

COMMITTEE OF THE WHOLE MARCH 6, 2006

**OFFICIAL PLAN AMENDMENT FILE OP.05.009
ZONING BY-LAW AMENDMENT FILE Z.03.070
1275621 ONTARIO INC.
REPORT #P.2005.36**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.009 (1235621 Ontario Inc.) BE APPROVED to redesignate the subject lands from "Medium Density Residential/Commercial" and "Low Density Residential" to "High Density Residential/Commercial" to permit a maximum residential density of 200 units/ha with a maximum building height of 16 storeys and ancillary commercial uses.
2. THAT Zoning By-law Amendment File Z.03.070 (1235621 Ontario Inc.) BE APPROVED to rezone the subject lands from A Agricultural Zone to RA3 Apartment Residential Zone with the addition of an "H" Holding Symbol pending servicing allocation; and that the implementing zoning by-law include the following exceptions:
 - permit block townhouse dwellings as a permitted use in a RA3 Apartment Residential Zone;
 - permit a range of commercial uses as discussed in this report in a RA3 Apartment Residential Zone;
 - increase the maximum building height from 44m (16 storeys) to 50m (16 storeys);
 - permit a minimum of 46m² of lot area per unit (rather than 67m²/unit)
 - permit a 3.0m building setback/landscape strip from Street 'G1' (rather than 7.5m)
 - reduce the parking standard to 1.1 parking spaces per unit plus 0.20 visitor parking spaces per unit (rather than 1.25 parking spaces per unit plus 0.25 visitor parking spaces per unit); and
 - permit a parking standard of 4.25 spaces per 100m² GFA for commercial development (rather than 6 spaces per 100m² GFA).

Economic Impact

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

Purpose

The Owner has submitted applications on the subject lands shown on Attachment #1 to:

1. amend the Official Plan, specifically OPA #600 to redesignate the 5.64 ha shown on Attachment #1 from "Medium Density Residential/Commercial" and "Low Density Residential" to "High Density Residential/Commercial" to permit a maximum residential density of a maximum residential density of 200 units/ha with ancillary commercial uses.
2. Amend the Zoning By-law specifically By-law 1-88, to rezone the subject lands shown on Attachment #1, from 'A' Agricultural Zone to RA3 Apartment residential Zone with the addition of the "H" Holding Symbol, and to permit the following commercial uses:
 - bank
 - business and professional offices

- club or health centre
- eating establishment
- private school
- personal service shop
- retail store
- convenience retail store
- video store
- place of entertainment
- day nursery
- parking garage
- pharmacy
- bakery/coffee shop
- print shop

The increase in density would facilitate the future development of high-rise apartment, townhouse, and ancillary convenience commercial uses.

Background - Analysis and Options

Location

The subject lands shown on Attachment #1 is located on the southeast corner of Dufferin Street and Major Mackenzie Drive, in Part of Lot 20, Concession 2, within Planning Block 11- Carrville Urban Village 2, City of Vaughan.

The irregular-shaped 5.64 ha site has 70m frontage along Major Mackenzie Drive and 255m frontage along Dufferin Street and 463m frontage along future Street G1, a future east-west primary road connecting Dufferin Street and Bathurst Street, as shown within Approved Draft Plan of Subdivision 19T-95065 on Attachments #2 and #3.

Existing Uses

The land subject to this application was historically used for farming purposes. The easterly edge of the subject land is wooded. The existing vegetation has been previously inventoried and assessed as part of the block plan and subdivision approval process with limits of development being established prior to this official plan amendment being formally filed with the City. Formerly, there were a number of structures located on the site inclusive of 2 residential dwellings, and 2 outbuildings/garages. These buildings were associated with the previous farm use of the subject site. Removal of all existing buildings and structures has recently occurred upon the owner having been issued approved demolition permits by the City of Vaughan.

The surrounding land uses are as follows:

- North - Major Mackenzie Drive; north of Major Mackenzie Drive, on the east side of Dufferin Street, a 7.0 ha future neighbourhood commercial block (175,000 ft² of gross floor area) is proposed for this block; northwest corner of Major Mackenzie Drive and Dufferin Street is an approved service station/convenience store and eating establishment
- South - Street G1, a future two lane primary road; other lands owned by the applicant future residential and neighbourhood park (approved draft plan of subdivision 19T-95065)
- East - valleylands (other lands owned by the applicant) 4.18 ha in size;
- West - Dufferin Street; future 4.13ha neighbourhood commercial block (C4 Neighbourhood Commercial Zone)

Background

The land subject to this application is part of a larger 16.72 ha landholding owned by the applicant as shown on Attachment #1. Applications for draft plan approval and rezoning (19T-95065 and Z.03.070) have been submitted previously for low density residential, open space, park and neighbourhood commercial uses. Such applications were approved by Vaughan Council on June 28, 2004. The draft plan of subdivision was appealed to the Ontario Municipal Board, however, the appeal was subsequently withdrawn on August 30, 2005. The Zoning By-law has yet to be enacted by the City.

On May 13, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands. No comments from the public have been received concerning these applications. The recommendation of the Committee of the Whole on June 8, 2005, to receive the public hearing and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on June 15, 2005.

Land Use Status

Official Plan

The subject lands are designated "Medium Density Residential/Commercial Area" and "Low Density Residential Area" by OPA No. 600.

The "Medium Density Residential/Commercial" designations are generally located along major arterial roads and certain primary roads. The average net density for "Medium Density Residential/Commercial" designations taken across the block plan shall be in the range of 25 to 35 units per hectare. A variety of residential building types are permitted and encouraged within this designation, as well as commercial uses. An Official Plan Amendment is required to redesignate the subject lands to "High Density Residential/Commercial" to permit the proposed high density residential uses at a maximum density of 200 units/ha, together with ancillary commercial uses.

Zoning

The subject lands are zoned A Agricultural Zone by By-law 1-88.

Applications for draft plan approval and rezoning (19T-95065 and Z.03.070) have been submitted previously for low density residential, open space, park and neighbourhood commercial uses. Such applications were approved by the City of Vaughan Council on June 28, 2004. The draft plan of subdivision was appealed to the Ontario Municipal Board, however, the appeal was withdrawn on August 30, 2005. The Zoning By-law has yet to be enacted by the City.

The proposed rezoning to RA3 Apartment Residential Zone would permit high-rise apartments on the tableland portion of the site. The easterly edge of the subject lands (the valleylands) will be rezoned OS1 Zone Open Space Conservation Zone and conveyed to either the City or Toronto Region Conservation Authority.

The following zoning exceptions to the RA3 Zone will be required to implement the future site plan:

- permit block townhouse dwellings as a permitted use in a RA3 Apartment Residential Zone;
- permit a range of commercial uses as discussed in this report in a RA3 Apartment Residential Zone;
- permit a minimum of 46m² of lot area per unit (rather than 67m²/unit)

- increase the maximum building height from 44m (16 storeys) to 50m (16 storeys);
- permit a 0.0m building setback from Stat 'G1'
- reduce the parking standard to 1.1 parking spaces per unit plus .20 visitor parking spaces per unit; and
- permit a parking standard of 4.25 spaces per 100m² GFA for commercial development.

The proposed ancillary commercial uses are considered suitable for this development and location and Staff is satisfied that the above-noted exceptions are appropriate to facilitate this development.

The "H" Holding Symbol would only be lifted upon confirmation that servicing capacity has been allocated to this development.

Block Plan 11

The Block 11 Plan as shown on Attachment #4 was approved by Council on August 25, 2003. The approved plan identifies these lands as "Neighbourhood Commercial" and "Low Density Residential".

OPA #600 set a target of 600 high density residential units, which represented 13% of all units in the block. The approved block plan provided 184 high density units, representing only 5% of the total residential units. There are lands within the Block which were originally anticipated to develop within Block 11 inclusive of 58 ha of the Macmillan property that will not be developing. The Macmillan property has been specifically set aside as a Nature Reserve. The significance of substantial areas of land not developing is that the overall total proposed population for Block 11 is approximately 11,000 people which falls short of a target of 14,700 people as set out in OPA 600. The addition of high density residential development into the Block at the proposed location will assist in meeting the population targets as originally set out for the area.

The southwest corner of Block 11 is also located within the Carville District Centre. It is within this area that most of the high density residential development was expected to locate. The Draft Official Plan Amendment 651 (Carrville District Centre Plan) estimates that approximately 5,400 housing units could be accommodated within the entire District Centre at maturity. The proposed designation of high density residential land uses for the subject lands will assist in ensuring that the overall proposed population targets, densities, and housing forms will be achieved.

Approved Draft Plan of Subdivision 19T-95065

Should the subject applications be approved by Council the applicant will be directed to revise the approved draft plan of subdivision to reflect the "High Density Residential Commercial" designation on the northern portion of the lands associated with approved draft plan of subdivision 19T-95065.

Preliminary Development Concept

While a formal site plan submission has not been made with the request for an amendment to the Official Plan, a conceptual plan shown on Attachment #5 has been submitted in consideration of matters such as access, building location, height, and massing assuming a density of up to 200 uph. However, the plan is conceptual only and is not representative of actual development. The preliminary development statistics as provided in the chart below indicate that the site could be developed with a number (11) of residential apartment buildings ranging in height from 3 storeys at the south east corner of the block to 16 storeys at the corner of Major Mackenzie Drive and Dufferin Street with a total floor space index of 1.94 and a site coverage of 30% leaving approximately 62% of the site for open space/other uses. The location of buildings are

anticipated to occur along street edges/frontages and valley/open space edges. Such building placement will thereby create a positive street presence, utilizing views and vistas in addition to creating the opportunity for an interconnection of common open space areas/meeting places. This opportunity will facilitate the integration of the pedestrian with the built form between the proposed buildings within the development block itself.

Primary access to the block is to occur from Street G1 as shown on Attachment #3. It is anticipated that parking will be primarily located underground. A more detailed finer road pattern consisting of restricted access opportunities to Dufferin Street in addition to an internal road system within the development block will be required at the time of the formal review of the site development application ownership.

Lands immediately to the north/east of the proposed high density residential block contain a treed valley/open space system with a pond feature. It is intended that detailed discussions be undertaken with the City and TRCA to determine what opportunities may exist for the creation of a trail system, interpretative display or commemorative plaque in this area for which the future residents may benefit/enjoy the natural environment and local/relevant history of the property which will be transferred to public ownership.

The potential development based on the preliminary concept plan is as follows:

Buildings	Storeys	# of Units	Gross Floor Area
A	16	150	14340m ²
B	13	168	14855m ²
C	10	126	11425m ²
D	8	98	9140m ²
E	6/5	120	10182m ²
F	6/5	157	16183m ²
G	6/5	157	16183m ²
H	5/4	62	6605m ²
I	3	30	3428m ²
J	3	30	3428m ²
K	3	30	3428m ²
Total		1128	109197m ²

Current Policy Framework

Provincial Policy Statement (PPS) 2005

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS envisions efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, employment, parks and open space, and transportation choices that facilitate pedestrian mobility and other modes of travel.

The "Building Strong Communities" policies of the PPS state that sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time frame of up to 20 years.

In particular, the policies related to Managing and Directing Land Use, states that healthy, livable and safe communities are sustained by:

- accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs; and
- promoting cost-effective development standards to minimize land consumption and servicing costs.

The subject proposal will broaden the mix of residential uses in the area, which has been predominantly approved for low density residential development. It will also minimize land consumption and servicing costs as it allow more people to live in the area, which is already planned for urban growth.

The policies relating to Settlement Areas state that these areas shall be the focus of growth and that Planning authorities shall identify and promote opportunities for intensification and land use patterns within settlement areas, which shall be based on, in part, densities and a mix of land uses which:

- i) efficiently use land and resources; and
- ii) are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

The location of the proposed high density designation is within a settlement area as defined by the PPS and located at the intersection of two urban corridors (Major Mackenzie Drive and Dufferin Street). The proposal makes efficient use of the land by increasing residential densities while at the same time respecting existing natural features. The development will also use infrastructure efficiently by using existing and planned roads and will tie into the planned servicing scheme for the area. The development is appropriate with respect to public service facilities as it is part of a larger development area (Block 11) for which facilities are being planned and will support public transit.

The settlement area policies also require that "new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities". The location of the lands subject to the proposed high density development is within an Urban Village as established in the Vaughan Official Plan and is immediately adjacent to previously approved development.

The PPS also includes housing policies that require that Planning authorities provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area and promote compact form and a structure of nodes and corridors.

The high density development will add to the housing types and density in the area. Infrastructure and public service facilities for this development will be provided as part of the larger development that is occurring within the concession block. The future residents will also help support public transit initiatives.

The PPS transportation policies also promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus. The proposed high density development will assist the municipality in achieving this goal. The location of the development at a major intersection will allow easy access for residents in any direction they wish to travel. The site is also located in proximity to both the Maple and

Rutherford GO Transit rail stations, thereby providing an alternative mode of transportation to the private vehicle.

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high density residential uses on the subject lands is consistent with the policies of the PPS. It will broaden the mix of residential uses in the area and promote an increase in transit ridership, which has been predominantly approved for low density residential development. It also minimizes land consumption and servicing costs and as it allows more people to live in the area already planned for urban growth.

Places to Grow - 2005

The Province released a second draft of Places to Grow Plan in November 2005, which is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form and housing. The Plan envisages increasing intensification of the existing built-up area, with a focus on urban growth centre, intensification corridors and major transit stations. Concentrating intensification in these areas provides for a focus for transit and infrastructure investment to support growth, and for building compact, transit-supportive communities in greenfields. The Plan requires that, by 2015, a minimum of 40% of all residential development occurs within the defined built-up area.

The proposed high density development addresses these principles and policies through its location, compact development form and supporting a viable transit network.

The proposal is within a designated urban area of the City that has begun to undergo development. It will complement the planned community by adding a mix of housing and further establish a pedestrian friendly community through the layout and design of the buildings and site. The increase in density will also in the creation and maintenance of a transit-supportive environment.

The Growth Plan also states that "Strong, healthy, inclusive communities have a broad mix of housing types, tenure opportunities and price ranges available to meet the needs of all residents." Creation of a mix of housing types through intensification or through "more compact land-use patterns in Greenfield developments" can result in more attractive and livable communities.

The proposed development is a form of intensification, in that it is proposing a density higher than what was originally approved. The location of the site is ideal for intensification because of its access to arterial roads, public transit, commercial uses and natural areas. It will add to the mix of housing and represent a more compact form of development when compared to the approved development in the area. By virtue of the proposed density there will also be ample opportunity to provide a further layer of housing types, tenure and price ranges within the development block itself. The proposal is in accordance with the goals of intensification established in the Draft Growth Plan.

Intensification corridors are identified by the Growth Plan as locations that present an opportunity to accommodate growth. Intensification corridors are defined by the plan as "Lands along major roads or arterials that can provide a focus for higher density mixed-use development, higher order transit, and infrastructure investment". The policies of the Growth Plan indicate that the intensification corridors will be planned "to have a diverse mix of land uses, including residential and employment uses" and will have "the existing and planned infrastructure capacity to accommodate projected increases in residents and jobs".

The location of the proposed high density development is along two arterial roads, and therefore within an intensification corridor. This development will add to the mix of the land uses along each corridor and is within a developing area that will have an infrastructure that can accommodate the increased population.

One of the intentions of the Growth Plan is to "ensure that designated but not yet urbanized areas grow at transit-supportive densities, with transit-supportive street configurations". These designated growth areas are a key component in the Growth Plan. The Plan notes that though lands outside of the built-up area will gradually be needed to accommodate new residents, development within the designated growth areas "will be significantly different than it is today."

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high density residential uses on the subject lands is consistent with the Province's draft Places to Grow policy document, by directing growth to built-up areas where the capacity exists to best accommodate the expected population, household and employment growth and promoting transit-supportive densities and a healthy mix of residential and employment land uses

Region of York Official Plan

The Region of York Official plan is a broad based plan that establishes a set of policies that are intended to guide economic, environmental and community-building decisions affecting the use of land, to assist with the coordination of more detailed planning by the area municipalities.

One of the objectives of the Regional Official Plan with respect to housing is "to promote an integrated community structure and design that ensures a broad mix and range of lot sizes, unit sizes, and housing forms, types and tenures that will satisfy the needs of the Region's residents and workers".

The Regional Official Plan designates the subject lands as "Urban Area" and also identifies Major Mackenzie Drive and Dufferin Street as "Urban Corridors". The Plan encourages and promotes opportunities for higher densities, recognizing the functions of the corridors in linking centres and providing transit routes. Corridors should provide for a range of housing units, employment and services in a mixed use form that is transit supportive.

The proposed official plan amendment will assist in achieving all of these goals. The proposed high density residential development, in conjunction with the previously approved low density residential development on the remaining property, will provide a variety of dwelling types and sizes. The higher density will make more efficient use of services in the area, infrastructure and transit. The development also represents a compact and efficient community, through its location, layout and design and also encourages pedestrian activity through the arrangement and design of the development.

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high density residential uses is consistent with the objectives of the Regional Official Plan. The applications propose residential intensification along the designated corridors, makes efficient use of land and existing services and provides for compact development that promotes transit supportive densities.

City of Vaughan Official Plan OPA #600

Opa #600 is based on 2 Major themes: environmental protection and compact and efficient urban form. Key policy elements supporting these themes include:

- encouraging an urban structure reflecting compact urban form.
- achieving a significant increase in public transit.
- encouraging transit friendly land uses and higher density development along major transportation corridors.
- encouraging the provision of an adequate supply of housing with a mix of densities, unit types, costs and tenures.

The proposed high density development fits within the 2 major themes of OPA #600; environmental protection and compact and efficient urban form. Existing environmental features will be protected and the development represents a compact urban form. It will increase the mix of housing supply at a strategic location at the intersection of 2 urban corridors. In consideration of site location as related to urban corridors it is anticipated that the proposed high density development at this location will encourage and increase transit ridership which in turn will assist in sustaining and improving demand for public transit.

Encouraging the viability of urban areas through residential intensification is one of the goals and objectives established by the Official Plan, with respect to housing. This can be accomplished through infill, redevelopment and conversions. The criteria which must be met include the availability of services, proximity to transit and compatibility with existing land uses.

The high density residential proposal directly addresses the above noted goal. The intensification of the site meets the criteria of servicing, transit and compatibility through its location and design. Services will be constructed for the residential community and transit will be extended to this new area. The development concept takes into account the previously approved nearby low density residential development by locating the tallest buildings away from these dwellings.

OPA #600 deals with transportation matters as well. The proposed development is anticipated to have its primary access from a primary road, being Street G1 on the concept plan. It is also noted that all primary roads should be considered potential transit routes. Public transportation that will service the communities within the City, will include transit bus service opportunities on all arterial, collector and primary roads. Regional commuter bus and rail service is also to be provided. The proposed high density development will contribute to the viability of a local transit system, and will be served by the nearby regional rail service (GO train).

The location of the development at a major intersection means that both east-west and north-south transit lines will be accessible by residents of the proposed development, and will foster the transit linkages identified in the Official Plan.

Oak Ridges Moraine

The subject lands are located within the "Settlement Area" designation on the Oak Ridges Moraine, and as a result of the submission of the Official Plan Amendment application after November 16, 2001, the applications are required to conform with the Settlement Area provisions of the Oak Ridges Moraine Conservation Plan (ORMCP). In response to this requirement, two reports were submitted; one detailing the Natural Heritage Requirements (prepared by Ages Consulting Limited, September 2005), and the other detailing the water management requirements (prepared by Schaeffers Consulting, September 22, 2005). The reports submitted detail the policy requirements of the ORMCP, as translated in OPA #604, and describe how the proposed re-designation conforms. The Natural Heritage report details that the buffers from the significant valleyland will be as agreed to in the previous draft plan, being 5m from the top-of-bank. However, based on Council's resolution of February 13, 2006, which states "That all future official plan amendments, require that a minimum 10m ecological buffer, outside of the development lot or block, adjoining a valley and stream corridor be provided as a part of the public open space system". Accordingly, a 10m buffer shall be provided for this site. It should be clarified that the buffer should be applied equally along the entire edge of the valley, from Major Mackenzie to the north-west, to the eastern property boundary in the south-east.

In accordance with the OPA #604 requirements, a Natural Heritage Evaluation has been completed for the subject land by Ages Consulting. Key findings of this report indicate that the redesignation of the lands to permit higher density conforms to the Oak Ridges Moraine Conservation Plan, and satisfactorily addresses the character of the features, the protection of

the adjacent valley and its Key Natural Heritage and Hydrologically Sensitive Features and the extent of study and commitments on the site to date.

Matters which must be addressed in OPA #604 relating to Transportation, Infrastructure and Utilities, Sewage and Water services, Stormwater Management, and Wellhead Protection Areas have also been completed. Discussions and findings of the report prepared by Schaeffers Consulting Engineers indicate that the proposed official plan amendment application conforms to the relevant policies of the ORMCP.

Planning Considerations

Location as well as compatibility of surrounding land use considerations suggests that the proposed development for high density residential and ancillary commercial are complementary and appropriate for the subject land. Review of existing provincial, regional and local policy context indicates the proposed high density development is appropriate in terms of location, form and density and responds to matters such as providing for a range/mix of residential uses and promoting transit supportive uses.

The York Region Official Plan includes goals and policies that promote a mix of housing types, supports compact communities and establishes corridors to link urban centres. The proposed high density development will add to the mix of housing and assist to establish a compact and efficient community.

The Provincial Policy Statement has policies that are similar in nature to the Region's and City's respective Official Plans. The PPS includes policies requiring a mix of residential uses that promote cost-effective development standards to minimize land consumption. Development is to be directed to settlement areas and land use patterns and densities that support public transit are promoted. The proposed development satisfies these policies.

The Draft Growth Plan for the Greater Golden Horseshoe further establishes the principles of compact communities that provide a choice in housing and transportation. The density and location of the proposed development meets these principles.

The introduction of a higher density residential land use for this subject land achieves the objectives of the provincial, regional and city policies by creating more compact and concentrated development patterns that make efficient use of land, infrastructure and supports public transit.

Given the site's orientation to Dufferin Street and Major Mackenzie Drive, the minimal impact on soft and hard services and the positive transportation impact the high density residential land use is considered to be appropriate and represents good planning for this site.

Department /Agency Comments

Region of York Planning Department

The Region of York has advised of no objections in principle to the proposed land use provided that the proposed amendment is in keeping with the planned vision of the Carrville Urban Village.

Toronto Region Conservation Authority (TRCA)

The TRCA has advised that they have no objections with the subject applications provided a 5m buffer is established from the natural features staked line (this buffer along with the valley is to be zoned Open Space and conveyed to the Authority or the City). In addition, a 10m structural setback is to be established from the 5m buffer (the 10m area is to be landscaped).

Vaughan Engineering Department

Servicing

- i) Water and sanitary servicing capacity is not yet available to service this proposal and would need to be identified and allocated by Council prior to lifting of the "H" Holding Symbol.

Review of the subject application from a servicing perspective has been undertaken by Schaeffers Consulting Engineering and indicates that the site will be designed with on-site detention flows and by limiting the flow conveyed to the minor system there would be no significant stormwater impacts resulting from the proposed change in development density. The existing watermain and sanitary sewer infrastructure within the Block 11 Area can accommodate the development.

- ii) Transportation/Traffic

A Traffic Impact Study prepared by Itrans Planning and Traffic Consultants was submitted in support of the subject applications. Itrans also undertook the original transportation work for the Block 11 Planning Area on behalf of the landowners group. Itrans has reviewed the land use planning proposal as it relates to the existing/planned transportation system and has advised that the proposed development can be accommodated by the planned road network with no physical improvements. Minor intersection traffic control changes are recommended at the location of Street G1 where it intersects with the future entrance to the site opposite Street B to the south. Changes recommended involve the conversion of a two-way STOP control to a four-way STOP control along with the addition of pavement markings for a left turn lane at this location. The Engineering Department concurs with the findings of the consultant's report.

The proposed development and associated density is transit supportive. The site is located immediately adjacent to two Regional arterial roads and a proposed City primary road. All these roads are designed to accommodate public transit. At present time, both Dufferin Street and Major Mackenzie Drive are utilized for public transit purposes. Major Mackenzie Drive provides an east/west service with the subject site being located in close proximity to the Maple Go Station and Yonge Street VIVA corridor. Dufferin Street provides a north/south service to the Downsview Go Station. Currently, there are no transit stops at the intersection of Dufferin Street and Major Mackenzie Drive, as this area is only now beginning to develop. The Block 11 Transportation Management Plan prepared by Itrans identifies future transit service routes on Dufferin Street, south of Major Mackenzie Drive. It is anticipated that transit stops will be added at the Dufferin Street and Major Mackenzie Drive intersection as well as Dufferin Street and Street "G" when it becomes appropriate to do, so thereby serving the subject site.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', "Plan and Manage Growth".

Conclusion

The Development Planning Department has reviewed the proposed application to amend the existing Official Plan designations from "Low Density Residential" and "Medium Density Residential/Commercial" to "High Density Residential/Commercial in light of the Provincial, Regional, and City policy context and the area context in terms of existing land uses. The proposal to redesignate and rezone the subject lands from "A" Agricultural Zone to RA3 Apartment Residential Zone (tableland) to permit a high density residential development is

appropriate in terms of location, form and density and responds to matters such as providing for a range/mix of residential uses and promoting transit supportive uses.

In light of the above, the development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment Applications together with an "H" Holding provision that will be applied to the subject lands. The "H" Holding provision will be removed as servicing capacity is allocated to the various phases of this development. In addition, a 10m ecological buffer shall be provided along the entire edge of the valley in accordance with Council's recently passed resolution requiring a minimum 10m buffer from the top of the valley to provide for the long term protection of valley and stream corridors.

Attachments

1. Location Map
2. Official Plan Designations
3. Approved Draft Plan of Subdivision 19T-95065
4. Approved Block 11 Plan
5. Conceptual Site Plan

Report prepared by:

Grant Uyeyama, Manager of Development Planning, ext. 8635

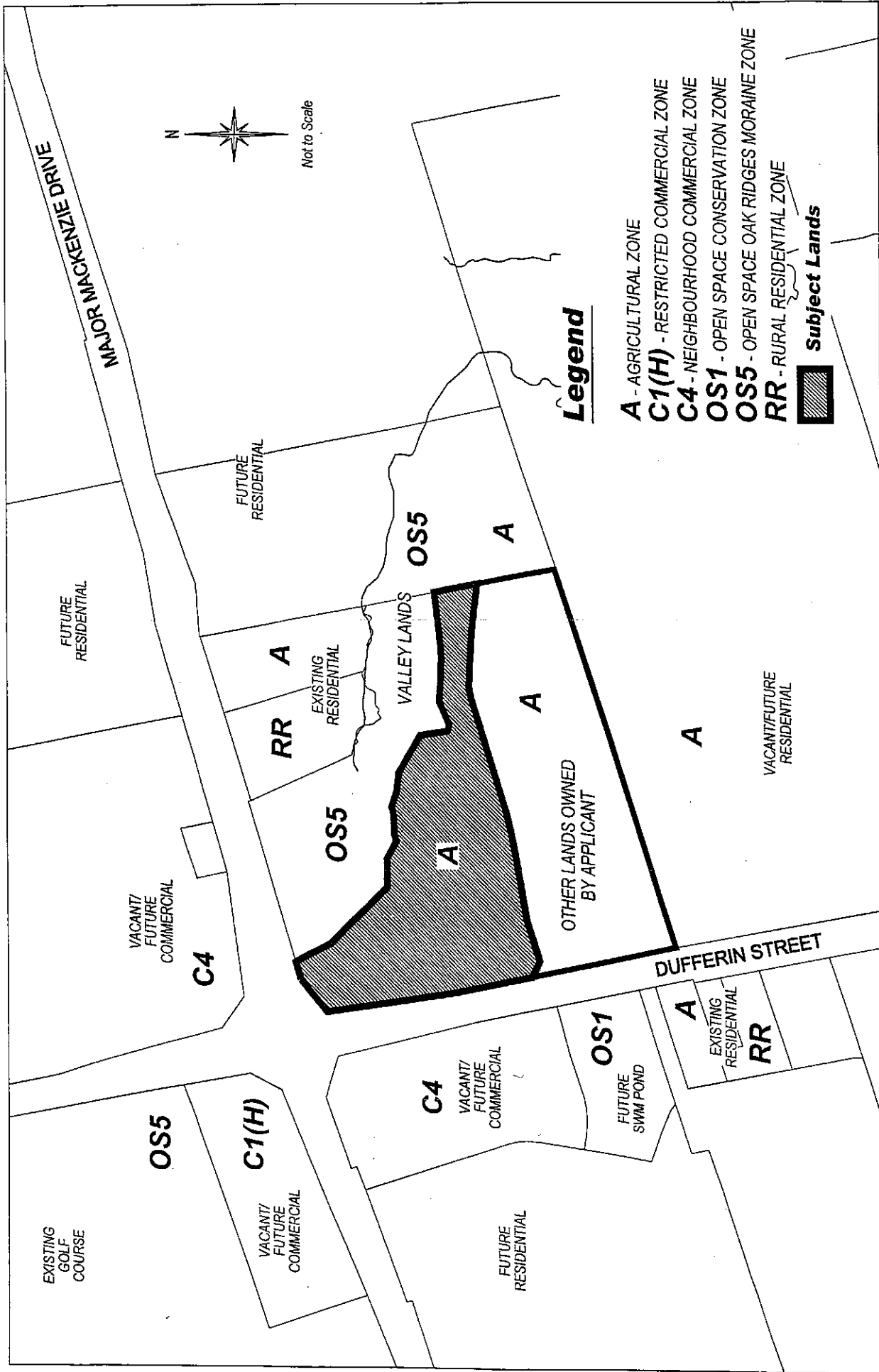
Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning


MARCO RAMUNNO
Director of Development Planning

LG

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Legend

- A - AGRICULTURAL ZONE
- C1(H) - RESTRICTED COMMERCIAL ZONE
- C4 - NEIGHBOURHOOD COMMERCIAL ZONE
- OS1 - OPEN SPACE CONSERVATION ZONE
- OS5 - OPEN SPACE OAK RIDGES MORaine ZONE
- RR - RURAL RESIDENTIAL ZONE
-  Subject Lands

Location Map

Part of Lot 20,
Concession 2
 APPLICANT:
 1275621 ONTARIO INC.
 N:\OFT\1 ATTACHMENTS\OP\op_05_009



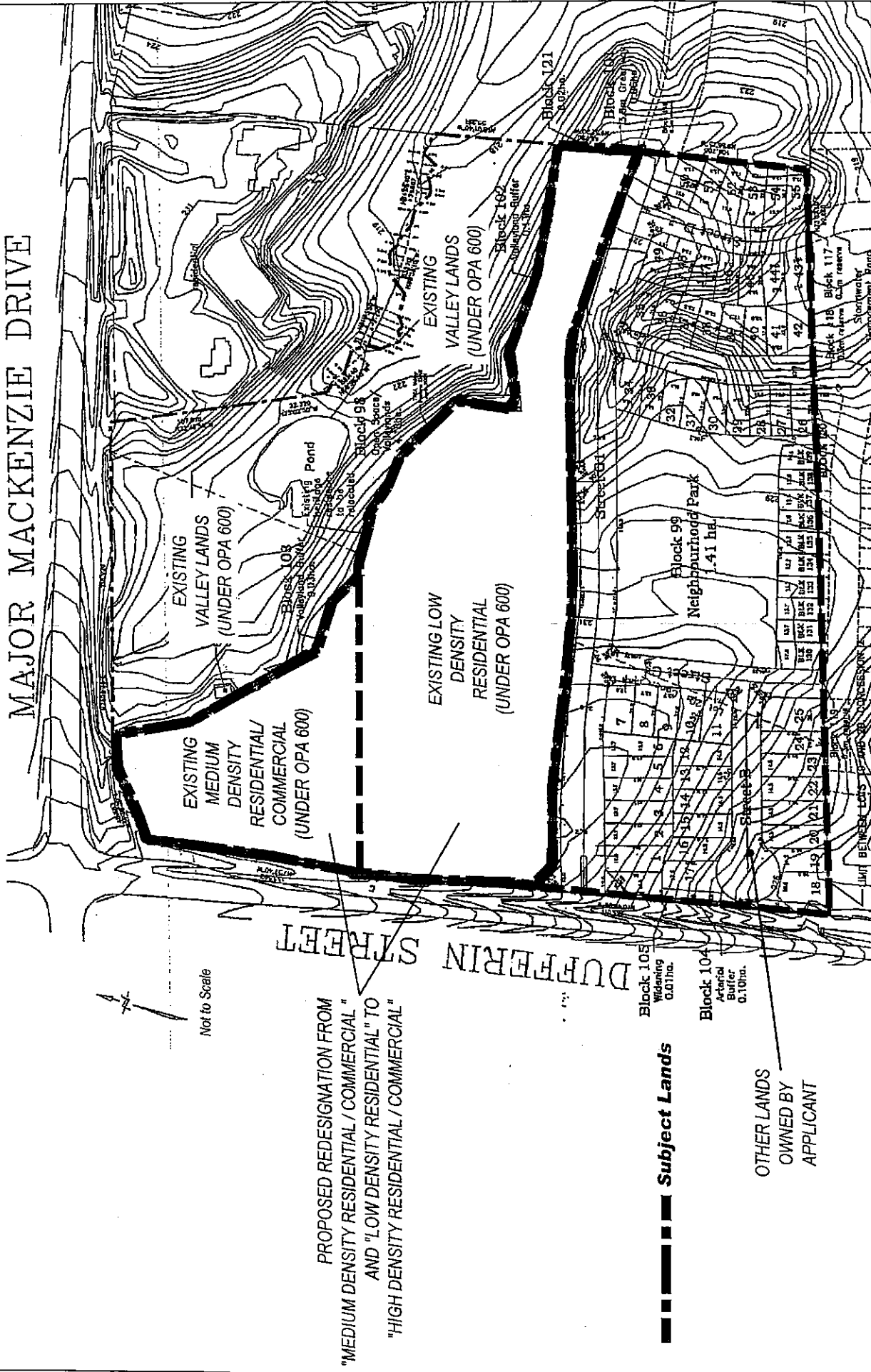
Development Planning Department

Attachment

FILE No.:
 OP.05.009
 RELATED FILES:
 19T - 95065 & Z.03.070
 February 15, 2006



MAJOR MACKENZIE DRIVE



Not to Scale

DUFFERIN STREET

PROPOSED REDESIGNATION FROM
 "MEDIUM DENSITY RESIDENTIAL / COMMERCIAL"
 AND "LOW DENSITY RESIDENTIAL" TO
 "HIGH DENSITY RESIDENTIAL / COMMERCIAL"

— — — — — Subject Lands

OTHER LANDS
 OWNED BY
 APPLICANT

Block 103
 Widening
 0.01ha.

Block 104
 Arterial
 Buffer
 0.10ha.

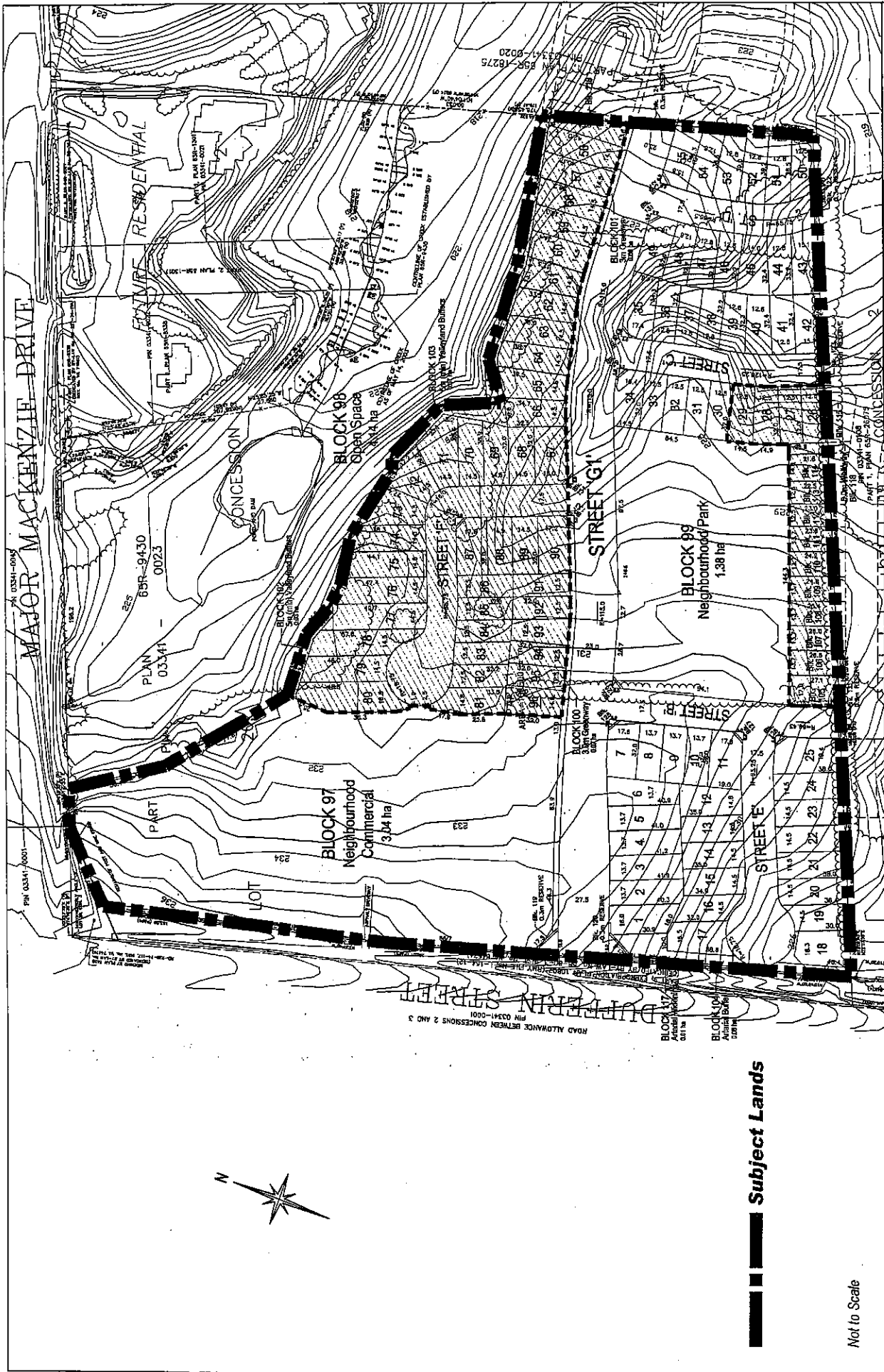
**Official Plan
 Designations**

APPLICANT:
 1275621 ONTARIO INC.
 Part of Lot 20,
 Concession 2
 N:\DPT\1 ATTACHMENTS\OPA_op_05_009



Development Planning Department

Attachment 2
 FILE NO.:
 OP.05.009
 RELATED FILES:
 19T - 95065 & Z.03.070
 February 15, 2006



■ ■ ■ Subject Lands

Not to Scale

Approved Draft Plan of Subdivision 19T-95065

APPLICANT:
1275621 ONTARIO INC.
Part of Lot 20,
Concession 2

City of Vaughan

Development Planning Department

Attachment 3

FILE No.:
OP.05.009
RELATED FILES:
19T - 95065 & Z.03.070
February 15, 2006

N:\DPT\ ATTACHMENTS\OP.op.05.009

**BLOCK PLAN
BLOCK 11
CITY OF VAUGHAN**

LEGEND

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Institutional
- Schools
- Parks
- Woodlots
- Stormwater Management
- Valleylands, Open Space and Nature Reserve
- Greenways
- Arterial Buffers
- Collector Streets
- Primary Streets
- Local Streets
- Walkway/Stream Crossing

Valley feature limits determined with Toronto Region Conservation Authority and City in April 2001, and Fall 2002. Limits subsequently refined when necessary in accordance with slope stability, cut & fill analysis and urban design considerations.

Floodline (Schwaeflens December 2002)

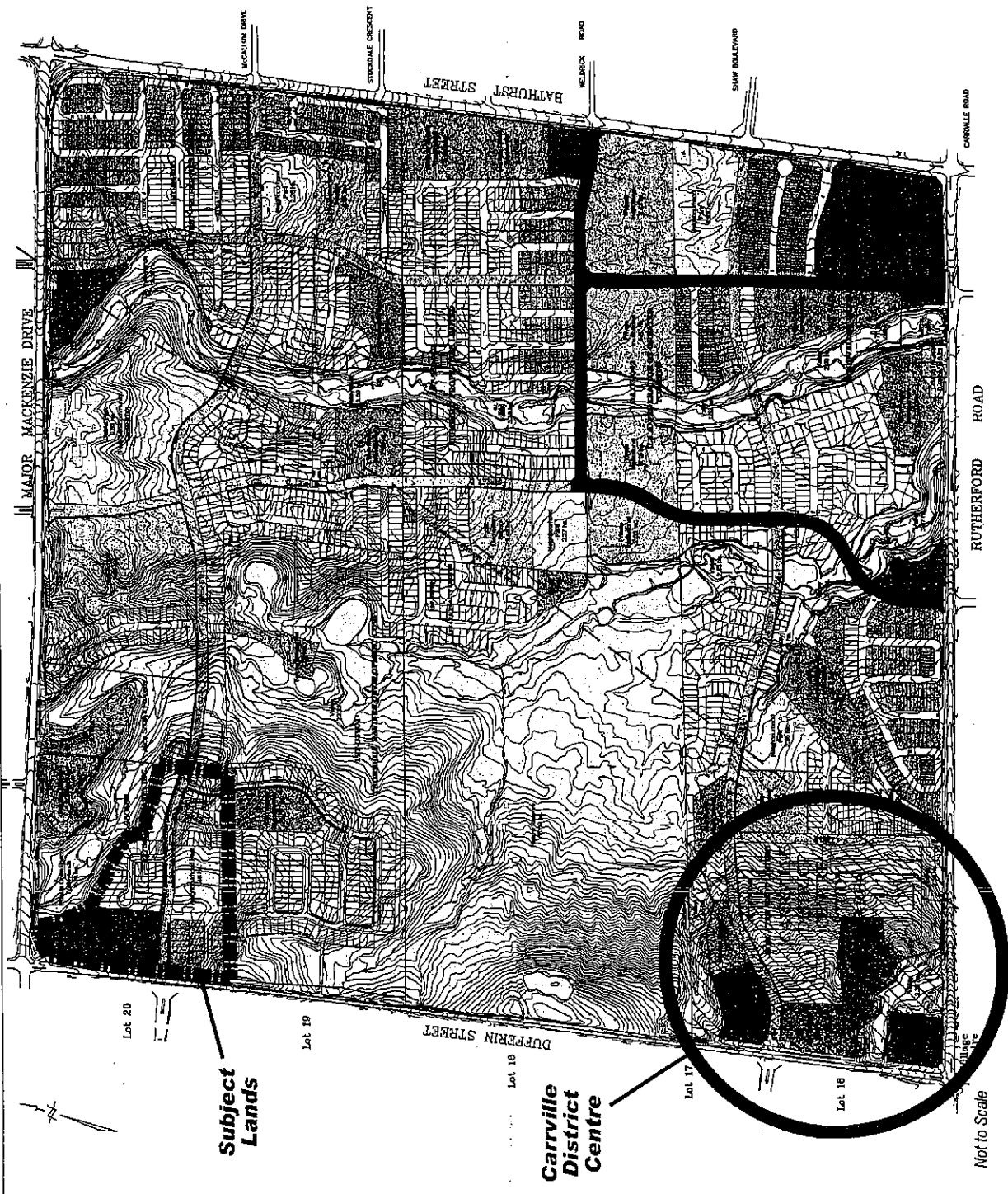
Property Ownership Limit

Note: The final width of the buffer adjacent to the Valleylands shall be confirmed for the Venetian lands prior to approval of the final plan of subdivision for the Venetian lands.

SCALE: 1:4000
067 12 2004
Dwg. # B11-BP23

ALCORN & ASSOCIATES LIMITED
Land Planning and Development Consultants
14, 2004 Ave. 15
Scarborough, Ontario, M1S 1T5

Attachment 4
FILE No.: OP.05.009
RELATED FILES: 19T - 95065 & Z.03.070
February 15, 2006



**Approved
Block 11 Plan**

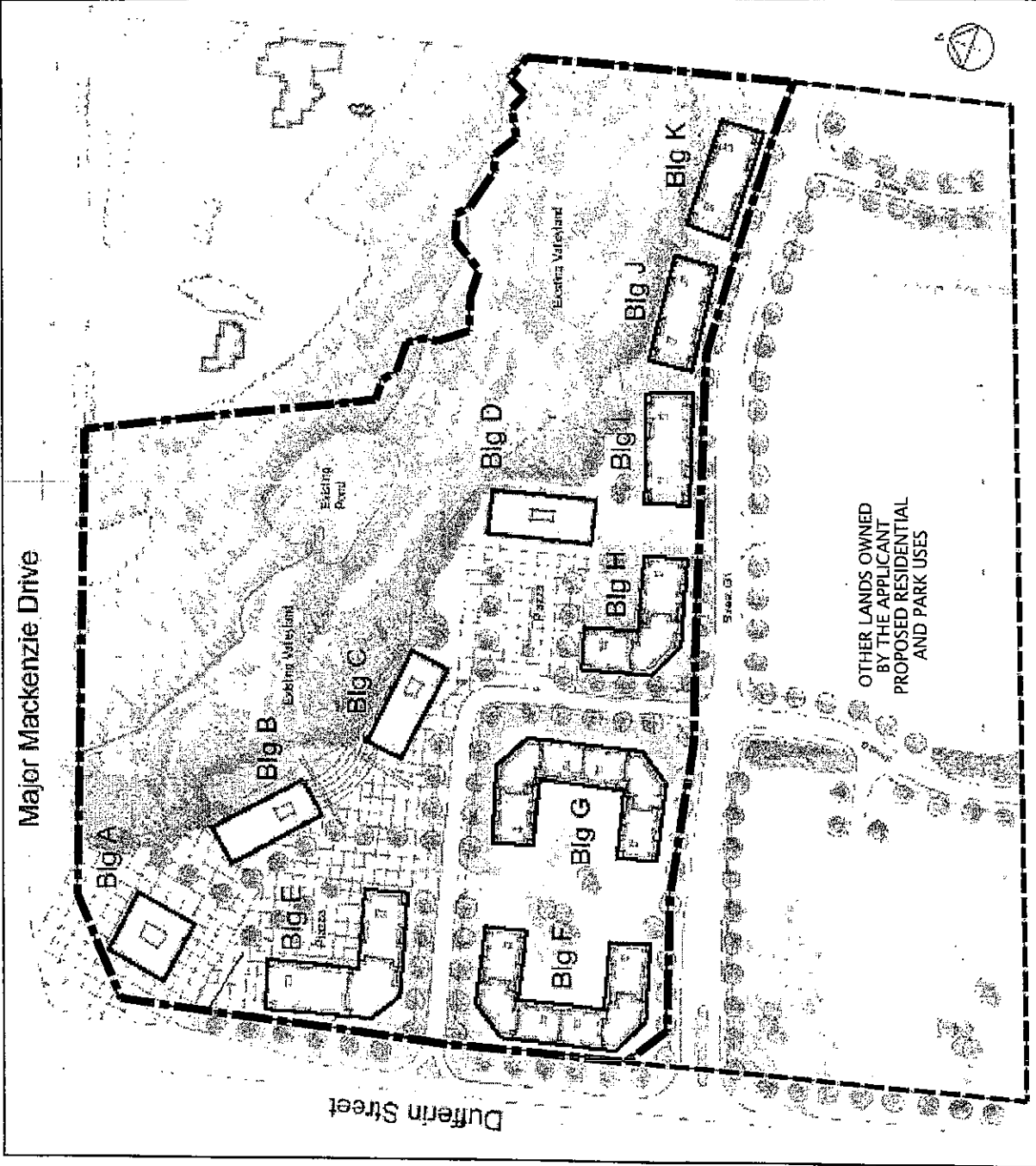
APPLICANT: 1275621 ONTARIO INC.
Part of Lot 20,
Concession 2



Development Planning Department

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Major Mackenzie Drive



Not to Scale

**Subject
Lands**

SUBJECT LANDS

OTHER LANDS OWNED
BY THE APPLICANT
PROPOSED RESIDENTIAL
AND PARK USES

Conceptual Site Plan

Part of Lot 20,
Concession 2
APPLICANT:
1275621 ONTARIO INC.

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Development Planning Department

Attachment 5
FILE No.: OP.05.009
RELATED FILE: 19T - 95065 & Z.03.070
February 13, 2006