

COMMITTEE OF THE WHOLE JUNE18, 2007

**OFFICIAL PLAN AMENDMENT FILE OP.05.023
ZONING BY-LAW AMENDMENT FILE Z.05.050
NORTH BATHURST DEVELOPMENT LIMITED
REPORT #P.2006.9**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.023 (North Bathurst Development Limited) BE APPROVED, to redesignate the subject lands shown on Attachment #2, from "Medium Density Residential/Commercial" to "High Density Residential/Commercial" to permit a maximum residential density of 200 units/ha with a maximum building height of 15 storeys, and that the implementing Amendment require the following:
 - a) a phasing plan to be submitted for approval by the City in consultation with the Region of York (at the site plan approval stage) to ensure that development keeps pace with the required infrastructure improvements.

2. THAT Zoning By-law Amendment File Z.05.050 (North Bathurst Development Limited) BE APPROVED, to rezone the subject lands shown on Attachment #2 from A Agricultural Zone to RA3 Apartment Residential Zone with "H" Holding Provision, pending allocation of water and sanitary servicing capacity, and site plan approval. The implementing zoning by-law shall include the following exceptions:
 - a) a revised site-specific definition of a "lot", to recognize the subject lands as one lot regardless of the number of buildings or structures erected on any part of the lot;
 - b) minimum width of a landscape strip along a lot line abutting a street within an RA3 Apartment Residential Zone shall be 4.0 m in width along a lot line abutting a street, whereas the By-law requires 6.0m;
 - c) minimum setback from a lot line to the nearest part of a building below finished grade shall be 0.0 m, whereas the By-law requires 1.8m;
 - d) requirements respecting dimensions of driveways shall not apply;
 - e) minimum lot area requirements shall be 50.0 m² per unit and the lot area shall be 4.6 ha;
 - f) maximum building heights in an RA3 Apartment Residential Zone shall be 50 m and 15 storeys;
 - g) permit, multiple and block townhouse dwelling;
 - h) as a condition of the removal of the "H" Holding Symbol, Council shall by resolution, allocate water and sanitary servicing capacity for the proposed development and approve the site plan; and
 - i) traffic improvements as required by the phasing plan shall be completed prior to final site plan approval.

Economic Impact

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

Communications Plan

N/A

Purpose

The Owner has submitted the following:

1. An application to amend the Official Plan, specifically OPA No. 600, to redesignate the 4.639 ha lands shown on Attachment #1 from "Medium Density Residential/Commercial" to "High Density Residential/Commercial" to permit a maximum residential density of 200 units/ha. The increase in density would facilitate the future development of 4 apartment buildings having a maximum height of 15 storeys and 2-storey townhouses.
2. An application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #2, from A Agricultural Zone to RA3 Apartment Residential Zone with "H" Holding Provision, and to include site-specific exceptions to facilitate the future development of high-rise apartment and townhouse uses.

Background - Analysis and Options

Location

The subject lands shown on Attachment #1, are located on the west side of Bathurst Street, north of Lebovic Campus Drive, being in Part of Lot 18, Concession 2, within Planning Block 11 – Carrville Urban Village 2, City of Vaughan. The rectangular-shaped, 4.639 ha site has 412m frontage along Bathurst Street and extends west approximately 142m to Geshar Crescent, which is the north-south street within the adjacent lands owned by the applicant (Subdivision File: 19T-95044) and is being developed in the manner shown on Attachment #3.

Existing Uses

The subject lands are vacant. The surrounding land uses are as follows:

- North - vacant/future townhouses (RT1 Residential Townhouse Zone)
- South - vacant (A Agricultural Zone)
- East - Bathurst Street; existing single detached residential dwellings (Town of Richmond Hill)
- West - Geshar Crescent; residential, under construction (RD3 and RD4 Residential Detached Zones Three and Four)

Public Hearing

On January 27, 2006, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, including properties within the Town of Richmond Hill. Written comments were received from residents in Richmond Hill expressing concerns regarding the impact of the proposed development on traffic along Bathurst Street and the effect on property values. In addition, comments were received from landowners in Blocks 11 and 12 (Senang Investments) commenting on the City's servicing protocol with respect to allocation that is required to service the proposed development. Comments were also received from the Town of Richmond Hill indicating the Town did not support the development as proposed, due to concerns respecting the traffic impacts of the proposed development, and requested an opportunity to review traffic and other supporting documents. Additional studies and justification reports in support of the application were provided to the Town on February 20, 2007. On May 11, 2007, the Town of Richmond Hill confirmed receipt of the information and indicated they would be providing comments in the near future. As of June 11, 2007 no comments on the proposed applications have been received from the Town of Richmond Hill.

A letter from a Richmond Hill resident requested that the designation remain "Medium Density Residential", or alternatively that the maximum height of the apartments be limited to 5-storeys and 2-storeys for the townhouses.

The recommendation of the Committee of the Whole to receive the Public Hearing report of February 20, 2006, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on February 27, 2006.

Proposed Development Concept

A formal site plan application has not been submitted with the above-noted applications. A conceptual plan shown on Attachment #4 has been provided in consideration of matters such as site access, building location, height, and massing, and assuming a density of up to 200 units/ha (maximum of 928 units). The plan is conceptual only and is not representative of an actual development application. The proposed development concept shows a mix of apartment buildings and townhouses. It is anticipated that the townhouse blocks along Bathurst Street will form a podium for four 13-storey apartment towers containing a total of 724 apartment units. The towers will be located on top of approximately 82 podium townhouse units and will be setback further from Bathurst Street. An additional 114 townhouse units are located around the perim of the site. The total proposed number of dwelling units 920. The proposed buildings surround a linear private landscaped promenade-type park in the centre of the site as shown on Attachment #4.

The proposed building placement is intended to create a street presence, in addition to creating the opportunity for an interconnection of common open space areas and meeting places internal to the site. Primary access to the site is from Bathurst Street to a private road system circling the park. A second access is provided from Gesher Crescent as shown on Attachment #4. Parking will be almost exclusively underground and integrated into the buildings. Details of the internal road pattern and driveways will be required at the time of the formal review of the site development application.

The subject applications have been reviewed in the context of the current Provincial, Regional and City policies as discussed below.

Current Policy Framework

OPA No. 600

The subject lands are located within Block 11 of the "Carrville Urban Village 2" identified in OPA No. 600. Block 11 is bounded by Rutherford Road to the south, Major Mackenzie Drive to the north, Dufferin Street to the west and Bathurst Street to the east, as shown on Attachment #2.

OPA No. 600 designated the subject lands "Medium Density Residential/Commercial" and the extent of the designation was further identified within the Block 11 Plan shown on Attachment #2. The "Medium Density Residential/Commercial" designation permits a net density in the range of 25 to 35 units/ha and permits a variety of building types and commercial uses. The maximum net density of 35 units/ha on the 4.63 ha site would have yielded approximately 162 units. An Official Plan Amendment is required to redesignate the subject lands to "High Density Residential/Commercial" to permit the proposed high rise apartments and townhouse units at a maximum density of 200 units/ha.

OPA No. 600 included population and unit targets for all blocks located within the planned urban expansion villages. At the time OPA No. 600 was approved Block 11 was projected to have a population of 14,733 and a total of 4,720 housing units:

Block 11 Plan

When residential lands and projected population targets were further identified for Block 11, the targets were lower than projected in OPA No. 600. This was primarily the result of two large land holdings (originally contemplated for low density residential development in OPA No. 600), being

removed from the land available for residential development. The Block 11 Plan, approved by Council on August 25, 2003, provided for primarily low and medium density residential development throughout most of the block and was approved to provide a population of 11,051 and a total of 3,552 housing units.

Other High Density Residential Development within Block 11

In 2006, Council approved amendments to the Official Plan to permit high density residential development in the northwest quadrant of Block 11. Applications for an Official Plan Amendment (File: OP.05.009) and a related Zoning By-law Amendment (File: Z.03.070) were approved on March 20, 2006 for the southeast corner of Dufferin Street and Major Mackenzie Drive, to permit high density residential development at a maximum density of 200 units/ha, with a maximum building height of 12 storeys, to facilitate the future development of high rise apartments, townhouses and ancillary convenience commercial uses. The site was rezoned to RA3 Apartment Residential Zone with "H" Holding Symbol, with the holding provision to be lifted upon confirmation that Council has allocated servicing capacity to this development and upon site plan approval.

Council also approved a high density residential development for a property on the south side of Major Mackenzie Drive, east of Dufferin Street, within Block 11. The Official Plan Amendment (File OP.05.019) and Zoning By-law Amendment (File Z.05.040) were approved by Council on September 25, 2006, to permit high density residential development at a maximum density of 150 units/ha with ancillary commercial development in two buildings with maximum heights of 9 and 10 storeys. Prior to the enactment of an implementing zoning for the site, Council shall approve a site plan for the property.

Based on the preliminary concept plans for these buildings, there is potential for approximately 1,128 units from the approved OP.05.009 lands and 325 units from the approved OP.05.019 lands. The combined development on these sites, provides the potential for 1,453 additional high density residential units to be built within Block 11. With the approval of the subject applications as submitted, an additional 920 units would be added to the Block, for a combined total of 2,373 high density residential units, yielding an additional 4,817 persons to the overall population of Block 11, which would bring the total population for Block 11 closer to the original envisioned Official Plan #600 population target of 14,733.

Provincial Policy Statement (PPS 2005)

Since the approvals of OPA No. 600 and the Block 11 Plan, the Province has updated its policies related to land use. The Provincial Policy Statement (PPS) was approved in 2005, and 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, and 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, through designation of 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 by 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 will allow more people to live in the area, which is already planned for urban growth.

The "Settlement Areas" policies state that these areas shall be the focus of growth and 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 efficiently use land and resources; and 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. The mix of densities in the area will be increased by redesignating "High Density Residential/Commercial". The proposal makes efficient use of the land by increasing residential densities. The development will also use infrastructure efficiently by using existing and planned roads and will connect into the servicing for the area. The proposed development is appropriate with respect to public service facilities, as it is part of the larger Block 11 development area (Block 11) for which community facilities are being built, and will support public transit.

The "Settlement Area" of the PPS 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 proposed development is within an "Urban Village Growth Area" as established in the Vaughan Official Plan, and is immediately adjacent to existing development in the Town of Richmond Hill.

The PPS also includes housing policies that require 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 proposed development will add to the housing types and densities within the Block 11 area. Infrastructure and public service facilities for this development will be provided as part of the larger development that is occurring within the Block 11. Future residents of the development will also help support public transit initiatives.

The PPS transportation policies also promote 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 development will assist in achieving this goal, and the location of the development on Bathurst Street, a major corridor intersecting with Lebovic Campus Drive, will allow residents to access existing YRT public transit and the Rutherford GO Transit rail stations.

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 with a maximum net density of 200 units/ha is appropriate, and will broaden the mix of residential uses in the area and promote an increase in transit ridership, minimize land consumption and servicing costs, and will allow more people to live within the area already planned for urban growth, which is consistent with the policies of the PPS.

Provincial Growth Plan - Places to Grow

The Province approved the Places to Grow Plan in 2006, which is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form and housing. "Places to Grow" promotes increasing intensification of the existing built-up areas, with a focus on urban growth centres, 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. "Places to Grow" requires that by 2015, a minimum of 40% of all residential development is to occur within the defined built-up area.

The proposed high density development addresses these principles and policies through its location, compact development form and support towards a viable transit network. The proposed development is within a designated urban growth area of the City that is now beginning to

develop. The additional density will complement the planned Block 11 community by adding to the mix of housing and further establish a pedestrian-friendly community through its site design and building layout. The increase in density is also transit-supportive.

The Growth Plan 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." The creation of a mix of housing types through intensification or through "more compact land-use patterns in green field developments" can result in more attractive and livable communities.

The proposed development is a form of intensification, proposing a density higher than what was originally approved in OPA No. 600. The location of the site is suitable for intensification given its access to arterial roads, existing public transit and commercial uses, and natural areas and community facilities. It will add to the mix of housing type and represent a more compact form of development when compared to the approved development in the area, which is for the most part single detached and townhouse dwellings. The proposed development provides an opportunity for increasing housing types, tenures and price ranges within Block 11 and is in accordance with the other intensification goals established in the Places to Grow Plan.

Intensification corridors are identified by the Growth Plan as locations that present an opportunity to accommodate growth. Intensification corridors are defined 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 proposed development is located along an arterial road located within a local corridor as defined in the Region of York Official Plan. This development will add to the mix of the land uses along the corridor, which has the servicing infrastructure in place 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 subject lands are in a growth designated area (Block 11) currently undergoing urbanization and the proposed development represents an opportunity for intensification within the developing Block 11 area.

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 are consistent with the Provincial Places to Grow document by directing growth to built-up areas where the capacity exists to best accommodate the expected population, household and employment growth, and by promoting transit-supportive densities and a mix of residential and employment land uses.

Region of York Official Plan

The Region of York Official Plan establishes a set of policies that are intended to guide economic, environmental and community-building decisions affecting the use of land and 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, housing forms and 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 Bathurst Street as a "Local Corridor". The Local Corridor policies of Section 5.6 of the Regional Official Plan encourage and promote opportunities for higher densities, recognizing the functions of the corridors in linking centres and providing transit routes.

The proposed official plan amendment will assist in achieving these goals. The proposed high density residential development, in conjunction with the approved low and medium density residential development approved within this portion of Block 11 will provide a variety of dwelling

types and sizes. The higher density will make more efficient use of services, infrastructure and transit in the area. The development also provides for a compact and efficient community, through its location, layout and design, and also encourages pedestrian activity through the buildings and open spaces.

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

City of Vaughan Official Plan (OPA No. 600)

The major themes of the OPA No. 600 policy framework for the City's urban expansion areas are environmental protection and compact and efficient urban form. The key policies supporting these themes include:

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

The proposed development is consistent with the overall themes of environmental protection and compact and efficient urban form. Existing environmental features within Block 11 have been protected through the Block 11 Plan approval. There are no environmental features impacted by the proposed development, and the development represents a compact urban form. It will increase the mix of housing supply within an urban area along a local corridor and it is anticipated that the proposed development in this location will encourage and increase transit ridership which in turn will assist in sustaining and improving public transit.

Encouraging the viability of urban areas through residential intensification is one of the goals and objectives established by OPA No. 600, with respect to housing. OPA No. 600 recognizes this can be accomplished where there is an availability of services, proximity to transit and compatibility with existing land uses. The proposed development directly addresses the above noted goal. Intensification of the site meets the criteria of servicing, transit and compatibility through its location and design. Services have been constructed for the existing and the developing residential community and public transit exists along Bathurst Street and along Weldrick Road (within Richmond Hill). The development concept submitted with the application, takes into account the approved westerly low density residential development on the west side of Geshar by locating the tallest buildings away from these dwellings and adjacent to the major arterial road (Bathurst Street).

The primary access to the site is to be from a single entrance point on Bathurst Street, as shown on Attachment #4. A second access will be provided at the west boundary of the site connecting to Geshar Crescent, opposite Haven Road. YRT public transit bus service is presently provided on Bathurst Street and is proposed to be provided along Lebovic Campus Drive. The proposed high density development will contribute to the viability of a local transit system, and local service is also proposed to connect to the Carrville District Centre.

The introduction of a high density residential land use for the subject lands achieves the objectives of the Provincial, Regional and City policies by creating a more compact and concentrated development form that makes efficient use of land, infrastructure and supports public transit. Given the site's orientation on Bathurst Street, the minimal impact on the hard and soft services, and that the transportation impact can be accommodated within existing planned improvements to the transportation infrastructure, the high density residential use is considered to be appropriate for the site.

Transportation Impact and Phasing Plan

The preliminary road pattern for the Carrville Urban Village was established in OPA No. 600. With the approval of the Block 11, the final location and alignment of the roads were confirmed, as shown on Attachment #2. The approved Block 11 road pattern, in the area of the subject lands provides connections to Bathurst Street, Lebovic Campus Drive, and to Ilan Ramon Avenue, the north-south road running between Major Mackenzie Drive and Rutherford Road. The subject application proposes private road connections to Bathurst Street, and to the internal road system at Geshar Crescent. The proposal is supported by a traffic study by iTrans. The study dated January 2007, supports two road connections into the proposed development being, an access to Bathurst Street opposite the existing Pemberton Road, which is to be controlled by traffic signals; and a second stop controlled access, where Geshar Crescent and Haven Road intersect, approximately 300 m north of Lebovic Campus Drive.

The iTrans study concludes that traffic from the proposed 920 unit residential development can be accommodated by the recommended road network, which includes; stop controlled intersections at Geshar Crescent and Haven Road, and also at Lebovic Campus Drive, and Geshar Crescent; along with the existing signal controlled intersection at Bathurst Street and Weldrick Road along with a new signal controlled intersection at Bathurst Street and Pemberton Road. The iTrans study also assumes that with the road network proposed in the report, the internal road and site access points will operate with excess capacity under 2011 future total conditions. The iTrans study has been provided to the Region of York, the Town of Richmond Hill and the City of Vaughan Engineering Department for review.

Preliminary comments from the Region of York Planning Department, regarding the proposed official plan amendment, indicate that the collector road system identified in the Block 11 Plan be maintained. Direct vehicular access from the proposed dwelling units to Bathurst Street will not be permitted and access must be obtained through the internal road network within the site. The Regional Planning Department also requested that a traffic impact study specific to this site and the broader Blocks 11, 12 and 18, including a phasing and implementation plan, will be required as a condition of a future site plan application.

As a total of 920 units are proposed to be built on the site, the Region has requested a development phasing plan for the proposed development to ensure that development keeps pace with any infrastructure improvements required to the surrounding road network. In this regard, a policy to address the requirement for the completion of the necessary traffic improvements will be added to implementing official plan amendment, should Council approve the Official Plan Amendment application.

Zoning

The subject lands are zoned "A" Agricultural Zone by By-law 1-88. A Zoning By-law Amendment application (File Z.05.050) has been submitted to permit high density residential and townhouse uses on the property. The rezoning to RA3 Apartment Residential Zone would permit high-rise apartments and an exception will be required to add a block townhouse use on the subject lands. If approved, a Holding Symbol "(H)" will be placed on the property until such time as water and sanitary servicing capacity has been allocated and a site plan has been approved by Council in accordance with a phasing plan.

The following zoning exceptions to the RA3 Apartment Residential Zone will be required to facilitate the future development of high-rise apartment and townhouse uses:

a) Definition of Lot

A site specific definition of a "lot" is required to recognize the subject lands as one lot regardless of the number of buildings or structures erected on any part of the lot is required.

b) Landscape Strip Width

By-law 1-88 requires a 6.0 m wide minimum landscape strip along a lot line abutting a street within an RA3 Apartment Residential Zone. A site-specific zoning exception is required to permit 4.0m wide minimum landscape strips along a lot line abutting a street within an RA3 Apartment Residential Zone for the subject lands.

c) Portions of Buildings Below Grade

By-law 1-88 requires a 1.8 m minimum setback from the front lot line to the nearest part of a building below finished grade. A site specific exception is required to permit a 0.0 m minimum setback from a lot line to the nearest part of the building below finished grade.

d) Dimensions of Driveways

A site specific exception is required to exempt the subject lands from the By-law 1-88 requirements respecting dimensions of driveways.

e) Minimum Lot Area Requirements

A site specific exception is required to permit a minimum lot area of 50m² per unit, whereas By-law 1-88 requires a minimum lot area of 67m² per unit within an RA3 Apartment Residential Zone.

f) Maximum Building Height

A site specific exception is required to permit a maximum building height of 50m and 15 storeys within an RA3 zone whereas By-law 1-88 permits a maximum of height of 44m in a RA3 Apartment Residential Zone.

g) Permitted Uses

A site specific exception is required to permit apartment dwelling, multiple family dwelling, block townhouse dwellings and day nursery as permitted uses within an RA3 Apartment Residential Zone since only the apartment dwellings and day nursery uses are permitted within this zone in By-law 1-88.

The above-noted exceptions to the RA3 Zone are considered to be appropriate to implement the proposed site development.

Vaughan Engineering Department

a) Servicing

- i) Water and sanitary servicing capacity is not yet available to service this proposal and shall be identified and allocated by Council prior to lifting of the Holding Symbol "(H)".
- ii) The applicant's consultant submitted a Stormwater Management Sanitary and Water Supply Servicing Brief prepared by Schaeffers. That brief indicates that the subdivision design for the subject lands was designed assuming apartment development on these lands and that the proposed development can be serviced without any stormwater management or sanitary and water supply constraints. The City's Engineering Department concurs with the conclusions of the report.

b) Transportation/Traffic

A Traffic Impact Study prepared by iTrans Transportation 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 Block 11

landowners group. iTtrans 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 assumed and recommended road network originally indicated in the Block 11 traffic study along with the requirement for signalization of the Bathurst Street and Pemberton Road intersection. The City Engineering Department concurs with the findings of the consultant's traffic report and acknowledges that the findings of the report must be approved by the Region of York.

Region of York Planning Department

The Region of York Planning Department has advised that the proposal is subject to the Regional Official Plan policies for Local Corridors (Section 5.6) of the Regional Official Plan which encourages opportunities for mixed use and higher densities, recognizing the functions of the corridors linking centres and providing transit routes.

The Region has no objections in principle to the proposed development. The Region has requested that the following should be addressed through the Site Plan approval process:

- i) a development phasing plan is required which should identify the timing of this development relative to the delivery of services and infrastructure;
- ii) the proposed plan shall maintain the collector road system identified in Block 11, connecting Pemberton Road on the east side of Bathurst Street with Geshur Crescent;
- iii) direct vehicle access from the proposed dwellings to Bathurst Street will not be permitted and access must be obtained through the internal road network
- iv) a revised and updated Traffic Impact Study specific to this site and the broader Blocks 11, 12, 18 and a phasing and implementation plan will be required as a condition of future site plan application.

The Region of York will provide additional comments at the site plan stage on such matters as, but not limited to pedestrian and vehicular accesses and urban design.

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".

Regional Implications

The Region of York will be approving the final implementing Official Plan Amendment should Vaughan Council adopt the Amendment and approve the subject application. The Region of York will also be providing additional comments at the future site plan application stage to implement the development of the site.

Conclusion

The Development Planning Department has reviewed the proposed application to amend the Official Plan to redesignate the subject lands from "Medium Density Residential/Commercial" to "High Density Residential/Commercial" in light of the Provincial, Regional, and City policies and the area context in terms of existing land uses, services and infrastructure. The proposal to redesignate and also rezone the subject lands through the proposed Zoning By-law Amendment application from "A" Agricultural Zone to "RA3" Apartment Residential Zone 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 Symbol that will be applied to the subject lands. The Holding Symbol "H" can be removed when

adequate water and sanitary servicing capacity is available and allocated to the phases of this development through the approval of future site plans.

Attachments

1. Location Map
2. Approved Block 11 Community Plan
3. Context Plan
4. Proposed Development Concept

Report prepared by:

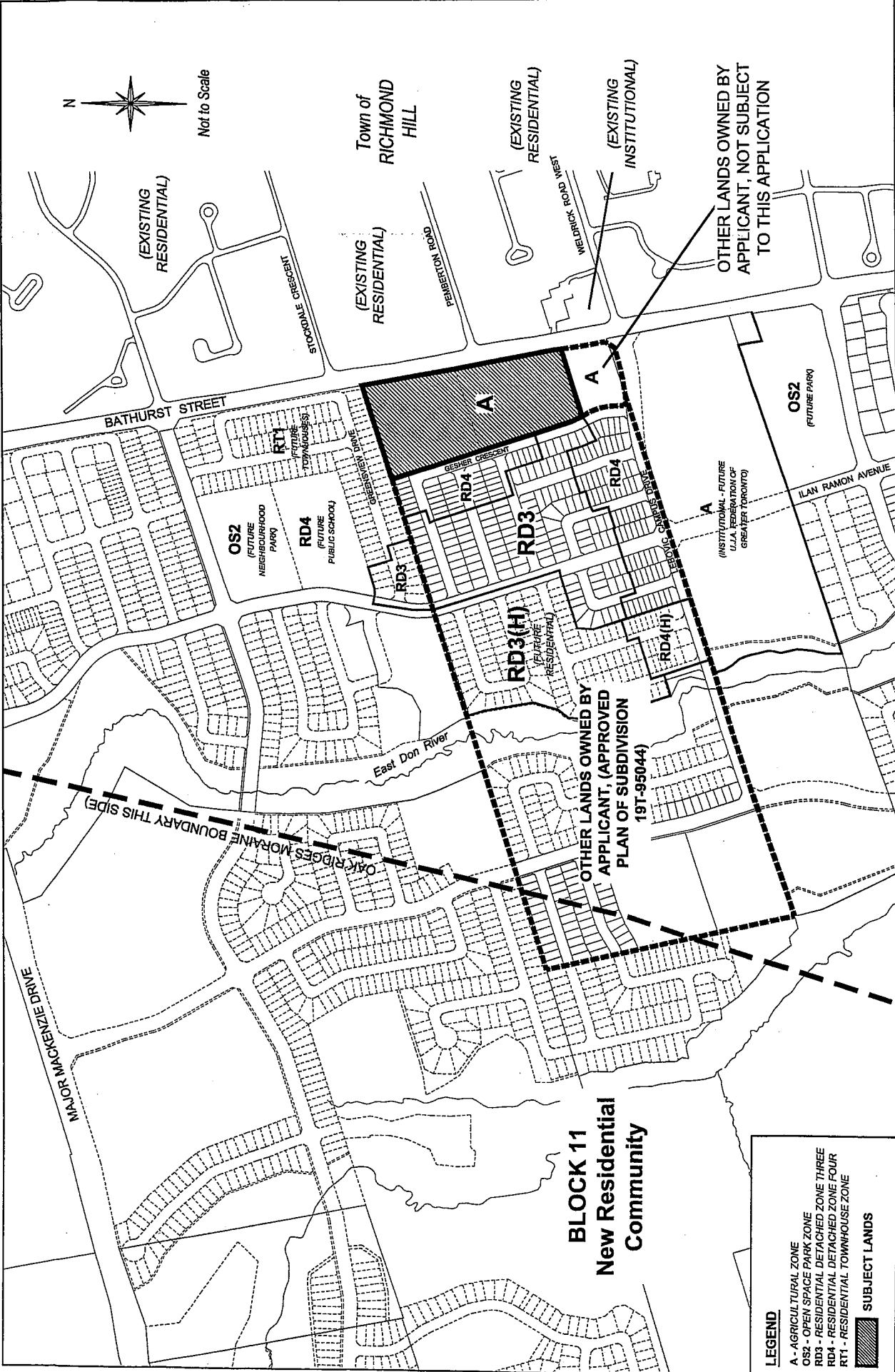
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Respectfully submitted,

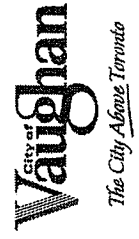
JOHN ZIPAY
Commissioner of Planning

MARCO RAMUNNO
Director of Development Planning

LG



Attachment
 FILE No.: Z.05.050
 RELATED FILE: OP.05.023
 May 15, 2007



Development Planning Department

Location Map

Part of Lot 18,
 Concession 2

APPLICANT:
 NORTH BATHURST DEVELOPMENT LIMITED

N:\DPT\1 ATTACHMENTS\Z.05.050

LEGEND

- A - AGRICULTURAL ZONE
- OS2 - OPEN SPACE PARK ZONE
- RD3 - RESIDENTIAL DETACHED ZONE THREE
- RD4 - RESIDENTIAL DETACHED ZONE FOUR
- RTI - RESIDENTIAL TOWNHOUSE ZONE
- SUBJECT LANDS

**BLOCK 11
 New Residential
 Community**

OTHER LANDS OWNED BY
 APPLICANT, (APPROVED
 PLAN OF SUBDIVISION
 19T-95044)

OTHER LANDS OWNED BY
 APPLICANT, NOT SUBJECT
 TO THIS APPLICATION

Town of
 RICHMOND
 HILL

(EXISTING
 RESIDENTIAL)

(EXISTING
 INSTITUTIONAL)

(EXISTING
 RESIDENTIAL)

(EXISTING
 RESIDENTIAL)

OS2
 (FUTURE PARK)

OS2
 (FUTURE NEIGHBOURHOOD
 PARK)

RD4
 (FUTURE PUBLIC SCHOOL)

(INSTITUTIONAL - FUTURE
 U.I.A. RESERVATION OF
 GREATER TORONTO)

OAK RIDGES MORaine BOUNDARY THIS SIDE

East Don River

MAJOR MACKENZIE DRIVE

BATHURST STREET

STOCKDALE CRESCENT

PENBERTON ROAD

WELDRICK ROAD WEST

ILAN RAMON AVENUE

GESSWEIN DRIVE

GERBER CRESCENT

PERKINS CHARLES DRIVE

RD3(H)
 (FUTURE RESIDENTIAL)

RD4(H)

RD4

RD3

RD4

RD3

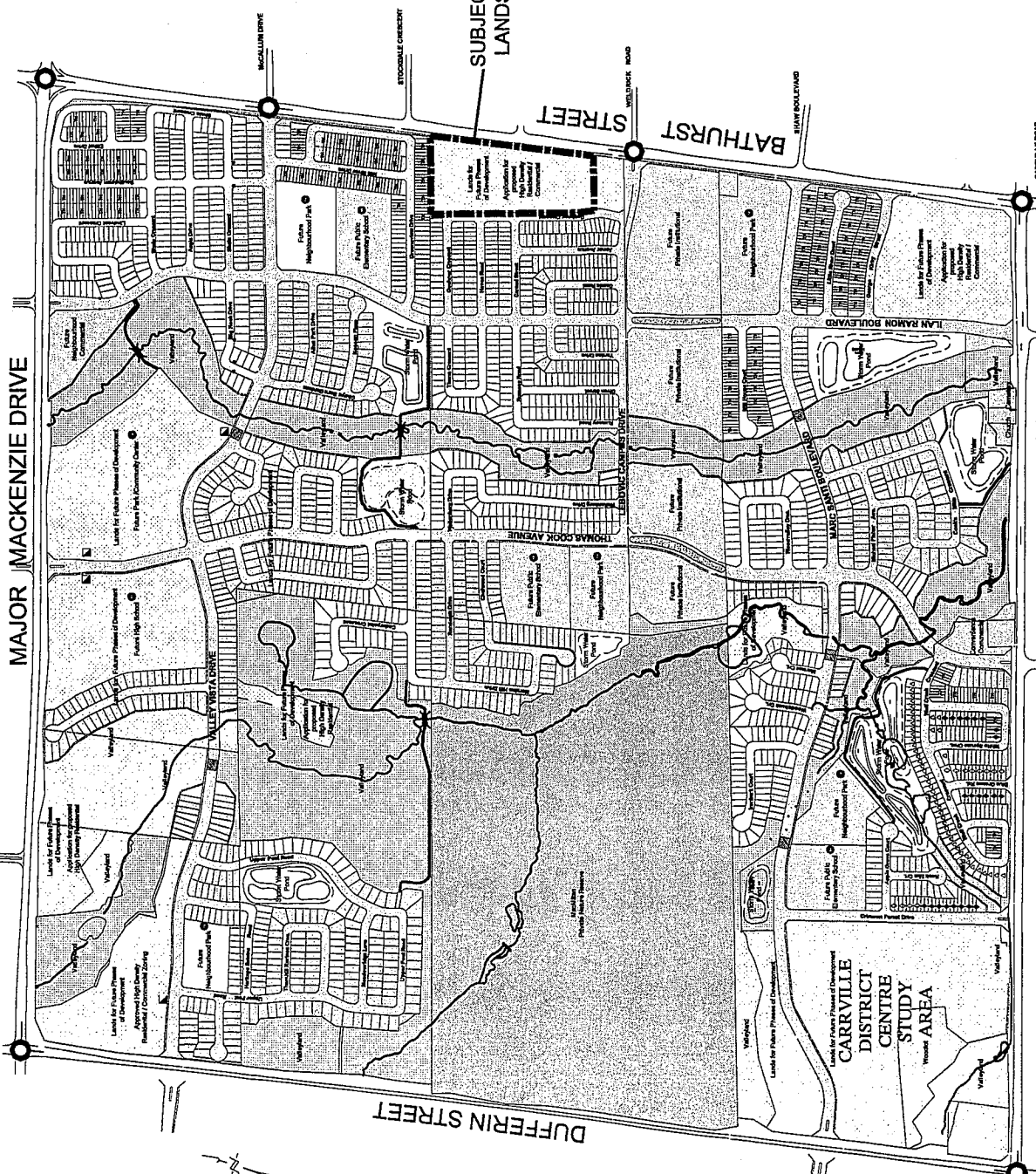
RD3

RD4

RD3

RD4

MAJOR MACKENZIE DRIVE



**COMMUNITY PLAN
BLOCK 11**

PHASING OF DEVELOPMENT

- Phase 1 (Servicing currently available)
- Phase 2 (Servicing on completion of Regional works projected for 2007 - 2010)
- Lands for Future Phases of Development
- Unzoned
- U/L designated for re-vegetation and tree/shrub retention and removal shall include minimal maintenance
- U/L designated for re-vegetation and tree/shrub retention and removal shall include minimal maintenance
- Storm Water Management Facilities are designed only for passive activities such as walking and hiking
- Neighbourhood Park
- Neighbourhood Park
- Neighbourhood Park
- Phase Natural Reserve

LEGEND

- Stippled: Proposed Trails
- Double line: Proposed Bridge
- Dashed line: Existing Traffic Signal
- Circle with dot: Stop Sign
- Circle with X: Stop Sign with Turn Arrow
- Circle with arrow: Road Narrowing Feature
- Circle with vertical lines: Traffic Calming Feature
- Circle with diagonal lines: Traffic Calming Feature with Plant Material
- Circle with horizontal lines: Transit Route Proposed
- Circle with wavy lines: Transit Route Existing
- Circle with square: Transit Stop (Future)
- Circle with triangle: Proposed Substation Location
- Circle with diamond: Proposed Location of Agreement
- Circle with star: Location of Public Community Facilities

LOT TYPES / SIZES

Single-Detached Lot
18.3m (60')

15.0m to 15.6m (49'2" to 51.0')
15.7m to 16.3m (51'2" to 53.6')
16.4m to 17.0m (53'8" to 55.8')
17.1m to 17.7m (56'0" to 58.1')
17.8m to 18.4m (58'2" to 60.4')
18.5m to 19.1m (60'4" to 62.4')
19.2m to 19.8m (62'6" to 64.6')
19.9m to 20.5m (64'8" to 66.8')
20.6m to 21.2m (66'10" to 68.9')
21.3m to 21.9m (69'2" to 71.2')
22.0m to 22.6m (71'4" to 73.4')

Split-Detached Lot
7.0m to 7.5m (23' to 24.6')
7.6m to 8.1m (24'8" to 26.6')

Townhouse Unit
8.0m to 8.1m (26' to 26')

POSTAL DELIVERY

Please be notified that mail delivery to this area will be by means of community mailboxes in the location shown

SCHOOL CONSTRUCTION

There is no assurance as to the timing of new school construction nor guarantee that schools will be provided on the sites shown on this plan

PARK CONSTRUCTION

There is no assurance as to the timing of new park construction nor guarantee that parks will be provided on the sites shown on this plan

FENCE LOCATION BY DEVELOPER / BUILDER

Decorative wooden acoustic fencing
Decorative wooden privacy fencing
Black vinyl chain link fencing
Ornamental decorative metal fencing and masonry pillars / masonry entrance wall and pillars

Note: Locations are subject to revision. Please check with your builder for final details of siting of fence (style and finish) and fence location.

FOR FURTHER INFORMATION ON PROPOSED AND EXISTING LAND USES, PLEASE CALL OR VISIT THE CITY OF VAUGHAN COMMUNITY PLANNING DEPARTMENT AT 211 HURON BOULEVARD, SUITE 100, SCARBOROUGH, ONTARIO M1S 1R2.

THIS MAP IS BASED ON INFORMATION AVAILABLE AS OF APRIL 28, 2005 AND MAY BE REVISED OR UPDATED WITHOUT NOTIFICATION TO PURCHASERS.

Reviewed as to form to release under the professional seal and liability of Adam and Associates Limited as to the plan design and accuracy

Attachment
FILE No.: Z.05.050
RELATED FILE: OP.05.023
May 15, 2007

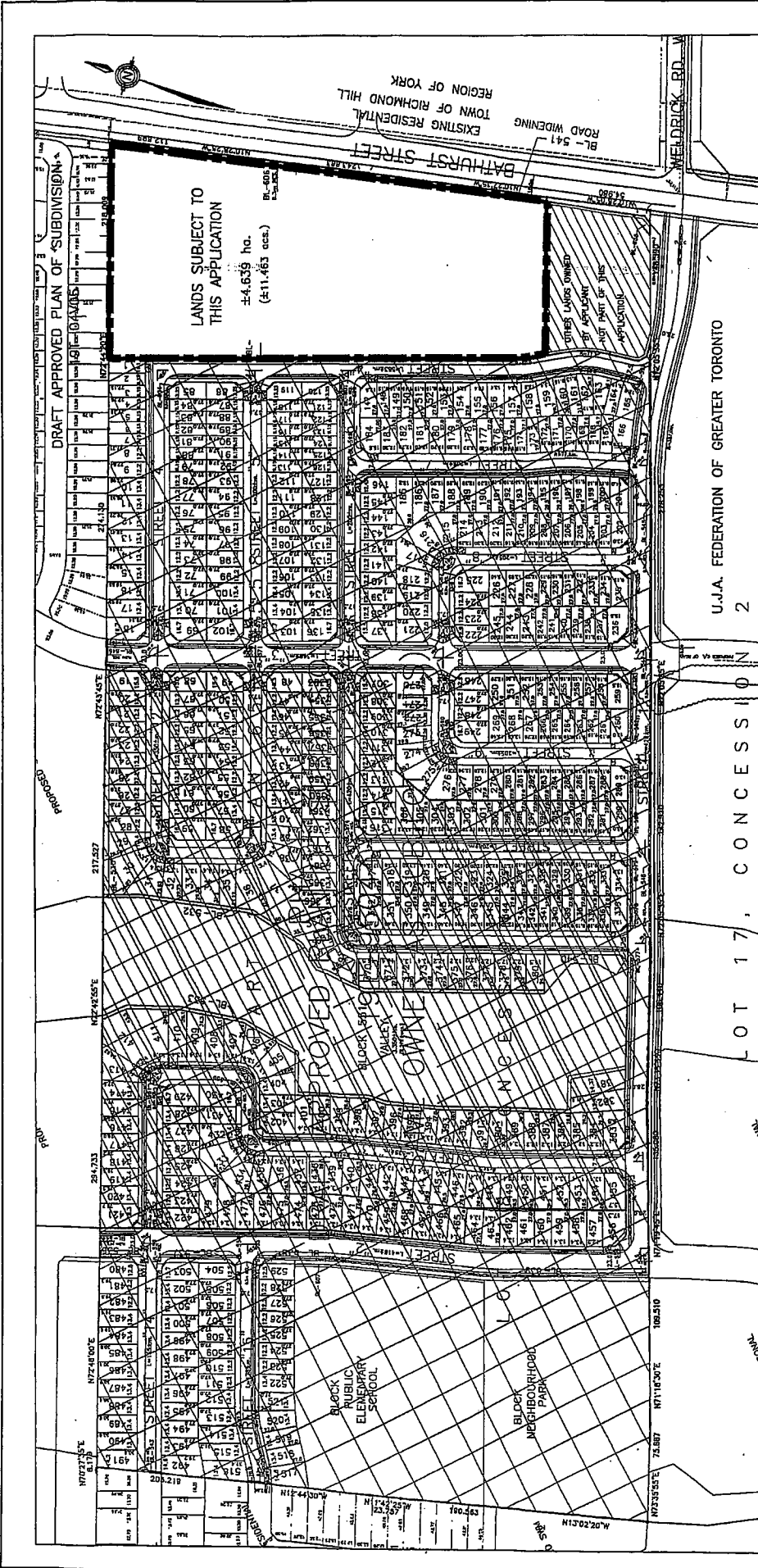
**Approved Block 11
Community Plan**

City of Vaughan
The City Above Toronto

Development Planning Department

APPLICANT: NORTH BATHURST DEVELOPMENT LIMITED
Part of Lot 18, Concession 2

N:\DPT\1 ATTACHMENTS\Z.05.050



LEGEND



OTHER LANDS OWNED BY THE APPLICANT;
DRAFT APPROVED PLAN OF SUBDIVISION
19T-95044



OTHER LANDS OWNED BY THE APPLICANT;
NOT PART OF THIS APPLICATION



SUBJECT LANDS

TOTAL AREA: ±4.639 ha. (±11.463 acs.)

Context Plan

Part of Lot 18,
Concession 2

APPLICANT:
NORTH BATHURST DEVELOPMENT LIMITED
N:\DPT\1 ATTACHMENTS\Z.05.050



The City of Vaughan Toronto

Development Planning Department

Attachment

3

FILE No.:
Z.05.050
RELATED FILE:
OP.05.023

May 15, 2007

Proposed Development Concept

APPLICANT: NORTH BATHURST
DEVELOPMENT LIMITED

Part of Lot 18,
Concession 2

N:\DPT\1 ATTACHMENTS\Z\Z.05.050



The City Ahead Toronto

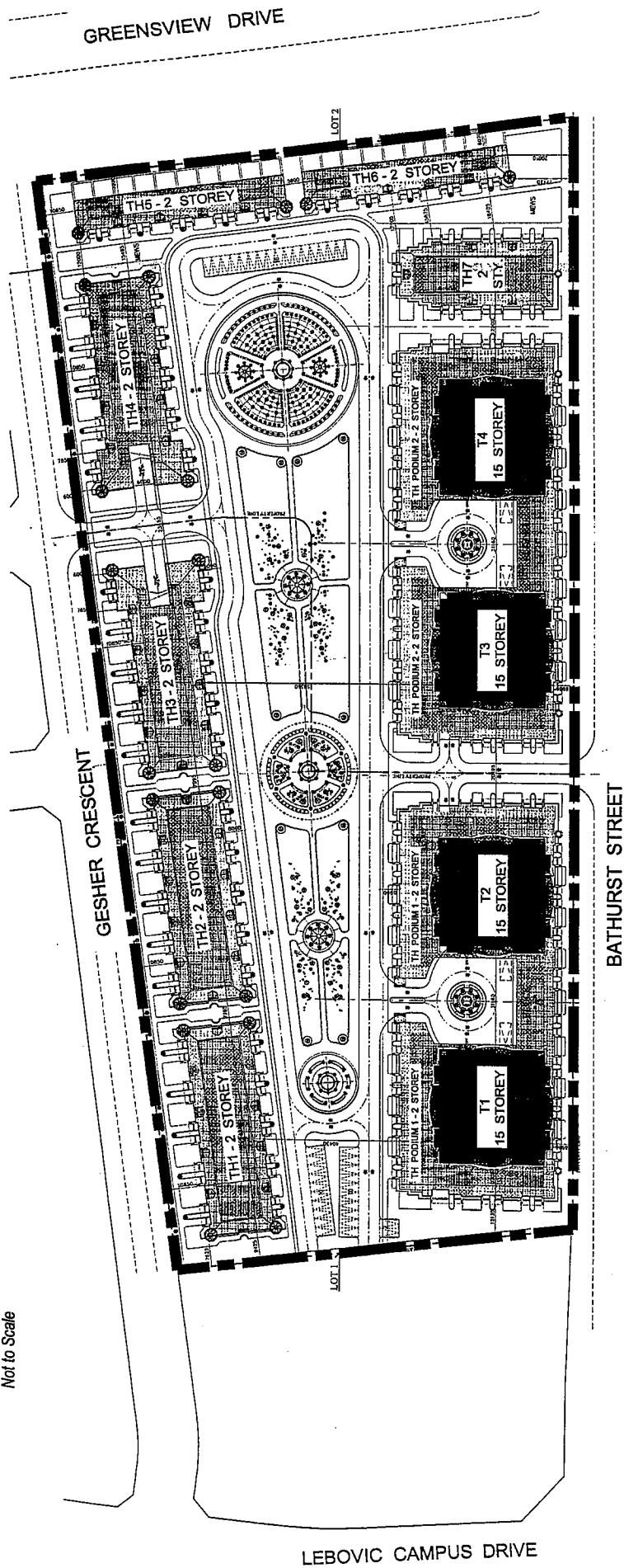
Development Planning Department

Attachment 4

FILE No.: Z.05.050
RELATED FILE: OP.05.023
May 15, 2007



Not to Scale



— — — — — SUBJECT LANDS