing the recommended TDM measures, owner's responsibility (where applicable), estimated cost of each TDM measure or task (including the monitoring program), and the cost of the TDM Coordinator. The final TDM Plan must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department, in accordance with the recommendation in this report.

vi. Cycle Parking

Cycle parking is required to encourage bicycle use and increase transportation sustainability to support the TDM Plan and Area Wide Transportation Study for the development proposal. In response to the proposed cycle parking rates in the Transportation Demand Management (TDM) Plan prepared by Cole Engineering, the following cycle parking spaces are recommended for this development (in bold).

Table 1: Short and Long Term Cycle Parking Spaces

Use	Long term	Short term
Residential 783 Units (Up to a Maximum 800 units)	<u>City's Draft Parking Standards</u> 392 (0.5 cycle parking spaces/unit), up to 400 <u>Cole TDM Plan</u> 94 (0.12 space/unit) <u>City revised recommendation</u> 196 (0.25 space/unit) or 200 (based on 800 units)	<u>City's Draft Parking Standards</u> 157 (0.2 cycle parking space/unit), up to 160 <u>Cole TDM Plan</u> 44 (0.055 space/unit) <u>City revised recommendation</u> 79 (0.1 space/unit) or 80 (based on 800 units)
Office 14,357 m² GFA	<u>Cole TDM Plan</u> 12 (0.08 spaces/100m ²) <u>Draft Parking Standards</u> 19 (0.13 space/100m²)	<u>Cole TDM Plan</u> 7 (0.05 spaces/100m ²) <u>Draft Parking Standards</u> 15 (0.1 space/100 m²)
Commercial: 11,402 m² GFA	<u>Cole TDM Plan</u> 6 (0.05 space/100m ²) <u>Draft Parking Standards</u> 12 (0.1 space/100m²)	<u>Cole TDM Plan</u> 11 (0.1 space/100m ²) <u>Draft Parking Standards</u> 18 (0.15 space/100 m²)

Table 1: Short and Long Term Cycle Parking Spaces		
Use	Long term	Short term
Total Cycle Parking Spaces	<u>Cole TDM Plan</u> 112	<u>Cole TDM Plan</u> 62
	<u>City revised recommendation</u> 227 or 231 (based on 800 units)	<u>City revised recommendation</u> 112 or 113 (based on 800 units)

The owner has indicated flexibility for the number of residential units. Their site plan proposes 783 residential units, with the potential for a maximum of 800 units. The TDM Plan proposes 112 long term cycle parking spaces for this development, whereas the City recommends 227 spaces, or 231 spaces, based on a maximum 800 units. Furthermore, though owner's TDM Plan indicates 62 provided short term bicycle parking spaces, the site plan indicates 112 short term bicycle parking spaces, which meets the City's recommendation based on 783 residential units.

The owner must update the TDM Plan to reflect both the required long term parking spaces recommended by the City and the 112 short term bicycle parking spaces proposed on their site plan and also reflect the maximum 800 residential units. The owner is aware of these requirements, which must be reflected on the floor plans, in accordance with the recommendations of this report.

NAV Canada and Bombardier Aerospace

NAV Canada is a private sector, non-share capital corporation that owns and operates Canada's civil air navigation service (ANS). NAV Canada co-ordinates the safe and efficient movement of aircraft in Canadian domestic airspace and international airspace assigned to Canadian control. In February 2014, NAV Canada advised that they have no objection to the development proposal. NAV Canada's land use evaluation is valid for a period of 12 months of their notice and the assessment is limited to the impact of the proposed physical structure on the air navigation system and installations.

The Toronto Downsview Airport is located approximately 14 km southeast of the subject lands and though the subject lands are located on the perimeter of the airport's flight path, Bombardier Aerospace has requested review of all developments exceeding six-storeys in height. In a memorandum dated January 24, 2014, Bombardier Aerospace advised they have no objection to the proposed development.

Vaughan Legal Services Department, Real Estate Division

The Vaughan Legal Services Department, Real Estate Division, has advised that 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. If required, 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 Services 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 the recommendation of this report.

Vaughan Public Works Department

The owner proposes a three-stream waste management program for green, recyclables, and general waste. The Vaughan Public Works Department has reviewed the development proposal and provided comments to the owner. The Vaughan Public Works Department must approve the final waste management plan and waste collection design standards submission, in accordance with the recommendation of this report.

Utilities

PowerStream Inc. has reviewed the development proposal and indicated that it is the owner's responsibility to contact PowerStream and discuss all aspects of the development.

Bell Canada has reviewed the development proposal and 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. The owner will be required to fulfill the requirements of Bell Canada, in accordance with the recommendation of this report.

Canada Post

Canada Post has reviewed the development proposal and advised 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 and office portions of the development.

Relationship to Vaughan Vision 2020/Strategic Plan

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

i. Lead and Promote Environmental Sustainability

The owner will be incorporating the sustainable site and building features identified in this report.

ii. Plan and Manage Growth and Economic Vitality

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

The development facilitates intensification to support the expansion of public transportation systems and alternative modes of transportation (e.g. cycling and walking).

Regional Implications

The subject lands are designated "Urban Area" by the York Region Official Plan and Regional Road 7 is recognized as a Regional Corridor and a Regional Rapid Transit Corridor. Weston Road is identified as a Regional Road and a Local Corridor. Regional Corridors have the potential to provide more intensive and mixed-use forms of development that are served by transit. The York Region Transportation Master Plan Update identifies the rapid transit service that is planned for Regional Road 7 and Weston Road as a Transit Priority Network.

On October 16, 2013, the York Region Transportation and Community Planning Department advised that the owner must enter into a Site Plan Agreement with the Region of York as well as obtain an Encroachment Permit prior to executing the Region's Site Plan Agreement.

The Region has advised that they support the proposed right-in and right-out movement access onto Weston Road from the private east-west driveway, subject to the owner providing unrestricted vehicular and pedestrian access to the subject lands from this access. A specific condition will be included in the City's Site Plan Agreement to this effect and is included in the recommendation of this report.

Furthermore, the Region prefers the Weston Road access restriction be facilitated by connecting the existing median on Weston Road and that the owner shall undertake best efforts to contact the landowners on the west side of Weston Road to seek their permission to restrict their access to right-in and right-out. The Region will require written confirmation from the landowners on the west side of Weston Road indicating if they are or are not willing to cooperate. Should those owners not cooperate, the Weston Road access will be designed and constructed as required by Regional Standard DS-207 for right-in and right-out movements. In addition, on July 2, 2013, the Region of York approved the traffic control signal at the intersection of Weston Road and Northview Boulevard.

The owner is required to fulfill the requirements of York Region and a condition to this effect is included in the recommendations of this report.

Conclusion

Site Development File DA.11.117 has been reviewed in accordance with OPA #500 as amended by OPA #663 and OPA #729, Zoning By-law 1-88, as amended by By-law 102-2012, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for a mixed-use development is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application, subject to the conditions contained in this report.

Attachments

1. Context Location Map
2. Location Map
3. Original Conceptual Site Plan
4. Site Plan
5. Landscape Plan
6. South Building Elevation (Regional Road 7)
7. North Building Elevation (Northview Boulevard)
8. West Building Elevation (Weston Road)
9. East Building Elevation

Report prepared by:

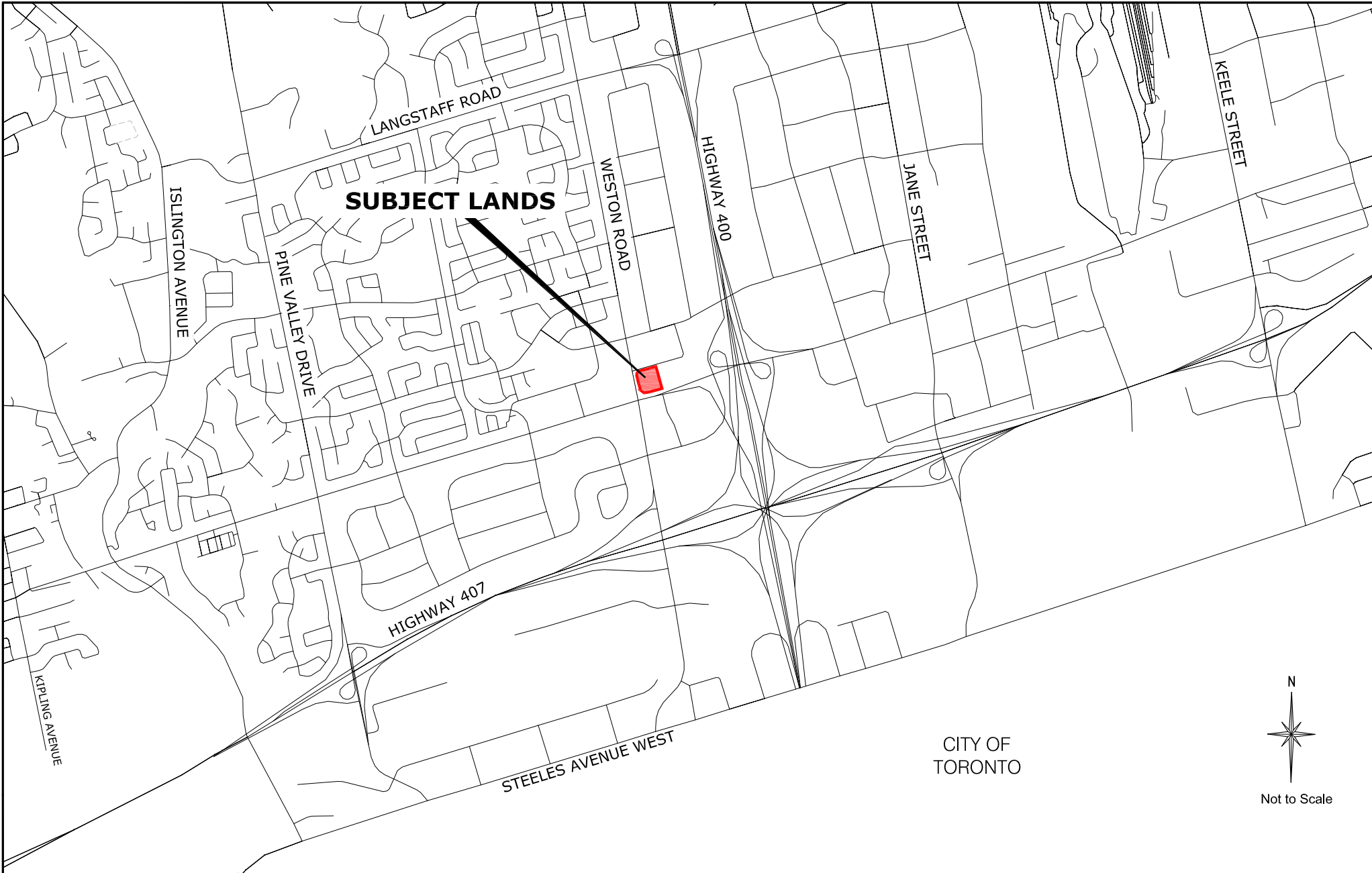
Stephen Lue, Planner, ext. 8210
Christina Napoli, Senior Planner, ext. 8483
Mauro Peverini, Manager of Development Planning, ext. 8407

Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

GRANT UYEYAMA
Director of Development Planning

/CM



Context Location Map

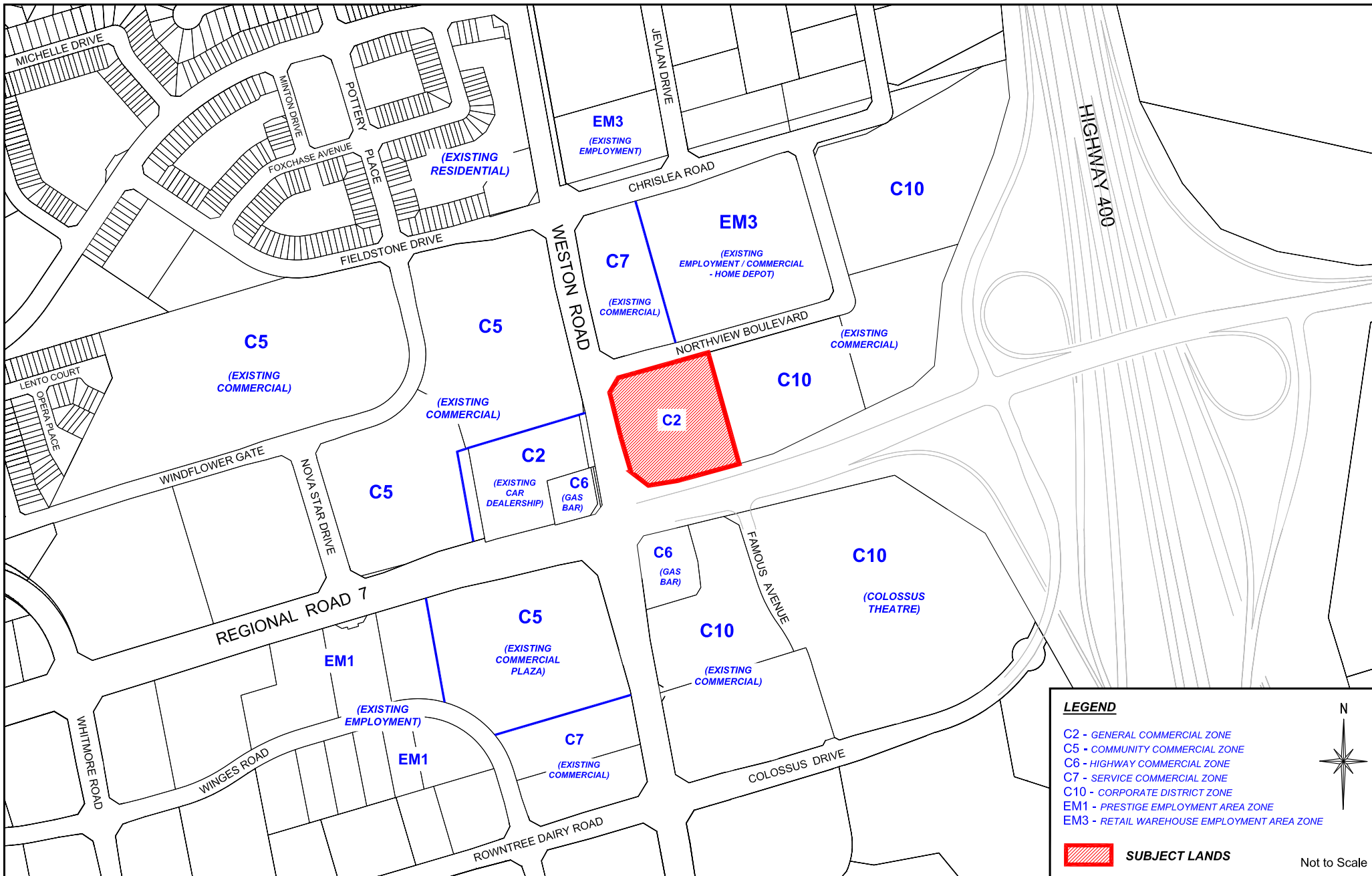
LOCATION:
Part of Lot 6, Concession 5

APPLICANT:
2159645 Ontario Inc./O Liberty Development Corporation

N:\DFT\1 ATTACHMENTS\DA\do.11.117.dwg



Attachment
FILE: DA.11.117
RELATED FILES: OP.08.005, Z.08.022
DATE:
February 07, 2014



Location Map

LOCATION:
Part of Lot 6, Concession 5

APPLICANT:
2159645 Ontario Inc./O Liberty Development Corporation

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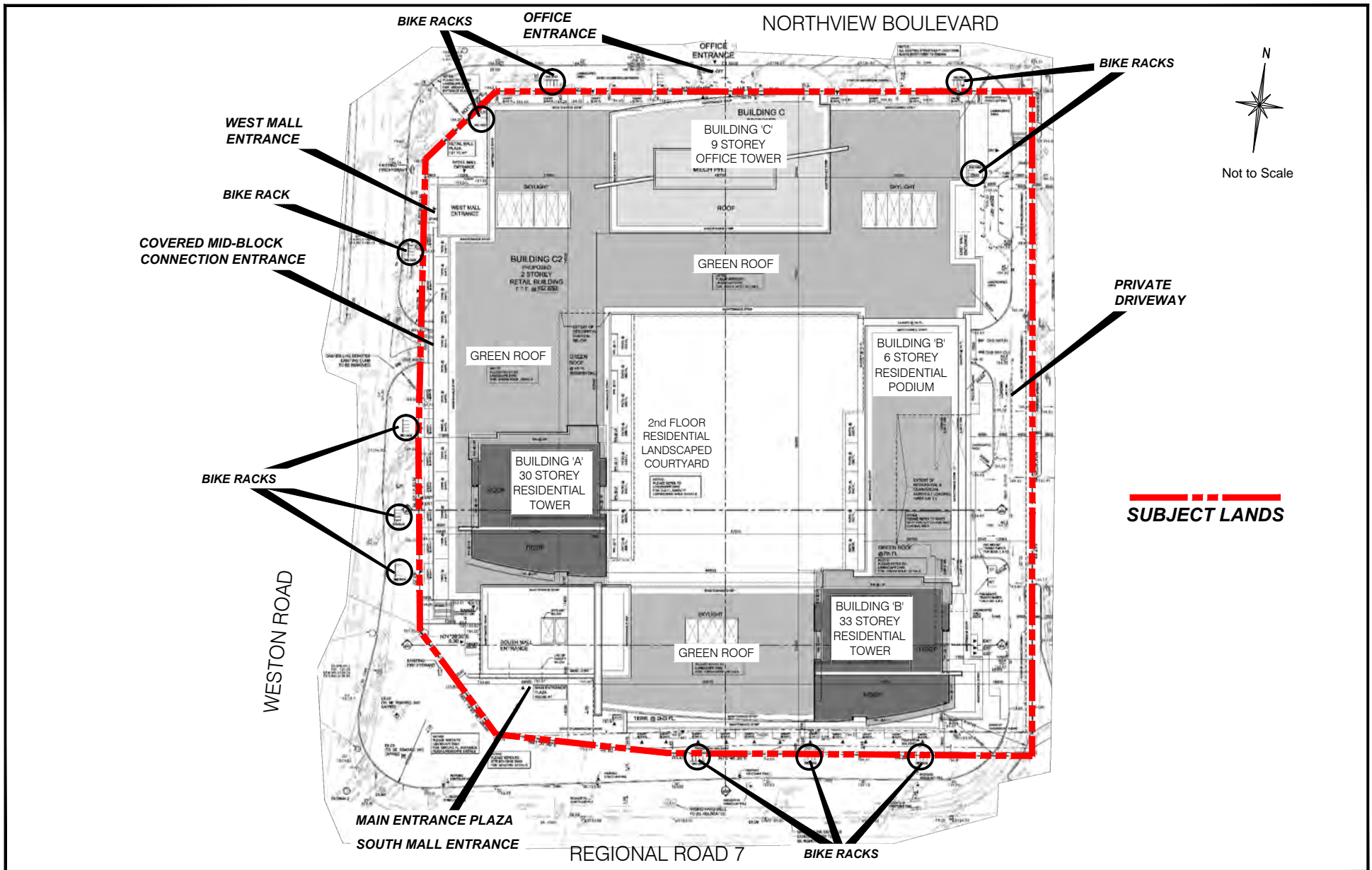


Attachment

FILE: DA.11.117
RELATED FILES: OP.08.005, Z.08.022

DATE:
February 07, 2014

2



Original Conceptual Site Plan

LOCATION:
Part of Lot 6, Concession 5

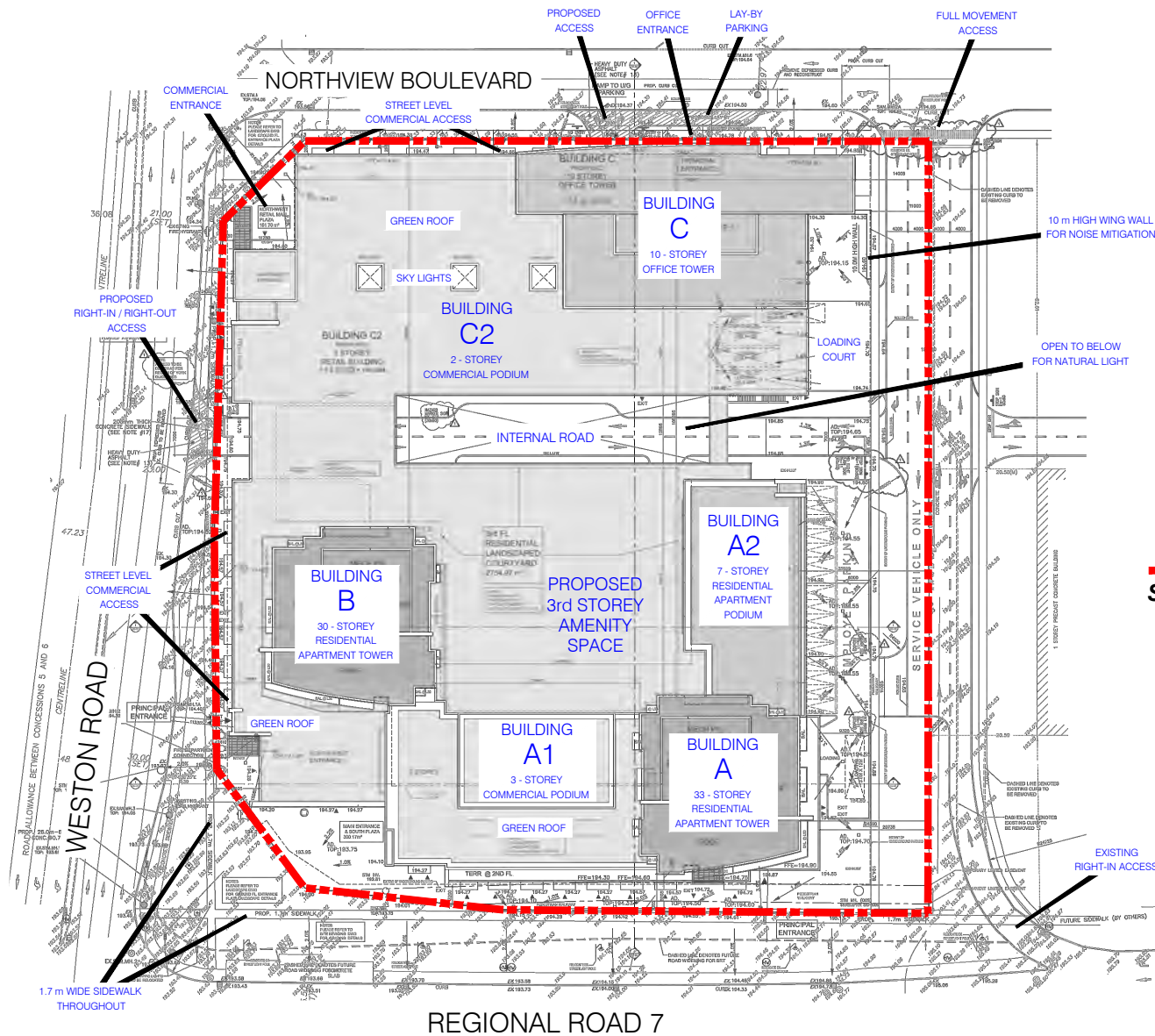
APPLICANT:
2159645 Ontario Inc./C/O Liberty Development Corporation

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Attachment
3

FILE: DA.11.117
RELATED FILES: OP.08.005, Z.08.022
DATE:
February 07, 2014



Current Site Plan

LOCATION:
Part of Lot 6, Concession 5

APPLICANT:
2159645 Ontario Inc./O Liberty Development Corporation

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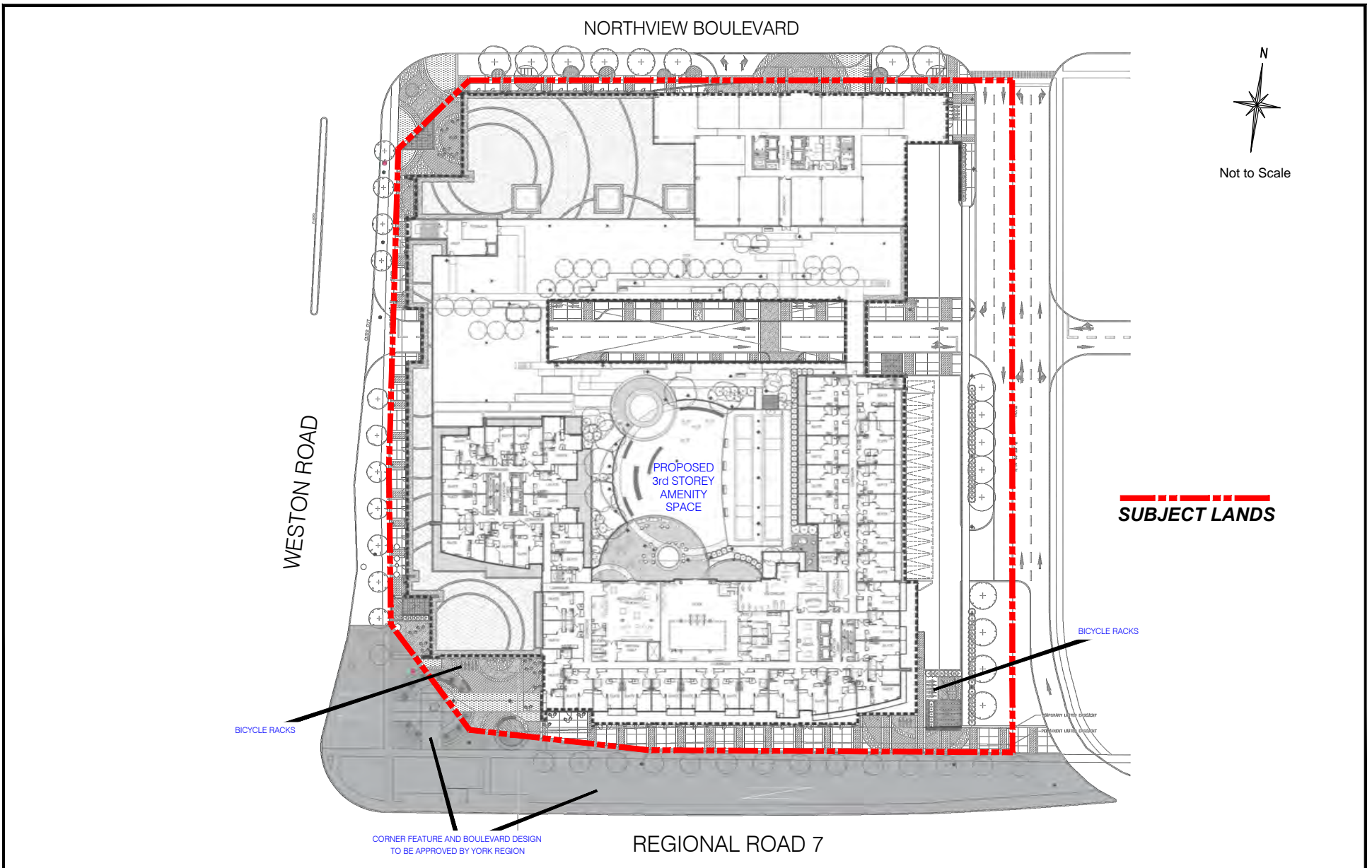


Attachment

FILE: DA.11.117
RELATED FILES: OP.08.005, Z.08.022

DATE:
February 07, 2014

4



Landscape Plan

LOCATION:
Part of Lot 6, Concession 5

APPLICANT:
2159645 Ontario Inc./O Liberty Development Corporation

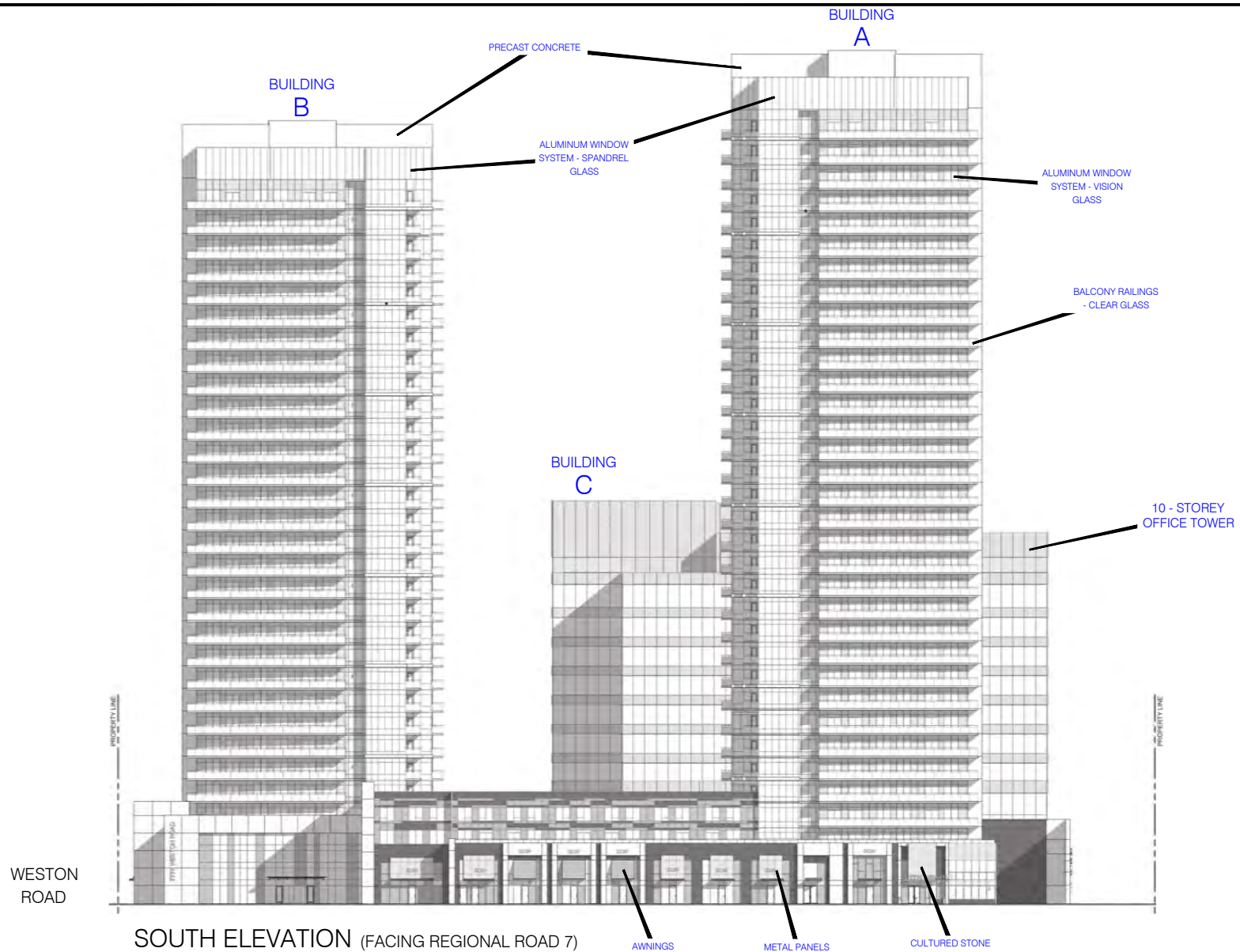
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Attachment
5

FILE: DA.11.117
RELATED FILES: OP.08.005, Z.08.022

DATE:
February 07, 2014



South Elevation

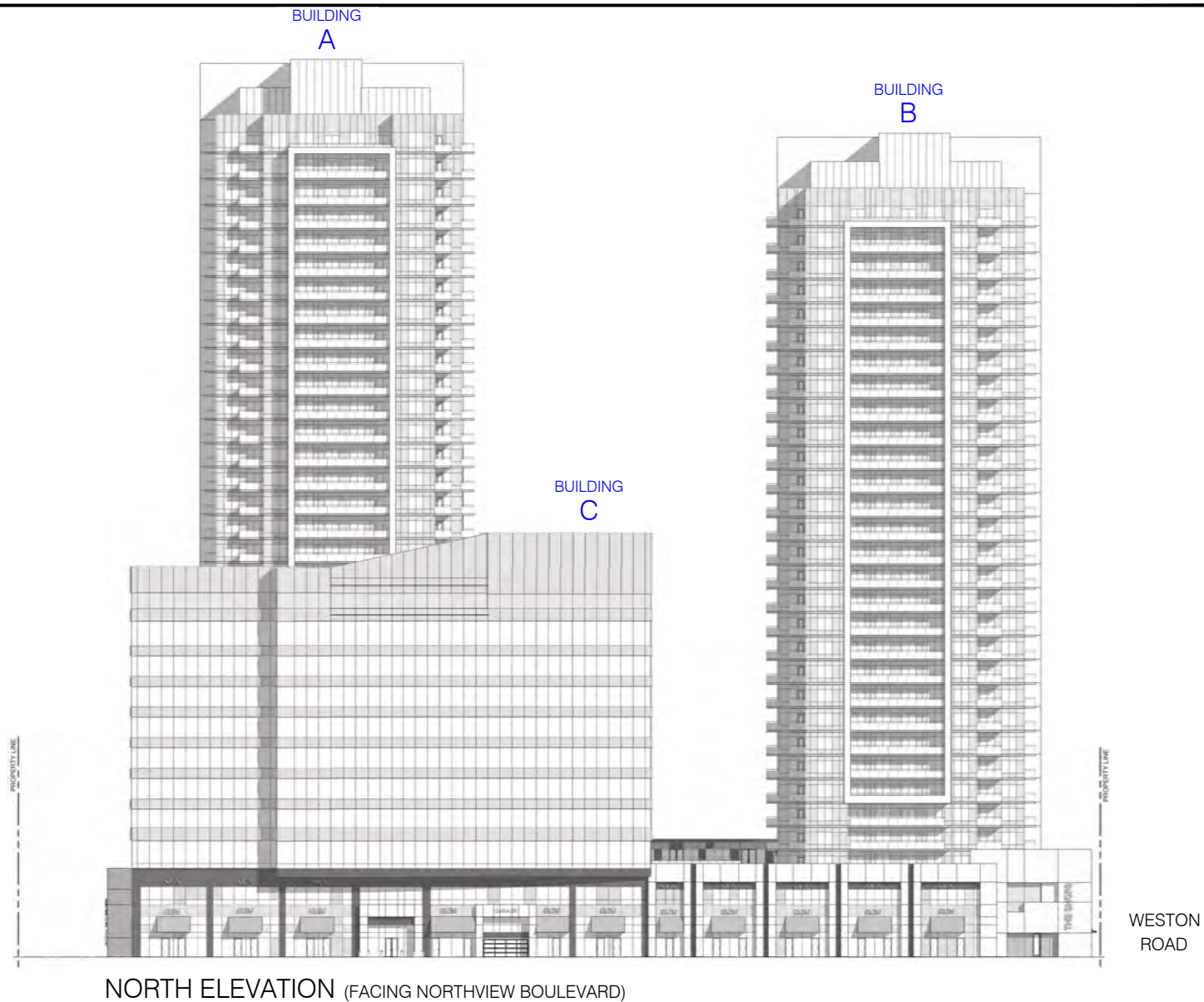
LOCATION:
Part of Lot 6, Concession 5

APPLICANT:
2159645 Ontario Inc./C/O Liberty Development Corporation

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Attachment
6
FILE: DA.11.117
RELATED FILES: OP.08.005, Z.08.022
DATE:
February 07, 2014



Not to Scale

North Elevation

LOCATION:
Part of Lot 6, Concession 5

APPLICANT:
2159645 Ontario Inc./O Liberty Development Corporation

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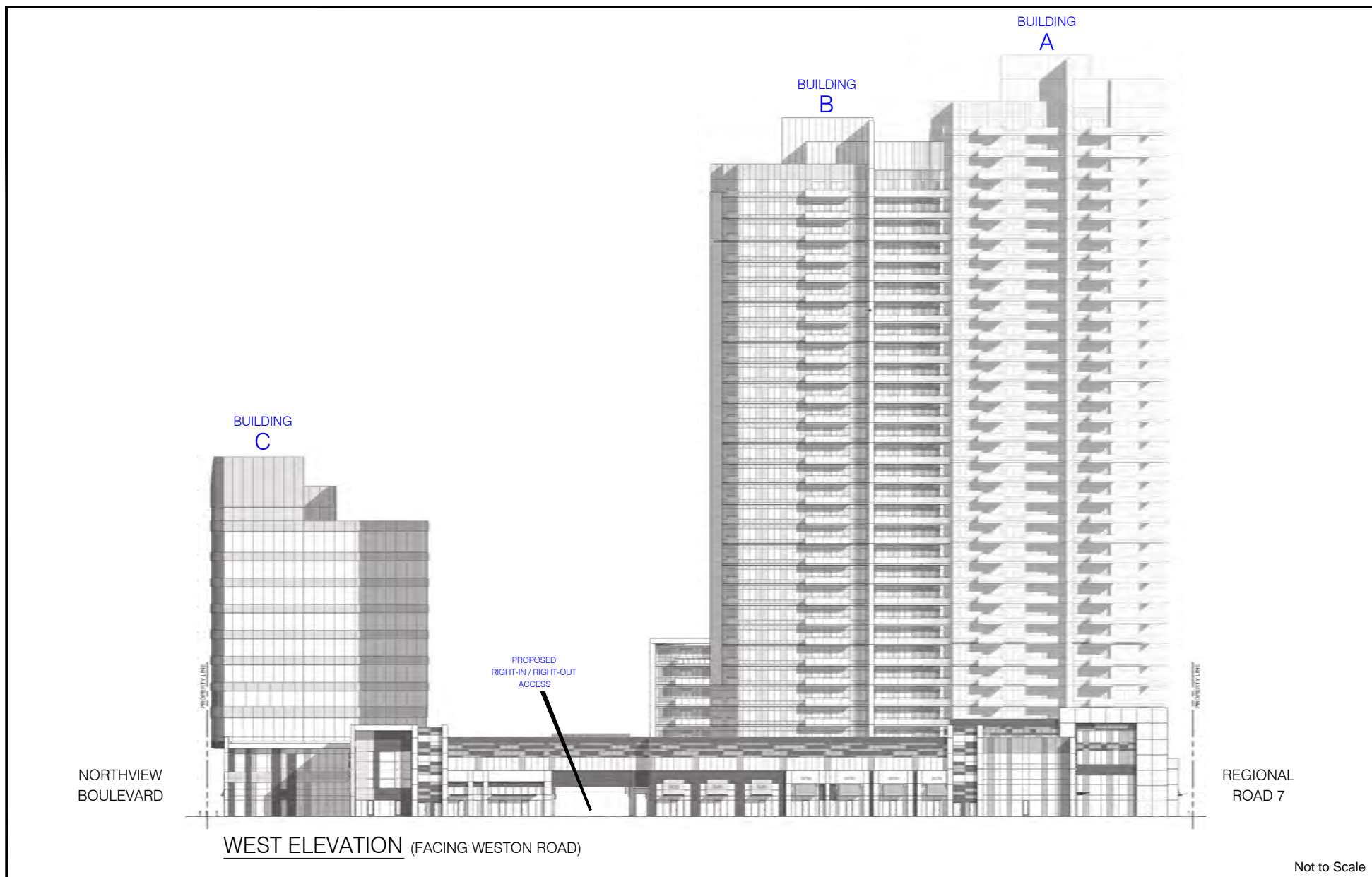


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FILE: DA.11.117
RELATED FILES: OP.08.005, Z.08.022

DATE:
February 07, 2014

7



West Elevation

LOCATION:
Part of Lot 6, Concession 5

APPLICANT:
2159645 Ontario Inc./C/O Liberty Development Corporation

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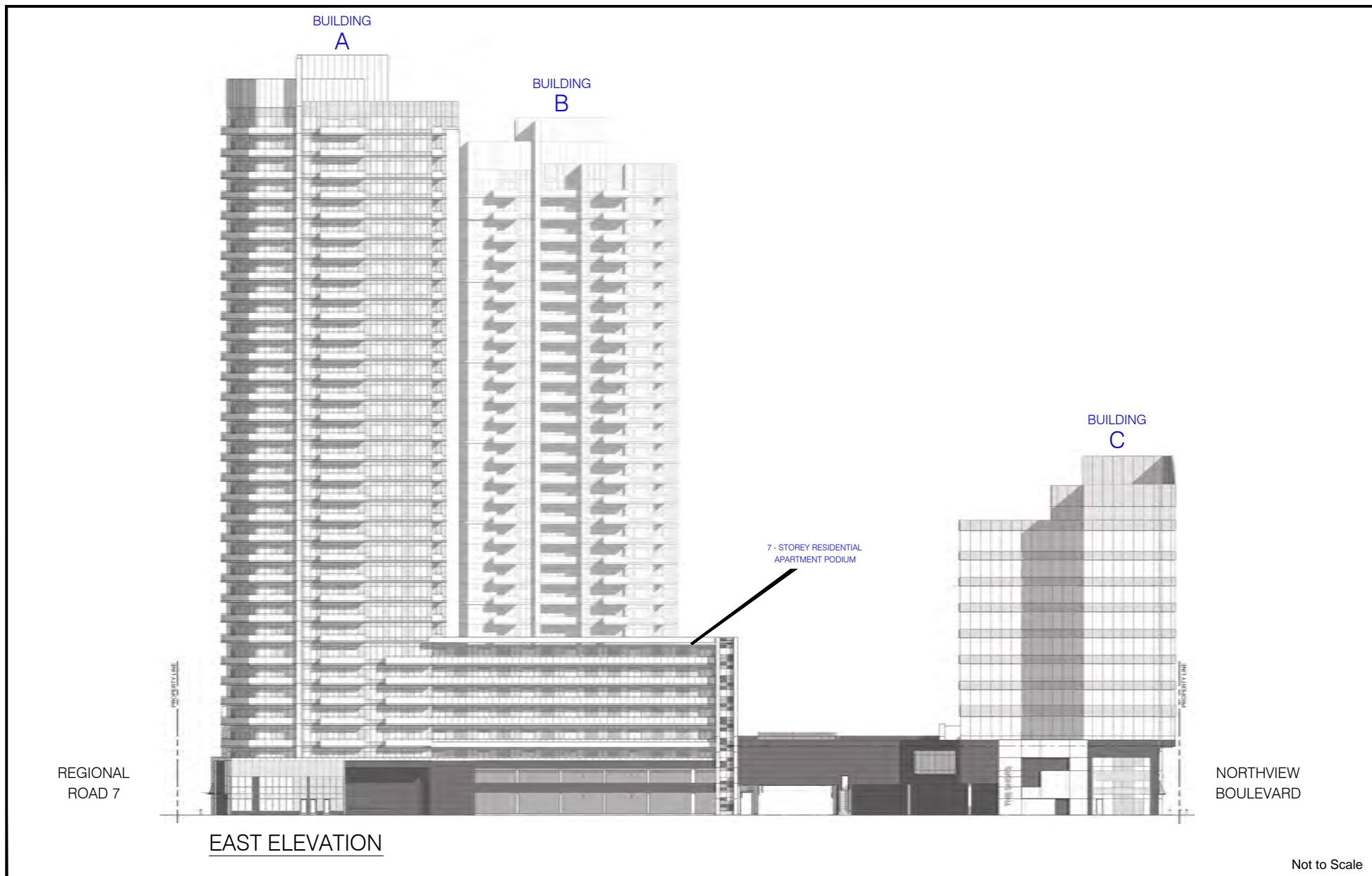


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FILE: DA.11.117
RELATED FILES: OP.08.005, Z.08.022

DATE:
February 07, 2014

8



East Elevation

LOCATION:
Part of Lot 6, Concession 5

APPLICANT:
2159645 Ontario Inc./C/O Liberty Development Corporation

N:\DFT\1 ATTACHMENTS\DA\do.11.117.dwg



Attachment

FILE: DA.11.117
RELATED FILES: OP.08.005, Z.08.022

DATE:
February 07, 2014

9