

**COMMITTEE OF THE WHOLE JUNE 18, 2007**

**JANE STREET CORRIDOR (SOUTH OF RUTHERFORD ROAD)  
RESIDENTIAL POTENTIAL  
LAND USE REVIEW**

**Recommendation**

The Commissioner of Planning recommends:

- 1) That the report titled "Jane Street Corridor (South of Rutherford Road) Residential Potential Land Use Review" be received;
- 2) That the employment designations on the east side of Jane Street as found in OPA 450 be retained;
- 3) That this Review Area be studied in a comprehensive study within the "Vaughan Centre Update" study, in keeping with Council's May 7, 2007 direction that the Vaughan Centre Planning Area be the subject of a focused study under the comprehensive Official Plan Review;
- 4) That development applications for residential uses within the Review Area be, therefore, considered premature pending the completion of the Vaughan Centre Update study and plan.

Note: Attachment 1 contains an Executive Summary of the "Jane Street Corridor (South of Rutherford Road) Residential Potential Land Use Review" report.

**Economic Impact**

Partial funds for the preparation of a comprehensive Official Plan for the City of Vaughan, including a focused study of the Vaughan Centre Plan have been included as part of the 2007 Policy Planning Department Capital Budget. If approved by Council, there will be no additional costs required to carry out this study.

**Communications Plan**

The communication plan will be determined as part of the preparation of the Terms of Reference for the focused area study of the Vaughan Centre Plan under the Comprehensive Official Plan for the City of Vaughan.

**Purpose**

The purpose of this report is to provide Council with the results of the Jane Street Corridor (south of Rutherford Road) Residential Land Use Review and to make recommendations for the Review Area based upon a review of its planning alternatives and upon the planning policies for the Area. An Executive Summary is provided at the front of the attached report for the convenience of readers.

**Background - Analysis and Options**

At the September 18, Committee of the Whole Meeting, File OP.05.020 (Tesmar Holdings Inc) was presented to Council for consideration. Arising from this Development Planning Department report Council directed:

"The Planning Department, with input from the Engineering Department with respect to issues such as traffic impact and servicing as well as any other City Department or external agency as may be required; to conduct a Land Use Review for the Jane Street

Corridor area, south of Rutherford Road, with respect to the potential for residential development.”

Based on Council’s direction, the Policy Planning Department defined the scope of work and matters to be addressed for this in-house Review. In keeping with Council’s direction the final Review report contains a discussion of existing planning policies for the Review Area, presents a range of possible high density residential land use options, summarizes the pros and cons for each, and provides a discussion of the planning considerations leading to recommendations on the preferred action by the City for this area.

### **Analysis**

The existing land use planning policy regime in place for the Review Area includes the Provincial “Places to Grow” Plan, the Provincial Policy Statement (PPS), the Region of York Official Plan, and City of Vaughan OPAs 450 and 600. The Jane Street Corridor (south of Rutherford Road) Residential Potential Land Use Review (“the Review”) considers the overall policy context as the fundamental starting point for understanding the implications of the change of Official Plan land use designations in the Review Area.

In consideration of the wide range of positive and negative implications of high density residential development within the Review Area, and being mindful of the requirements of good planning, the Review concludes that the significant planning issues associated with the Area will need to be resolved as part of a comprehensive planning study. Issues include the availability of services, traffic impacts, community services, schools, parkland, urban design and land use compatibility.

This is of particular significance in light of the City of Vaughan embarking upon a comprehensive Official Plan review that has, as one of its constituent parts, a focused area study of the Vaughan Centre Plan (Council direction on the new Official Plan, May 7, 2007). This focused area study will be expedited at the beginning of the Official Plan study process.

This is also of significance in light of recent development applications for properties within the Review Area. In this regard, the Review could only document the specific characteristics of the applications for each property but not put forward a comprehensive plan for the area as a whole.

### **Consultation**

In addition to reviewing planning policies, various City and external agencies were requested to comment on the potential for residential development in the area. These included Engineering, Legal, Economic Development and Community Services Departments and the Toronto and Region Conservation Authority, York Region and the Ministry of the Environment. Both the York Region District Region Catholic School Board and York Region District Region School Board were contacted to provide comments.

As there are only four properties subject to this review, the Policy Planning Department contacted and met with each property owner and/or their representatives to discuss their interests as an integral part of the Review. In addition, adjacent land owners were contacted, including the owners of Vaughan Mills Mall and all of the neighbouring industrial uses on the east side of Jane Street.

A public consultation open house was widely advertised and held on April 24, 2007, to obtain input from all interested land owners in the surrounding area. Approximately 25 people attended.

### **Relationship to Vaughan Vision 2007**

This report is consistent with the priorities set forth in Vaughan Vision 2007 especially ‘A-5’, “Plan and Manage Growth”.

### **Regional Implications**

As both Jane Street and Rutherford Road are Regional Roads, potential future changes to traffic volumes and access points will need to be evaluated by the Region. Additionally, York Region is currently reviewing its planning policies for compliance with Ontario's "Places to Grow" growth plan. The Region's policies with respect to employment lands will be evaluated in its review.

### **Conclusion**

The report, "Jane Street Corridor (south of Rutherford Road) Residential Land Use Review" addresses Council's request to "conduct a Land Use Review for the Jane Street Corridor area, south of Rutherford Road, with respect to the potential for residential development." The Report considered existing land use planning policies, existing infrastructure and owner aspirations. These topics and related matters have been addressed in the Review process. The report puts forward recommendations for the consideration of Council.

### **Attachments**

Attachment 1 – Jane Street Corridor (south of Rutherford Road) Residential Potential Land Use Review

### **Report prepared by:**

Aaron Hershoff, Planner 1, ext 8320  
Wayne McEachern, Manager of Policy Planning, ext 8026

Respectfully submitted,

John Zipay  
Commissioner of Planning

Diana Birchall  
Director of Policy Planning



# **JANE STREET CORRIDOR**

**(SOUTH OF RUTHERFORD ROAD)**

# **RESIDENTIAL POTENTIAL LAND USE REVIEW**

**POLICY PLANNING DEPARTMENT  
JUNE 2007**

---

Jane Street Corridor Land Use Review

## Table of Contents

<b>Executive Summary</b> .....	<b>i</b>
<b>1 Introduction</b> .....	<b>1</b>
<b>2 Background</b> .....	<b>1</b>
<b>3 Purpose</b> .....	<b>2</b>
<b>4 Location of the Review</b> .....	<b>2</b>
<b>5 Land Uses</b> .....	<b>3</b>
5.1 Current Land Uses .....	3
5.2 Adjacent Land Uses .....	4
<b>6 Regulatory Framework for Considering Residential Uses in the Review Area</b> .....	<b>4</b>
6.1 Ministry of Public Infrastructure Renewal.....	4
6.1.1 “Places to Grow – Growth Plan for the Greater Golden Horseshoe” .....	4
6.2 Ministry of Municipal Affairs and Housing .....	5
6.2.1 Provincial Policy Statement (PPS).....	5
6.3 Ministry of the Environment .....	5
6.3.1 Standards and Guidelines .....	5
6.4 York Region .....	6
6.4.1 York Region Official Plan.....	6
6.5 City of Vaughan.....	6
6.5.1 Official Plan Designations .....	6
6.5.1.1 OPA 600.....	6
6.5.1.2 OPA 450.....	7
6.5.2 Zoning .....	8
<b>7 Existing Infrastructure</b> .....	<b>9</b>
7.1 Transportation Network .....	9
7.2 Servicing .....	10
7.3 Schools .....	10
7.4 Parkland.....	11
<b>8 Other Considerations</b> .....	<b>11</b>
8.1 Urban Design .....	11
8.2 Vaughan Chamber of Commerce .....	11
<b>9 Residential Development Scenarios</b> .....	<b>12</b>
9.1 High Density Residential Land Use Standards .....	12
9.2 Residential Development Scenarios Utilizing OPA 600 Standards .....	12
9.2.1 Property 1 (Delisle).....	13
9.2.1.1 <i>Current OPA and Zoning Permissions</i> .....	13
9.2.1.2 <i>High Density Residential</i> .....	14
9.2.1.3 <i>Other Considerations</i> .....	14
9.2.2 Property 2 (Tesmar) .....	14
9.2.2.1 <i>Current OPA and Zoning Permissions</i> .....	14
9.2.3 Property 3 (Casertano).....	14
9.2.3.1 <i>Current OPA and Zoning Permissions</i> .....	14
9.2.3.2 <i>High Density Residential</i> .....	15
9.2.4 Property 4 (Mammone).....	15
9.2.4.1 <i>Current OPA and Zoning Permissions</i> .....	15
9.2.4.2 <i>High Density Residential</i> .....	15
9.2.4.3 <i>Other Considerations</i> .....	16

<b>10</b>	<b>Active Development Applications</b> .....	<b>16</b>
10.1	Delisle (Property 1).....	16
10.2	Tesmar (Property 2).....	17
10.3	Casertano (Property 3).....	18
10.4	Mammone (Property 4, parcels a & b).....	18
10.5	Summary of Active Development Applications .....	19
<b>11</b>	<b>Comparing “Development Potential” Under OPA 600 Standards to Current Development Applications</b> .....	<b>19</b>
11.1	Other Development Applications in the Vicinity.....	21
<b>12</b>	<b>Development Scenarios</b> .....	<b>21</b>
12.1	The “Options” .....	21
12.2	“Pros” and “Cons”.....	22
<b>13</b>	<b>Public Consultation</b> .....	<b>28</b>
<b>14</b>	<b>Discussion</b> .....	<b>29</b>
<b>15</b>	<b>Conclusion</b> .....	<b>32</b>
<b>16</b>	<b>Recommendations</b> .....	<b>33</b>

### List of Tables

<b>Table 1:</b>	Planning Controls .....	12
<b>Table 2:</b>	A Comparison of OPA 600 and OPA 512 Residential Development Standards .....	13
<b>Table 3:</b>	Current Development Application -Summary .....	19
<b>Table 4:</b>	Comparative Development Yield: OPA 600/512 Standards versus Proposed Development Applications .....	20
<b>Table 5:</b>	General Land Use Pros and Cons of High Density Residential Development within the Review Area .....	27

### List of Maps

- Map 1: Review Area Location
- Map 2 - Current Land Uses
- Map 3: City of Vaughan Official Plan Designations
- Map 4: Zoning
- Map 5: School Location
- Map 6 MoE Land Use Compatibility Guidelines – Class III Industrial 300 Minimum Separation
- Map 7: Development Applications in and Around the Area Subject to Review
- Map 8: **Option 1** - Status Quo – Existing Official Plan Designations
- Map 9: **Option 2** – East Side Jane St. - Status Quo; West Side Jane St. Residential
- Map 10: **Option 3** – East Side Jane St.- Residential; West Side Jane St Status Quo.
- Map 11: **Option 4** – Both Sides of Jane St. – Residential

### Appendices

- Appendix A:** Zoning Provisions, EM1 & C7 Zones
- Appendix B:** Vaughan Chamber of Commerce 2007 Vaughan Budget Proposals
- Appendix C:** Delisle’s submission (Bousfield)
- Appendix D:** Tesmar’s submission
- Appendix E:** Magna International’s submission
- Appendix F:** Casertano’s submission (Sorensen Gravely Lowes)
- Appendix G:** Mammone’s submission - Weston Consulting
- Appendix H:** Review Area Options – Pros and Cons

**EXECUTIVE SUMMARY**  
**JANE STREET CORRIDOR**  
**(SOUTH OF RUTHERFORD ROAD)**  
**RESIDENTIAL POTENTIAL**  
**LAND USE REVIEW**

## **Executive Summary**

In September 2006, Council directed staff to undertake a Land Use Review for the Jane Street corridor area, south of Rutherford Road, with respect to the potential for residential development.

This report reviews the regulatory framework in which decisions are made concerning land use policy including current provincial, regional and municipal land use plans, Acts, regulations, policies and guidelines. How these documents shape land use planning policy is outlined with respect to, among other considerations, the conversion of employment lands to other uses. Policies are viewed within the broader planning context of the Review Area. Although existing policies for all levels are important and must be taken into account, so, too, should the surrounding area and its context.

This report also discusses the theoretical potential of the area for high density residential development using the City's current planning policies/standards for high density development in the Vaughan Centre plan as found in OPA 600. These, in turn, are compared with three current development applications for properties in the Area. These applications are discussed, outlined and compared with existing planning policies for the area. The report was compiled through reviewing numerous documents, and following meetings with area landowners, their representatives and other stakeholders as well as a public consultation meeting.

Both positive and negative aspects associated with each option were identified for the area as a whole as well as for each individual property. However, this Review notes that not all pros and cons should be considered to be of equal weight.

One needs to take a close look at the surrounding planning context beyond provincial policy and the potential costs and benefits to the City and the broader community. This Report attempts to do so within the constraints of this limited Review. A number of important and key considerations have been identified. In the end, the Jane Street corridor south of Rutherford Road will need to be evaluated in terms of its overall community planning potential and the opportunities to achieve community-building objectives. Individual land use categories should not be assessed in isolation from neighbouring land uses or without consideration of existing planning policies.

This is important and appropriate because the City needs to establish a comprehensive policy structure that will address this area as a whole community rather than a collection of separate land uses. This will be fundamental to good planning for the future of this area. In short, the Review Area should be assessed as part of a focused, comprehensive planning study for the Vaughan Centre Planning Area to create a plan that will ensure that development decisions are made as part of a coordinated, comprehensive plan.

Council has recognized this principle. The Review Area is situated in the central part of an area that has significant area-wide planning challenges because of the complexity of land use relationships and the changes that have occurred in this area over a number of years. On May 7, 2007, Council directed that, as part of the work to develop a new comprehensive Official Plan for the City,

"2) That the Official Plan Amendments for the four identified area studies be provided as soon as possible; . . . "



## **Executive Summary cont...**

One of these identified areas is the Vaughan Centre (plan) Update which will go beyond the boundaries of this "Jane Street Corridor (South of Rutherford Road) Residential Potential Land Use Review".

The east side and the west side of Jane Street are significantly different in planning terms.

Lands on the west side of Jane Street were converted from industrial employment uses to the Vaughan Mills Mall, well before the initiation of recent provincial policy, to become part of the "Vaughan Centre Secondary Plan".

Lands on the east side of Jane Street have been part of OPA 450 (employment areas) since 1996. It is worth noting that the areas fronting onto Jane Street and Rutherford Road comprise only a small part a large concession block of employment uses (in its north-west corner) the dominant user being the Canadian National Railway. It is common that industrial uses "cluster" in areas to mutually-support their respective operations. This provides opportunity for inter-dependence favourable to a range of users and maintains land use compatibility between uses. This review was carried out because of the current interest in converting some employment lands to residential use.

The City has had previous experience with the potentially negative long term impacts of losing employment lands that have needed to be replaced. In the past three years, the City has undertaken and completed the Highway 400 North Employment Study to add to the City's employment lands because of a dwindling supply. During this same period, the City pressed the Provincial government, successfully, to proceed with the Highway 427 Environmental Assessment to ultimately free up and serve employment lands in the West Vaughan Enterprise Zone. The considerable time and effort required to pursue these initiatives points to the importance of maintaining the integrity of the City's existing employment lands, including those on the east side of Jane Street. This report concludes that viable employment lands need to be preserved for the long-term benefit of the municipality.

This report also includes an examination of the existing infrastructure and the issues that may occur if high density residential land uses are permitted. A number of specific issues requiring detailed analysis are also identified, such as the availability of services, transportation infrastructure, community services, schools, parkland, land use compatibility and urban design.

With respect to land use compatibility, experience has shown that where residential uses have been permitted to locate in proximity to certain types of industry, land use conflicts result. One likely impact could be increasing pressure on industries near residential uses to curtail their activities due to unacceptable operations that create noise, odour and general work activity, especially during hours where residents expect to be able to enjoy their residences with a certain level of peaces.

Arguments have been made for more intense residential use in this area, citing Provincial policies supporting residential intensification targets. Contrarily, Provincial policies are also quite clear about the retention of employment lands.

The York Region Official Plan directs transit-supportive higher density residential development to "Nodes and Corridors" (ROPA 43). Not all corridors, however, are suitable for high density residential development. In the City of Vaughan there is no shortage of potential high density

## **Executive Summary cont...**

residential sites on corridors such as Highway 7 within the Vaughan Corporate Centre or along parts of Yonge Street. Locating high density residential in such key locations should be a higher priority than the converting of employment lands designations for the same purpose.

Furthermore, the City now has several, high priority, high density residential lands areas available to it in the Vaughan Corporate Centre, the Carrville District Centre, Thornhill Centre, potential on the Yonge Street Transitway and along Highway Seven.

This Review of high density residential potential has determined that there are serious considerations that will need to be addressed in developing a truly supportive and livable neighbourhood in this area arising from the general lack of community services, schools, parkland and other important community aspects in the area. Hard services, notably sewage services are currently unavailable for residential uses even though both water and sewer lines exist. In addition, the finer grain road network required to support residential neighbourhoods would need to be addressed, as would traffic impacts. Together, these concerns present a significant planning challenge in this area.

This report concludes that, in order to achieve a co-ordinated community planning structure for this area, the Vaughan Centre Plan needs to be reviewed and revised to establish a strategic planning framework for the future. In order to pursue such a comprehensive plan for the future of the area, this report arrives at three key Recommendations. The Report Recommendations are as follows:

1. That the employment designations on the east side of Jane Street as found in OPA 450 be retained; and,
2. That, in consideration that the potential for high density residential development does exist primarily to the west of Jane Street, that this potential should be further refined and developed to determine the appropriate density, mix, form and function through a comprehensive study within the "Vaughan Centre Update" study. This is in keeping with Council's May 7, 2007 direction that the Vaughan Centre Planning Area be the subject of a focused study under the comprehensive Official Plan review; and,
3. That development applications for residential uses within the Review Area be, therefore, considered as premature pending the completion of the Vaughan Centre Update focused study and plan.

## **1 Introduction**

This Review has been carried out for an area that has undergone a number of changes in its development and planning structure over at least twenty years. This has included the introduction of the "Vaughan Centre Secondary Plan" and the development of the Vaughan Mills Mall. Development interests continue to see this area as desirable for change from current land use policy designations to high density residential use. This, in and of itself, is not unusual.

However, as part of a City-wide context, it may be instructive to take a lesson from other areas of the City where lands have been converted from one land use to another. Notably, a number of areas that were previously designated for employment uses were changed to residential uses in response to cyclical market conditions. Examples include:

- Conversion from industrial to residential of the "Fernstaff North" lands in the south west quadrant of Rutherford Road and Dufferin Street (Block 17)
- Conversion from industrial to residential of lands in the south east quadrant of Dufferin Street south of Langstaff Road
- Conversion from industrial to commercial of lands south of Langstaff Road, west of Highway #27 (portion of OPA 343 - "Industrial")

Subsequently, due to several factors (such as the uncertainty around the alignment of the future Highway 427 corridor) the City has found itself having concerns over declining stocks of developable employment lands. This circumstance was a major contributing factor to the City carrying out the Highway 400 North Employment Area Study (OPA 637). The Hemson background report in support of this plan noted that the Highway 400 Employment lands will, in future, be needed in addition to the City's existing designated employment lands. The need for employment lands also supported the City's strong encouragement of MTO to carry out the Environmental Assessment for the extension of Highway 427 (now underway)

The broader policy planning context has also changed over time. The City of Vaughan's plans have been required to conform to the York Region Official Plan since its approval in 1995. More recently, all municipal plans must now "be consistent with" the Provincial Policy Statement on land use. Furthermore, in June 2006, the Province passed into law the "Places to Grow Act" which enacts the "Places to Grow - Growth Plan for the Greater Golden Horseshoe". Most of these policy documents did not exist at the time of the approval of OPA 600 and OPA 450.

The Region of York is now reviewing its Official Plan to address matters of compliance with current Provincial policy. This new and evolving land use policy planning structure has been considered as part of this Jane Street Corridor Residential Potential Land Use Review.

The City is also beginning work on a new City-wide Official Plan. All areas of the City, including this one, will need to be assessed in terms of building complete, sustainable communities.

## **2 Background**

On September 18, 2006, Committee of the Whole considered a Development Planning Department staff report respecting Tesmar Holdings Inc. (File OP.05.020). At its September 25, 2006 Meeting, Council provided the following direction:

*"The Planning Department, with input from the Engineering Department with respect to issues such as traffic impact and servicing as well as any other City Department or external agency as may be required; to conduct a Land Use Review for the Jane Street Corridor area, south of Rutherford Road, with respect to the potential for residential development."*

As part of its direction, Council established the boundaries of the Review (Map 1 - Location).

### **3 Purpose**

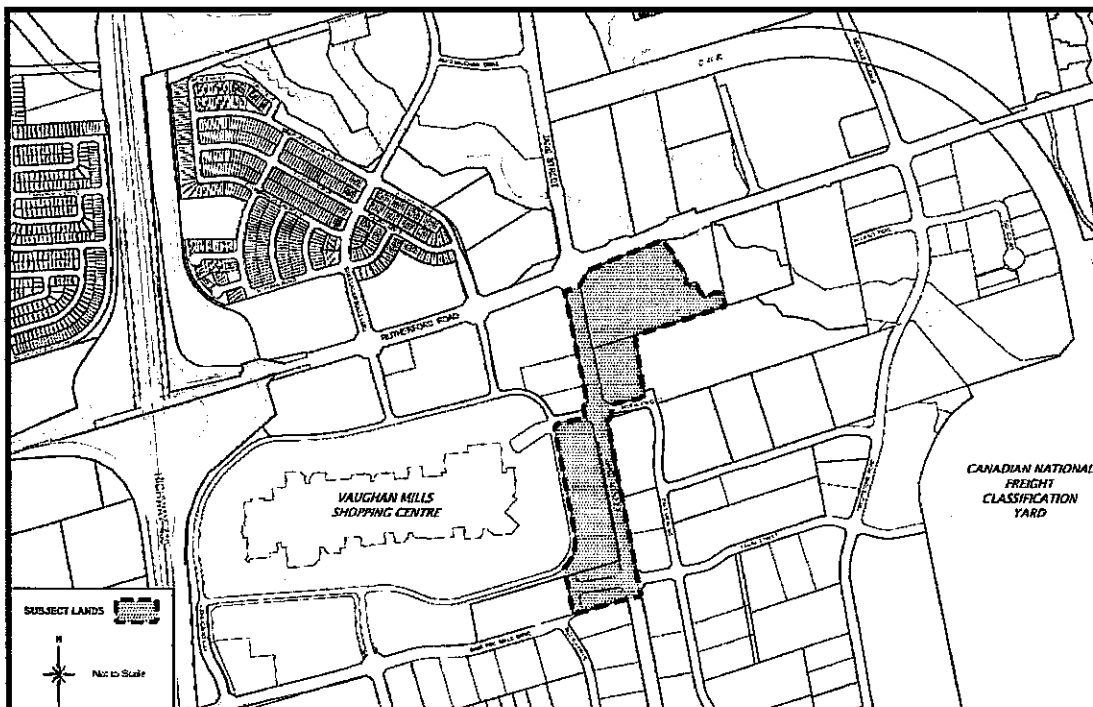
The purpose of this Residential Potential Land Use Review is to examine the potential for residential development for each of the identified parcels and the Review Area as a whole. In order to ascertain the suitability of the area for residential uses, staff developed four options for review.

The options, or variations of them, may provide the basis for additional comprehensive policy and urban design work that may be undertaken by the City, land owners, or both. Further comprehensive analysis will be required to support any required Official Plan Amendments.

### **4 Location of the Review**

Council defined the Review Area as the lands on the east side of Jane Street from Rutherford Road to Riverrock Court together with the lands on the west side of Jane Street from Riverrock Court to Locke Street. This boundary was recommended and approved in the above noted report to Council (Map 1). The Review Area consists of four properties containing five parcels, with areas that range from approximately 4000m<sup>2</sup> to over 57000m<sup>2</sup>. The characteristics and development potential for each property are discussed in this report.

**Map 1: Review Area Location**



## 5 Land Uses

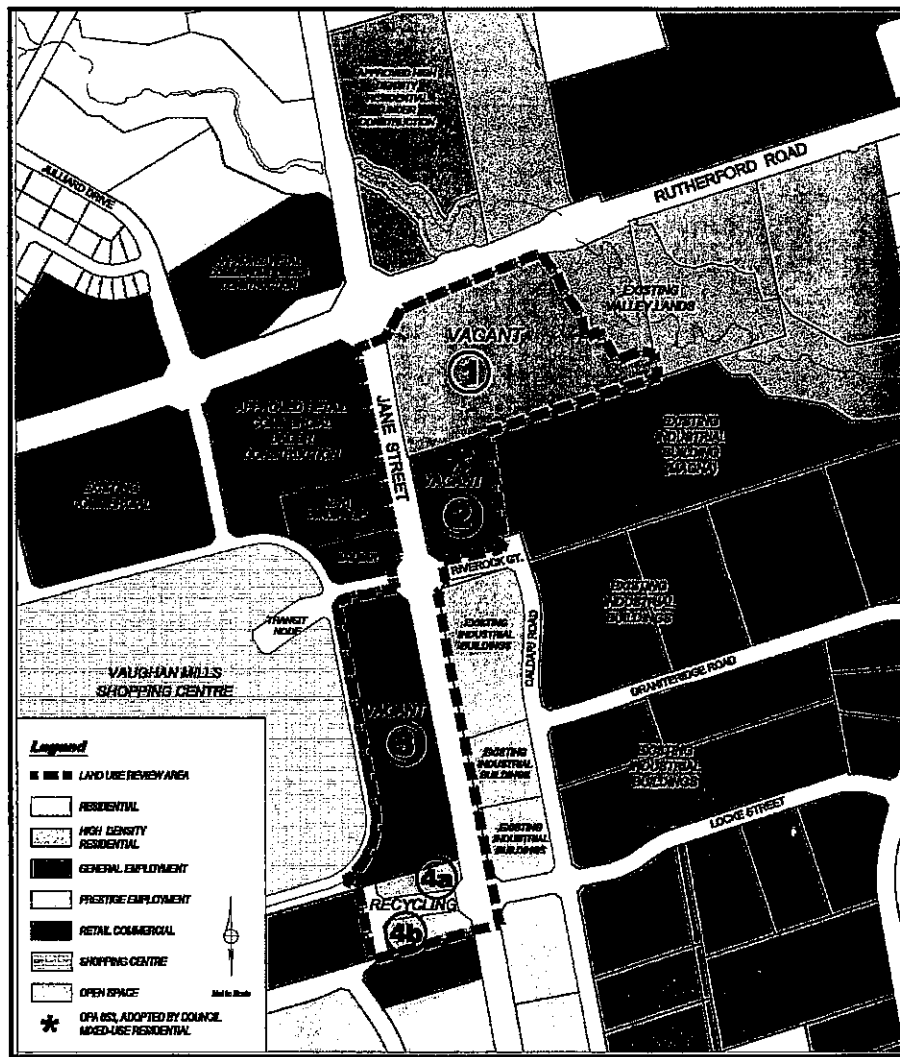
### 5.1 Current Land Uses

Review area lands are currently vacant except for one property. Due to its future bi-section by the extension of Bass Pro Mills Drive, Property 4, effectively consists of two parcels, a & b, currently located to the north and the south, respectively, of a driveway. Parcel "a" appears to be, logically, associated with the adjacent lands to the north, while Parcel "b" to the adjacent property to the south. Property 4 is currently being used as a recycling depot.

Property 2 is zoned for "Service Commercial" uses within the employment area; Property 3 is zoned C1 (H) "Restricted Commercial". Properties 1 and 4(a) and (b) are zoned for "Prestige Employment". (Property 4(a) (b) has (H) "Hold" imposed on it.) Property 1 also has a small portion zoned Open Space (valley lands).

Current land uses within the Review Area and the surrounding area are shown on Map 2.

Map 2 - Current Land Use Designations



## 5.2 Adjacent Land Uses

The Review Area lands on the east side of Jane Street are within OPA 450, the City's Employment Area Plan. The adjacent lands consist primarily of single storey industrial buildings and uses consistent with the employment area general lands designation.

The Review Area lands on the west side of Jane Street are within OPA 600 (as amended by OPA 505/512 -Vaughan Centre). The adjacent lands are currently being used for the Vaughan Mills Mall and related commercial edge parcels including a gas bar and transit terminal.

## 6 Regulatory Framework for Considering Residential Uses in the Review Area

Land use policy is defined by various ministries of the Provincial government, the Region of York and the City through its Official Plan, Official Plan Amendments and Zoning By-law. In short, land use planning in Ontario is based upon a hierarchy of Acts, regulations, policies, plans, and guidelines. This hierarchy requires that the City must be consistent with, and thereby implement, the plans and policies of each higher level of government.

### 6.1 Ministry of Public Infrastructure Renewal

#### 6.1.1 "Places to Grow – Growth Plan for the Greater Golden Horseshoe"

The Growth Plan for the Greater Golden Horseshoe (GGH) was prepared and approved under the *Places to Grow Act*, and came into effect on June 16, 2006. It establishes broad policy direction for GGH municipalities engaging in growth management. The Places to Grow - Growth Plan requires that municipal plans provide for and maintain an adequate supply of employment lands to accommodate expected growth as projected for each Region identified in the Growth Plan. One clearly established principle is that Provincial Policy is in force and applies whether or not local and/or Regional or municipal plans have been amended to comply.

The *Places to Grow Act* includes specific policy direction respecting the introduction of permissions for non-employment uses within designated employment areas. Specifically, the Places to Grow Act, Section 2.2.6 (5) provides:

"Municipalities may permit conversion of lands within employment areas, to non-employment uses, only through a municipal comprehensive review where it has been demonstrated that:

- a) there is a need for the conversion;
- b) the municipality will meet the employment forecasts allocated to the municipality pursuant to this Plan;
- c) the conversion will not adversely affect the overall viability of the employment area, and achievement of the intensification target, density targets, and other policies of this Plan;
- d) there is existing or planned infrastructure to accommodate the proposed conversion;
- e) the lands are not required over the long term for the employment purposes for which they are designated;
- f) cross-jurisdictional issues have been considered.

For the purposes of this policy, major retail uses are considered non-employment uses."

For the purposes of the Places to Grow Act, a municipal comprehensive review is defined as: "An official plan review, or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of this Plan". The comprehensive review, therefore, would take in a larger area than either side of Jane Street and address larger issues within the community.

York Region is currently engaged in a process to amend its Official Plan to be in compliance with the Places to Grow Growth Plan, including residential and employment area policies. By statute, the City of Vaughan will be required to conform to an amended Regional Official Plan. In this regard, it is worth noting that, overall, employment lands and employment land opportunities are relatively limited across York Region. Although the City of Vaughan is a major contributor of employment lands in York Region, removal of employment land designations from the City's supply affects the overall availability of employment land in York Region.

## **6.2 Ministry of Municipal Affairs and Housing**

### **6.2.1 Provincial Policy Statement (PPS)**

Recent amendments to the Planning Act have changed the type and amount of weight the PPS should have when municipalities make decisions. Formerly the policies within a municipality's Official Plan and its amendments only needed to "have regard to" the PPS. This wording has been changed such that policies are now "to be consistent with" the PPS. The Province considers this change of language to be a stronger requirement for municipalities to implement the PPS.

The PPS addresses the conversion of employment lands to other uses. PPS policy, Section 1.3.2, requires that in order for lands to change from an employment use to another use, a "comprehensive review" \* must occur. The PPS requires that the "comprehensive review" must demonstrate that the employment lands are not required for employment purposes over the long term and that there is a need for the conversion to another use. The PPS goes on to outline the requirements and contents of the required "comprehensive review". A comprehensive review is to be based on a review of population and growth projections and alternatives, population allocations and protecting provincial interests.

\* **Note:** This Review is not a PPS "comprehensive review" in support of conversion of employment lands.

## **6.3 Ministry of the Environment**

### **6.3.1 Standards and Guidelines**

The Ontario Ministry of the Environment (MoE) currently provides guidelines for "Land Use Compatibility" and "Noise Assessment Criteria in Land Use Planning". The "Land Use Compatibility Guidelines" focus on minimizing, or preferably, preventing situations that create "adverse effects" on new "sensitive land uses" within the "influence area", or potential "influence area", of an existing "facility" ("adverse effects" would consist of activities that contribute to the "loss of enjoyment of normal use of property" associated with residential uses. In the context of this Review, it means the effects of unacceptable levels of such impacts as noise, dust and / or vibrations from existing employment uses). In short, these Guidelines address land use compatibility issues.

For the Review Area, the land use of primary interest is a stamping operation on the Magna International property. Magna International Developments Inc. has indicated that their tenant at 401 Caldari Road, namely Maple Stamping, is in the process of applying to the MoE for a Certificate of Approval for the previous stamping use. Once this application is approved, they intend to apply for an upgrade for the equipment now being installed for a new larger stamping plant on their site.

The Magna operation meets the definition of a Class III Industrial Use. Class III Industrial Uses are defined as those uses that frequently create noise and/or vibrations that can be heard or felt off site and where there is continuous movement of products and/or employees, day and night. The new plant will be much larger than the previous stamping plant and will operate in a manner consistent with this description. The Ministry Guidelines recommend a minimum separation distance of 300 metres between the property line containing a Class III Industrial Use and a "sensitive use" (i.e. residential). In this instance the proposed Class III Industrial Use directly abuts two properties subject to this Review.

Assuming the new stamping plant obtains an increase to the uses permitted by the Certificate of Approval, consideration of the approval of any "sensitive use" in proximity to the Magna International lands will require additional study. At a minimum, engineering and/or design elements will need to be put forward to demonstrate how effective mitigation measures can and will be put in place, if possible, to bring any impacts to acceptable levels.

In addition to the Maple Stamping plant, the MoE Guidelines also apply to other existing and future nearby employment land uses, and particularly to the Canadian National Railway yard and operations located to the east. The CNR yard operates on a 24/7 basis assembling freight trains for goods shipment. This creates noise and can affect area air quality.

Meeting MoE criteria is one requirement in assessing the overall compatibility of land uses.

## **6.4 York Region**

### **6.4.1 York Region Official Plan**

The lands adjacent to Jane Street and Rutherford Road are identified as "Local Corridors" in Section 5.6 of the Region's Official Plan. The purpose of the "Local Corridor" designation is to promote development of an intensity that promotes and enables the provision of public transit. The local corridor designation does not speak to use, just the preferred intensity of development. The policies within the City's OPA 450 and OPA 600 are consistent with and aim to implement the policies contained within the Region's Official Plan.

## **6.5 City of Vaughan**

### **6.5.1 Official Plan Designations**

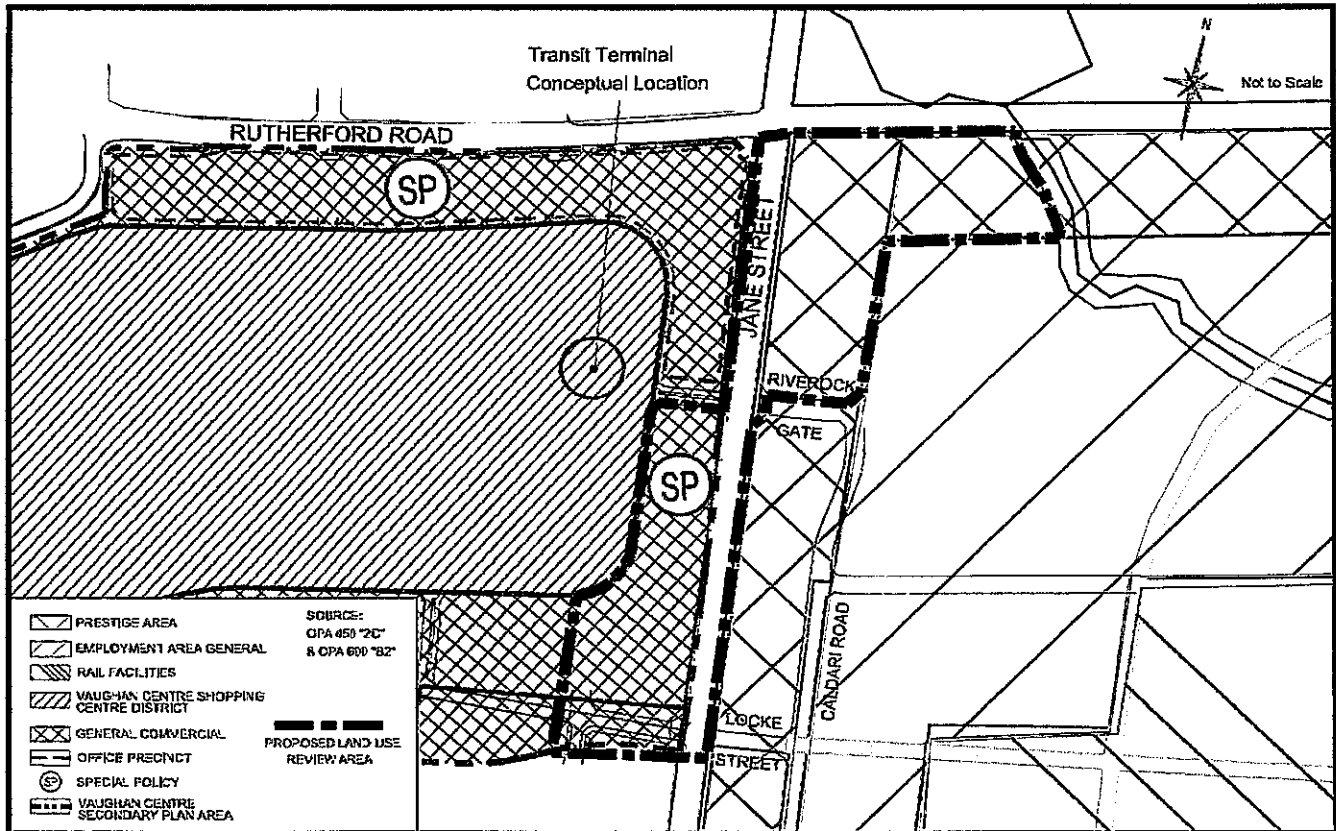
The Review Area is subject to two different City of Vaughan OPAs. Both are discussed below.

#### **6.5.1.1 OPA 600**

OPA 600 is the primary plan for the lands west of Jane Street which includes the Vaughan Centre Secondary Plan and Vaughan Mills Mall.



**Map 3: City of Vaughan Official Plan Designations**



Review Area lands along the west side of Jane Street are specifically referenced on Schedule B3 of OPA 600. This Schedule designates the lands adjacent to the west side of Jane Street as “General Commercial”, “Office Precinct” and are within a “Special Policy Area”. The “Special Policy Area” designation further refers to policies which describe the development of the lands for the Vaughan Mills Mall and associated uses located on its out parcels.

OPA 600 (June 22, 2002) replaced OPA 400(1995), as amended.\* OPA 600 provides guidance with respect to population and densities for the Vaughan Centre Planning Area, including Vaughan Mills Mall. The area of Vaughan Centre, north of Rutherford Road is approximately 75 ha west of Jane Street, 15 ha east of Jane Street, for a total of 90 ha. South of Rutherford Road, the Mills Mall property is approximately 75 ha. The entire Vaughan Centre Plan area consists of approximately 165 ha.

OPA 600 forecasts a population of 4600 residents for the Vaughan Centre Planning Area, north of Rutherford Road, living primarily in medium and high density dwellings.

**6.5.1.2 OPA 450**

OPA 450 (1996) is the City’s Employment Area Growth and Management Plan. It prescribes development standards and permitted uses within “Employment Areas”.

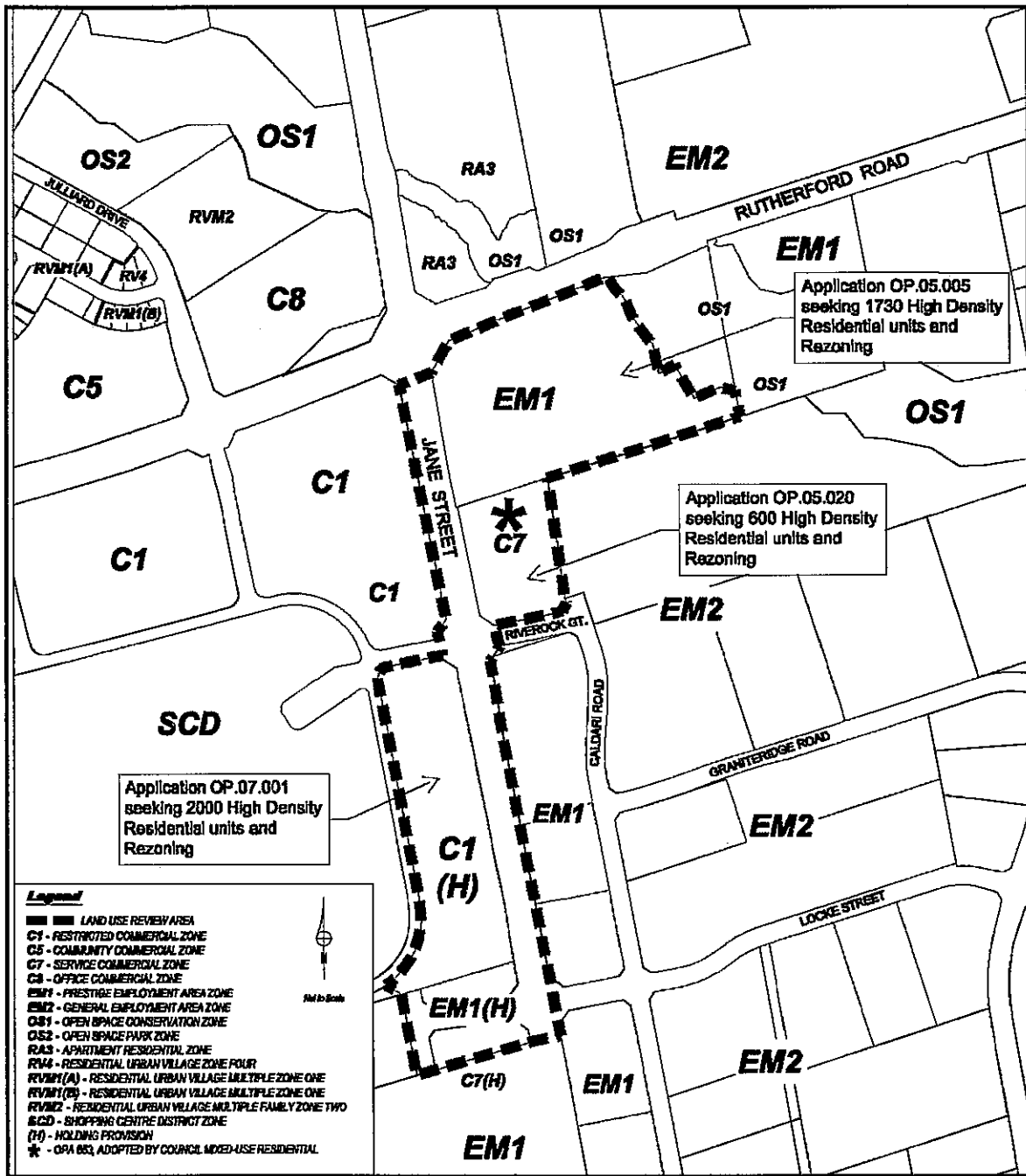
\* Two earlier OPAs, OPA 505 and OPA 512 were brought into OPA 400 by Amendment, which were, in turn, brought into OPA 600.

The Review Area lands on the east side of Jane Street are all within OPA 450. OPA 450 places these lands within the "Prestige Area" employment designation. The Prestige Area designation promotes higher quality urban design and higher order uses.

### 6.5.2 Zoning

Map 4, below, indicates the zoning for the Review Area and vicinity.

Map 4: Zoning



The lands on the west side of Jane Street are zoned "C1 Restricted Commercial Zone" with the exceptions being the EM1 Mammone property. Some properties are currently in a "Holding Zone" awaiting specific matters to be addressed. The exceptions describe permitted land uses, parking standards and access requirements.

The properties on the east side of Jane Street are "Zoned EM1 Prestige Employment Area Zone" and "C7 Service Commercial Zone" (intended for uses that support the employment designations).

Note: The lands that are currently zoned C7 are subject to an application (File OP.05.020, Tesmar Holdings Inc) to permit redesignation from Prestige Employment, as defined by OPA 450, to "Vaughan Centre Secondary Plan Area" within OPA #600, with a mixed use designation to permit both commercial and higher density residential uses. This process will require an OPA and amendment to the Zoning By-law. The City adopted this OPA change on September 25, 2006 and is awaiting approval of the OPA from the Region. Current zoning permits a hotel, among other service commercial uses. The amendment has been referred to the Ontario Municipal Board pursuant to Section 17(40) of the Planning Act.

The purpose of the EM1 Zone is to provide high quality employment lands at visible locations, generally on arterial roads. Permitted uses include such activities as:

- Office buildings
- Employment uses
- Banquet halls
- Car rental service
- Service and repair shops

The purpose of the C7 Zone is to provide for uses that support the daily activities of the employment area's workforce. Permitted uses include activities such as:

- Office buildings
- Eating establishment
- Hotel
- Place of entertainment
- Personal service shop
- Video store

(Note: A complete list of permitted uses in EM1 and C7 Zones is attached as Appendix A)

## **7 Existing Infrastructure**

### **7.1 Transportation Network**

Both Rutherford Road and Jane Street are Regional Roads having a 36 metre wide right of way. York Region identifies both Jane Street and Rutherford Road as part of the Regional Transit Grid Trunk Route. The Review Area is approximately two kilometres north of the future Toronto Transit Commission "Avenue Seven" Subway Station (expected to be completed by 2014) and the future YRTP "Avenue Seven" (east-west) Transitway. It is about 1 kilometre from Highway 400.

OPA 600 proposes that both Jane and Rutherford are appropriate for HOV lanes.

OPA 600 identifies the preferred location of the YRT transit terminal on the Vaughan Mills Mall

site. This terminal has subsequently been built.

Jane Street has been identified in the City's Pedestrian and Bicycle Master Plan to have, in future, a "Community Bike Lane", with formal signing and pavement markings.

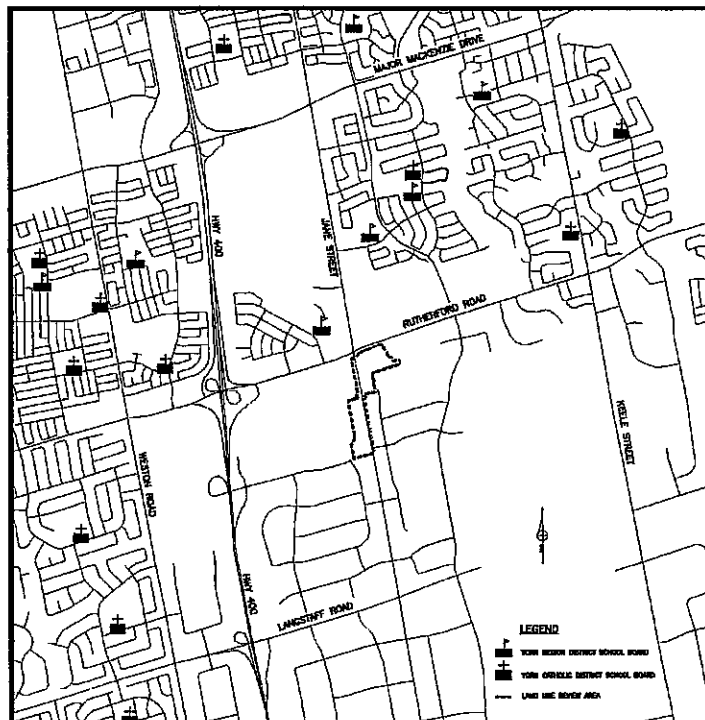
## 7.2 Servicing

The Review Area can be served by both water and sewer services from lines that are in the vicinity. A key issue for sewer services is obtaining the required allocation within the City and Region's systems. Currently, acquiring allocation for employment uses is not an issue. Allocation for residential uses, however, is not currently available and there is therefore no allocation provided for such development within the Review Area. It is uncertain when such allocation may become available.

## 7.3 Schools

Both the York Region District School Board and the York Region Catholic School Board have developed a rationale for expected enrollment for high rise condominium and apartment buildings. The Catholic District School Board estimates student yields on condominium projects at 0.015 students/unit. When determining the number of elementary students from high density development from the Jane/Rutherford area, the York Region District School Board uses a range of 0.02 to 0.04 students per unit. This range has been derived from actual yields from existing condominium apartments in Woodbridge, Maple and Thornhill. Even the nearest schools are located some distance from the Review Area. All schools that could serve the Review Area are located north of Rutherford Road and/or west of Highway 400. Map 5 identifies the location of the nearest public and separate elementary and high schools.

Map 5: School Location



## **7.4 Parkland**

There is very limited opportunity to provide parkland within the Review Area. It is not feasible to apply the 1 ha of parkland for every 300 units formula in this area because of the limitations on opportunities to acquire future parkland (especially at current market rates). It is also not feasible to accept only cash-in-lieu of parkland. Future study regarding how parkland should be provided is required before the City can take a formal position.

A "Neighbourhood Multi-use Recreational Pathway" (NMRP) has been identified in the City's Pedestrian and Bicycle Master Plan. The NMRP traverses the Review Area from the Jane Street/Rutherford Road intersection diagonally along the valley that forms its eastern edge, to connect with Creditstone Road. Also, the NMRP designates both Jane Street and Rutherford Road to have Community Bike Lanes, with pavement marking and signing.

## **8 Other Considerations**

### **8.1 Urban Design**

At present there is no urban design development framework and associated urban design policies and guidelines for high density uses within the Review Area.

In the event that lands are converted from employment/commercial to mixed use, commercial/residential uses, a comprehensive set of urban design policies based on an urban design development framework will be required for the Review Area and broader context. The intent of the framework and policies would be to assist in creating a vibrant public realm supportive of a complete neighbourhood and the Regional transit-supportive design policies. These guidelines should address matters such as building/street interface, scale and massing, pedestrian and vehicular access points, landscaping, sun/shadow/wind, light-view/privacy, pedestrian amenities, open spaces, streetscaping and related matters.

### **8.2 Vaughan Chamber of Commerce**

During the City's Budget Forum process, the Vaughan Chamber of Commerce expressed its belief that the City should protect land zoned for employment and not rezone employment land for residential purposes. Paragraph a) of its April 2007 Submission states:

- "a) the Chamber believes that it is important for the City to preserve lands for economic development and to protect what are known as "employment lands". The most obvious area is the Vaughan Enterprise Zone and, as well, what remains of the Highway 400 Corridor should also be preserved. It is the Chamber's understanding that there are minimal future employment lands in the GTA and the City of Vaughan must be careful not to squander these assets, particularly if the economy slows and residential developers approach with ideas of conversion; " . . .

The Chamber's April 2007 Submission on the City Budget is attached as Appendix B

## 9 Residential Development Scenarios

### 9.1 High Density Residential Land Use Standards

In order for any property in the Review Area to develop as residential uses, it will require changes from its current land use designations to designations that permit residential uses. The following table (Table 1) provides a summary of current applicable land use planning controls for each property.

**Table 1: Planning Controls**

Property ID (See Map 2)	Area	Applicable OPA	OPA Land Use Designation	Current Zoning	Zoning Exception (By-law No)
1	57 720 m <sup>2</sup>	450	Prestige, General Empl, Valley Lands	EM1 / OS1	9(1170) (192-2003)
2	16 711 m <sup>2</sup>	600/512	General Commercial/ Special Policy	C7	9(1032)
3	38 984 m <sup>2</sup>	600/512	General Commercial/ Special Policy	C1 (H)	9(1030)
4a	3554 m <sup>2</sup>	600/512	General Commercial/ Special Policy	C1 (H)	9(1030)
4b	4413 m <sup>2</sup>	600/512	General Commercial/ Special Policy	C1 (H)	9(1030)

Note: Parcels 4a and 4b are currently one property, but two will be created upon the extension of Bass Pro Mills Dr. to Jane St. These require specific consideration due to their size, configuration and location.

### 9.2 Residential Development Scenarios Utilizing OPA 600 Standards

OPA 600, as amended, provides the City's current standards for high density residential development in Vaughan. Although OPA 600 residential policies do not apply to any of the properties in the Review Area, it is instructive to apply its high density policies/standards to each property to provide perspective on how many units each would yield were the City's current standards to be assigned within the Review Area.

Therefore, the established standards for high density residential found in OPA 600, as amended, were reviewed and applied to the Review Area in order to establish such perspective.

"Table 2: A Comparison of OPA 600 Residential Development Standards" summarizes the total number of units that could be possible should existing policies for high density residential use be applied to each property. Table 2 was prepared for the purposes of comparison only.

In doing so, no assumptions were made respecting the suitability of any property for residential development. The following assumptions guided the application of the OPA 600 standards:

1. Only high density residential type uses were considered.

2. Mixed use, with some commercial and public-related uses at grade, was assumed to be the preferred development form because it provides opportunity to improve the street edge along Jane Street.
3. Table 2 was prepared for comparison only. The maximum potential number of dwelling units and corresponding possible population that could be accommodated within the Review Area (under OPA 600 standards) are shown. The numbers are approximate.

**Table 2: A Comparison of OPA 600 and OPA 512 Residential Development Standards**

Property	Description	Area ha	Vaughan Centre Standards (OPA 512)				OPA 600 Standards					
			100du/ha Average		120du/ha Maximum		60du/ha Minimum		115du/ha Average		150du/ha Maximum	
			Units	Pop	Units	Pop	Units	Pop	Units	Pop	Units	Pop
<b>1</b> Delisle	EM1	5.77	577	1,154	692	1,384	346	692	664	1,328	865	1,730
<b>2</b> Tesmar	C7	1.67	167	334	200	400	100	200	192	384	250	500
<b>3</b> Casertano	C1(H)	3.89	389	778	466	934	233	466	447	894	583	1,167
<b>4a</b> Mammone	EM1(H)	0.35	35	70	42	84	21	42	40	80	53	106
<b>4b</b> Mammone	EM1(H)	0.44	44	88	53	106	26	52	50	100	66	112
<b>TOTALS</b>		<b>12.12</b>	<b>1,212</b>	<b>2,424</b>	<b>1,453</b>	<b>2,908</b>	<b>726</b>	<b>1,452</b>	<b>1,393</b>	<b>2,786</b>	<b>1,817</b>	<b>3,615</b>

**Table 2 Notes**

Note: due to the size and location of Lot 4a/b, plus the expected location of the extension of Bass Pro Mills Drive, when staff reviews future development applications adjacent to these parcels, care should be taken to consider their long term development potential.

Note: in order for the lands on the east side of Jane Street to be developed for residential uses, Amendments to OPA 450 and OPA 600 will be required. Such Amendments would be to change the designation of the lands from "Prestige Employment Area" to a residential designation. This conversion of lands within an employment area will require a "municipal comprehensive review" as specified in Section 2.2.6 (5) of the Provincial Places to Grow Act.

Based upon the above, each property is discussed below.

**9.2.1 Property 1 (Delisle)**

**9.2.1.1 Current OPA and Zoning Permissions**

Property 1 is located on the south-east corner of Jane Street and Rutherford Road and is currently designated "Prestige Employment Area" by OPA 450 and zoned "EM1 Prestige Employment Area Zone". Based on the current OPA designation and zoning, development potential is for employment uses that are considered to be of a higher order. Specific uses

permitted under the EM1 zone are attached as Appendix A.

Based on the provisions of the EM1 zone, there are few limitations on the form or size of the building that would house permitted uses. The exception is height. Height in the EM1 zone is limited to 15 metres, which equates to a typical two to three storey office building or a single storey warehouse use.

#### 9.2.1.2 *High Density Residential*

As indicated in Table 2, above, and based on the development densities established in Vaughan Centre/OPA 600, should the conversion from employment to residential be permitted, the estimated development yield for the Delisle property is between 346 and 865 dwelling units.

#### 9.2.1.3 *Other Considerations*

Regardless of whether the lands are developed for residential or employment lands there is a setback required from the lands zoned OS1 associated with the valleylands along the easterly edge of the property. The minimum setback from the OS1 zone is 10 metres.

### 9.2.2 Property 2 (Tesmar)

#### 9.2.2.1 *Current OPA and Zoning Permissions*

Property 2 is located on the east side of Jane Street and is currently subject to a development application to amend OPA 450 to permit a mixed use commercial and residential development on the site. (OP.05.020)

Council has adopted OPA 653, an amendment to OPA 450, to permit the lands to be used for a mixed commercial / residential building. OPA 653 has been forwarded to the Region for approval. The development application associated with this OPA proposes to create a 28 to 33 storey residential use containing 600 dwelling units and approximately 5000 square metres of commercial space.

Since its adoption by Council, Tesmar Holdings Inc. has appealed OPA 653 to the Ontario Municipal Board pursuant to Section 17(40) of the Planning Act (failure of the approval authority to make a decision within 180 days).

### 9.2.3 Property 3 (Casertano)

#### 9.2.3.1 *Current OPA and Zoning Permissions*

Property 3 is located on the west side of Jane Street and its current zoning is "C1(H) Restricted Commercial". The holding provision will be lifted once the following conditions have been met:

- registration of Plan 19T-98V10;
- registration of site plan agreements; and,
- arrangements to fund and implement the required road network improvements put in place.

The primary outstanding condition is the approval of a site plan agreement.

The C1 zone provides for a wide range of retail uses and personal services. In addition to the



various retail and personal service uses, a hotel is permitted in the C1 zone. The adjacent lands to the north are zoned in a similar manner and have been developed as freestanding strip malls, offices and a gas bar. The lands to the south are zoned EM1(H) and are subject to special considerations imposed by the Ontario Municipal Board.

#### 9.2.3.2 *High Density Residential*

As indicated in Table 2, above, and based on the development densities established in Vaughan Centre/OPA 600 the Casertano property could yield from 233 to 583 units. The Vaughan Centre Plan proposed that mixed use high density development should occur on the north side of Rutherford Road, west of Jane Street. The designation of the lands north of Rutherford Road was amended by OPA 551, and its implementing zoning by-law, in 2002. Subsequently, a further change was made to the zoning by-law in 2006. Together, these changes have permitted the development of free standing commercial and office uses. These changes were both initiated by the landowner. Since these lands have been developed for retail uses, in a form that is not consistent with mixed use or high density residential, it may be appropriate to consider transferring residential density expected north of Rutherford Road to this property.

While the use of the lands for high density residential may be consistent with the intent of OPA 600, as amended, additional studies and commitment by the land owner will be required in order to address servicing, transportation, parkland, community services, school requirements, and urban design.

#### 9.2.4 Property 4 (Mammone)

Property 4, as defined within the Review Area, is on the west side of Jane Street. Upon development, Property 4 (and its western extension) will be bisected into two parcels by the agreed extension of Bass Pro Mills Drive to Jane Street. For the purposes of this review, the Jane Street portion of this Property has been identified as "4a" and "4b". The bisection of the property will leave two parcels (within the Review Area) with areas of approximately 0.35 ha and 0.44 ha.

Due to the configuration of the bisected lots it will be difficult to develop these lands as stand-alone properties. Therefore, the future use of these lands should be considered in conjunction with adjacent lands. For example, if Property 3 were to be developed for residential uses it would be appropriate for parcel 4 a to be developed in conjunction with Property 3.

##### 9.2.4.1 *Current OPA and Zoning Permissions*

The subject lands are currently being used for an approved waste disposal/recycling site. The future timing of the cessation of this use is limited by agreement and is the subject of ongoing discussions between the land owner and the City. Once the disposition of the recycling operation is resolved, this Property can be considered for an alternate use.

##### 9.2.4.2 *High Density Residential*

As noted above, the ability to develop Property 4a/b is constrained by the size and shape of the lands and agreement respecting the location of an extended Bass Pro Mills Drive. While, as indicated in Table 2, above, and based on the development densities established in Vaughan Centre/OPA 600, there is theoretically potential for between 79 and 120 units, it is more likely

that the lands, subject to future bisection by Bass Pro Mills Drive will be used to increase the size of adjacent lands.

#### 9.2.4.3 *Other Considerations*

The historic use of the property as a waste disposal and recycling site may complicate the future development of the property due to potential contamination of the site. Prior to any type of development occurring, and pursuant to the provisions of Section 5.14 of OPA 600, an Environmental Assessment will be required.

### **10 Active Development Applications**

The discussion up to this point has utilized existing high density standards to the Review Area to provide perspective on what unit yields would result for the Area if current policies were applied. No planning analysis was carried out to support the application of existing standards. Unit yields under current high density standards were generated to provide a comparison to current development applications within the Review Area. Three properties are the subject of current active development applications. Each is discussed below.

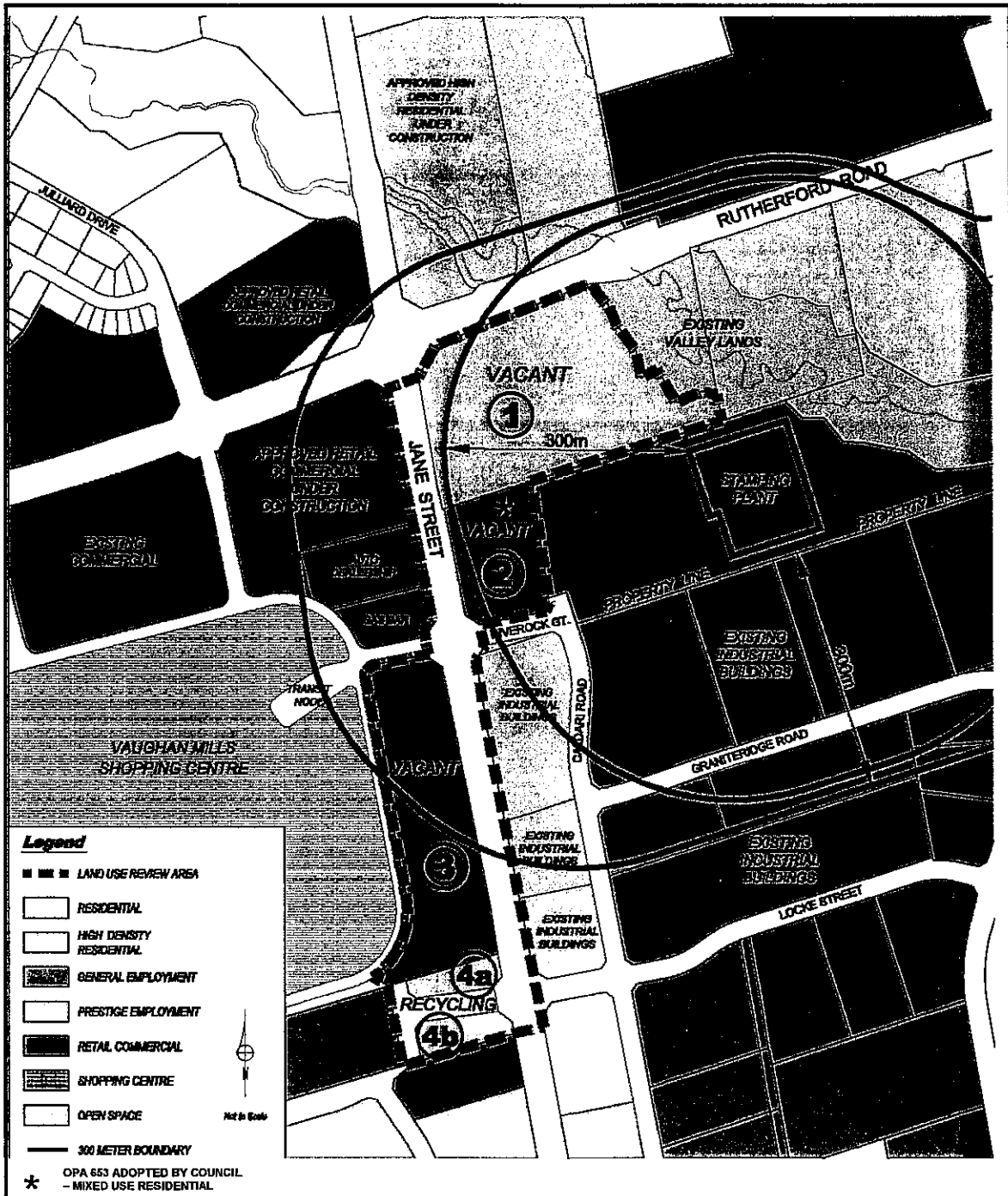
#### **10.1 Delisle (Property 1)**

Representatives of the property owner (Bousfield Inc.) have provided a detailed submission. In it they indicate their preferred development option consists of 1730 dwelling units on 5.7 ha, in 6 buildings ranging in height from 24 to 32 storeys in height with a FSI of approximately 2.9. This is two times what is currently the maximum standard in OPA 600 (OPA 600 would permit up to 865 units). As a matter of principle, were the City to allow greater density than that permitted in OPA 600, more suitable locations would be in planned areas such as the Vaughan Corporate Centre.

The applicant concludes that this development is appropriate because, among other matters, high density residential will build upon the "structural framework . . . established by the Vaughan Centre (Plan)", would be compatible with surrounding uses and would lose an amount of employment land that would not adversely impact Vaughan's supply. They are also of the opinion that their development is consistent with the Provincial Growth Plan.

The agents of the property owner have demonstrated a desire to preserve some of the forested lands abutting the valley and to use this feature as an amenity for any future development. The minimum setback from the OS1 zone is typically 10 metres. Delisle's submission is attached as "Appendix C"

Map 6: MoE Land Use Compatibility Guidelines – Class III Industrial 300 Minimum Separation



### 10.2 Tesmar (Property 2)

Council has adopted OPA 633, an amendment to OPA 450, to permit the lands to be used for a mixed commercial / residential building. OPA 633 has been forwarded to the Region for approval. The development application associated with this OPA proposes to create a 28 to 33 storey residential use containing 600 dwelling units and approximately 5000 square metres of

commercial space. This is almost 2 ½ times what is currently the maximum standard in OPA 600 (OPA 600 would permit up to 250 units).

Since its adoption by Council, Tesmar Holdings Inc. has appealed OPA 653 to the Ontario Municipal Board pursuant to Section 17(40) of the Planning Act (failure of the approval authority to make a decision within 180 days).

**NOTE:** In a detailed submission, Magna International has indicated that any residential uses in proximity to the proposed stamping plant is a concern to Magna International/Maple Stamping. The stamping plant will produce pressed steel automotive parts that are shipped by truck. Magna indicates that this operation, creating noise and vibration, will run 24 hours a day, 7 days per week. Map 6 shows the Ministry of the Environment's 300 metre minimum separation distance from Class III industrial uses from both the plant building and Magna's property line. Magna has also expressed a concern with respect to residential development encroaching on their site as it may curtail future expansion plans. Both the Delisle property and the Tesmar property directly abut the Magna International site which is located outside the Review Area to the south and east. Tesmar's (Solmar) submission is attached as "Appendix D" and Magna International's submission is attached as Appendix "E".

### **10.3 Casertano (Property 3)**

The owner of these lands has indicated interest in developing the lands for approximately 2000 residential units. These units would be contained in six buildings varying in height from 22 to 38 storeys. This is almost 3 ½ times what is currently the maximum standard in OPA 600 (OPA 600 would permit up to 583 units).

Representatives for Casertano (Sorensen Gravely Lowes) have submitted comments. They feel that this property is eminently suited to high density residential development, and any decision on development on the west side of Jane Street should be addressed, on its own merit, independently from development on the east side. Casertano's submission is attached as "Appendix F"

### **10.4 Mammone (Property 4, parcels a & b)**

Weston Consulting, representing the property owner, has indicated that high density residential uses would be one acceptable future use for this property, once outstanding issues are resolved. Their submission is attached as "Appendix G"

## 10.5 Summary of Active Development Applications

Key characteristics of current development Review Area applications are summarized on Table 3, below.

**Table 3: Current Development Application -Summary**

Parcel ID <sup>1</sup>	Area ha	Number of Dwelling Units Proposed	Units/ha	FSI <sup>2</sup>	Number of Buildings	Population Estimate <sup>3</sup>
1	5.77	1,730	300	2.9	6	3,512
2	1.67	600	359	2.7	3	1,218
3	3.89	2,000	514	4.2	6	4,060
<b>TOTALS</b>	<b>11.33</b>	<b>4,330</b>	<b>382</b>	<b>3.3<sup>4</sup></b>	<b>15</b>	<b>8,790</b>

<sup>1</sup> Parcels 4a/b have not been included due to their size, location and fragmented configuration.

<sup>2</sup> OPA 600 does not regulate residential built form through FSI. FSI has been estimated in order to provide context and scale of proposed and approved developments.

<sup>3</sup> Population based on 2.03 residents per dwelling unit.

<sup>4</sup> Based on the average FSI of the three properties.

## 11 Comparing “Development Potential” Under OPA 600 Standards to Current Development Applications

The above sections presented, for the Review Area, both the unit yield potential should OPA 600 high density residential development standards be applied to it as well as the unit yields proposed in current development applications. Table 4, “Comparative Development Yields: OPA 600/512 Standards versus Proposed Development Applications” summarizes and compares the relative differences between and among those options for each property. Totals for the entire Review Area are also indicated.

The total unit yields for each application considerably exceed the unit yield maximums anticipated under OPA 600. For the entire Review Area, this results in the current development applications proposals exceeding the current maximum City OPA 600 standards yield by 2513 units [4330 – 1817] (i.e. by about 240%). This translates into a yield of approximately 5156 greater number of people than OPA 600 would permit if applied here.

While the above has value for the purpose of relative comparison, it says nothing concerning the relative impact on the full range of analysis necessary to address the planning considerations noted in Sections 7 and 8, above.

Furthermore, not all of the Review Area may be developed as high density residential. To determine the possible implications of different properties developing as high density, four alternative scenarios were generated. These are presented in Section 12.

**Table 4: Comparative Development Yield: OPA 600/512 Standards versus Proposed Development Applications**

Property	Description	Area ha	Vaughan Centre Standards (OPA 512)						OPA 600 Standards						Development Applications				
			100du/ha Average		120du/ha Maximum		60du/ha Minimum		115du/ha Average		150du/ha Maximum		Units Proposed	Units per ha	FSI <sup>1</sup>	Number of Buildings	Population Estimate <sup>3</sup>		
			Units	Pop	Units	Pop	Units	Pop	Units	Pop	Units	Pop							
1 Delisle	EM1	5.77	577	1154	692	1,384	346	692	664	1,328	865	1,730	1,730	300	2.9	6	3,512		
2 Tesmar	C7	1.67	167	334	200	400	100	200	192	384	250	500	500	359	2.7	3	1,218		
3 Casertano	C1(H)	3.89	389	778	466	934	233	466	447	894	583	1,167	1,167	514	4.2	6	4,060		
4a Mammone	EM1(H)	0.35	35	70	42	84	21	42	40	80	53	106	106				No application has been received for these lands as of the time of writing this report. Conversations with the land owners representatives indicate that the owner may be interested in developing the entire property, including these two parcels for high density residential uses.		
4b Mammone	EM1(H)	0.44	44	88	53	106	26	52	50	100	66	112	112						
<b>TOTALS</b>		<b>12.12</b>	<b>1,212</b>	<b>2,424</b>	<b>1,453</b>	<b>2,908</b>	<b>726</b>	<b>1,452</b>	<b>1,393</b>	<b>2,786</b>	<b>1,817</b>	<b>3,615</b>	<b>4,330</b>	<b>382</b>	<b>3.3<sup>2</sup></b>	<b>15</b>	<b>8,790</b>		

Note, due to the size and location of Lot 4a/b, plus the expected location of the extension of Bass Pro Mills Drive, when staff reviews future development applications adjacent to these parcels, care should be taken to consider their long term development potential.

<sup>1</sup> OPA 600 does not regulate residential built from through FSI. FSI has been provided in order to provide context and scale of proposed and approved developments.

<sup>2</sup> Based on the average FSI for the three properties.

<sup>3</sup> Population based on 2.03 residents per dwelling unit.

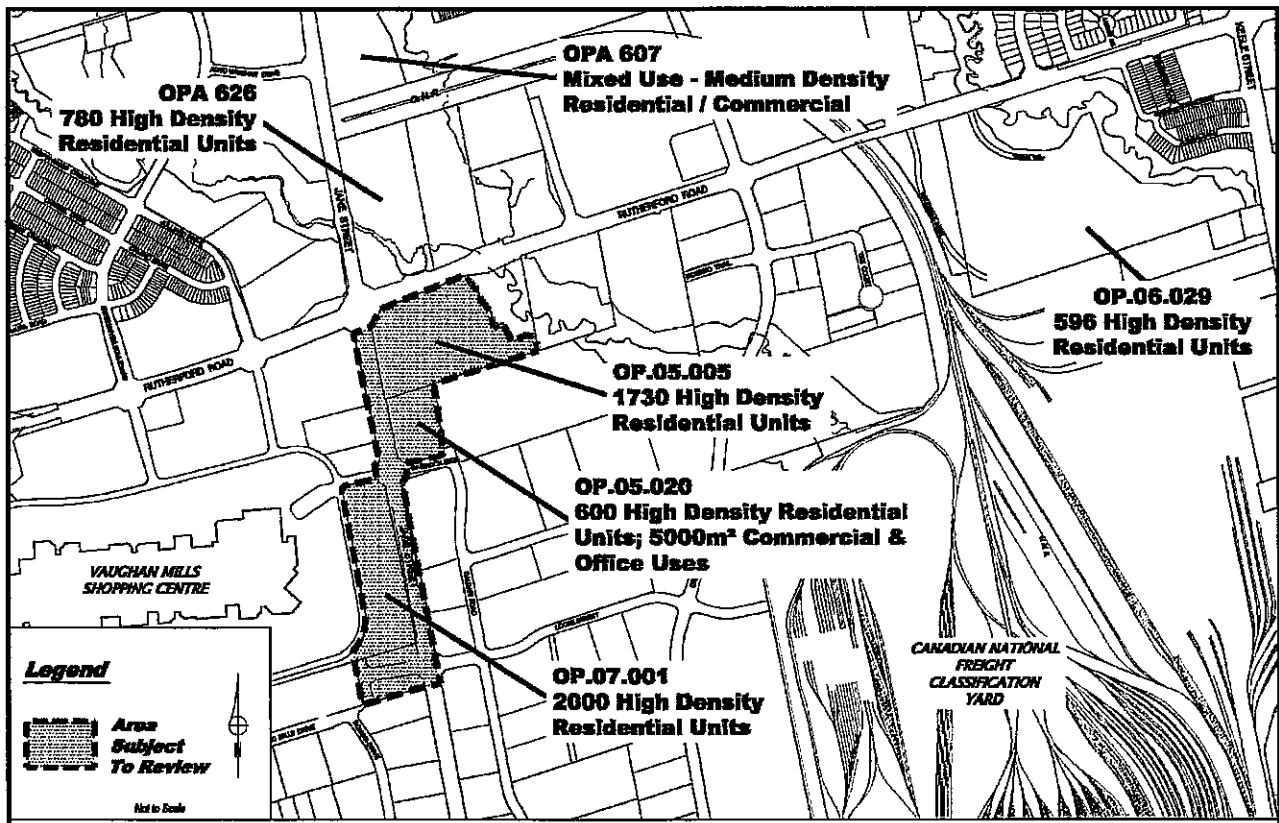
<sup>4</sup> Parcels 4a/b have not been included due to their size, location and configuration.

## 11.1 Other Development Applications in the Vicinity

Map 5, below, identifies a number of other recent and current development applications in the vicinity of the Review Area. Included is OP.06.029 (located south of Rutherford Road to the east of the CNR pull-back track) requesting the conversion of "Prestige Area" and "Employment Area General" designations to "High Density Residential" use (569 units).

Staff has also received one telephone inquiry about the possibility of converting an employment property west of Highway 400 to residential use.

### Map 7: Development Applications in and Around the Area Subject to Review



## 12 Development Scenarios

### 12.1 The "Options"

Based on, and having considered the individual land use for each of the properties within the Review Area, it is possible to develop a number of area-wide development options for the Review Area. This report examines the four options.

Maps 6, 7, 8 and 9 graphically present the four potential scenario options for high density residential development within the Review Area. In each it is assumed that the surrounding land uses will remain as they are.

These options are:

Option 1 - Status Quo - existing Zoning and Official Plan Land Use Designation;

Option 2 - Status quo - east of Jane Street, and, Residential - west of Jane Street;

Option 3 - Residential - east of Jane Street, and, status quo - west of Jane Street;

Option 4 – Residential - both sides of Jane Street -.

These four development scenarios were generated for comparative purposes only. None has been subjected to rigorous technical analysis.

Together, however, in comparison to each other, it was possible to identify a range of possible positive (Pro) and negative (Con) attributes for each, based upon the various policies, plans and planning considerations reviewed previously in this Report.

This was done without any intent to establish a preferred Option, but rather to identify and spell out both the positive and negative planning implications of each. Each Option has policy and process consequences that would need to be assessed in greater detail.

## **12.2 “Pros” and “Cons”**

Each Option is discussed in greater detail in “Appendix H.

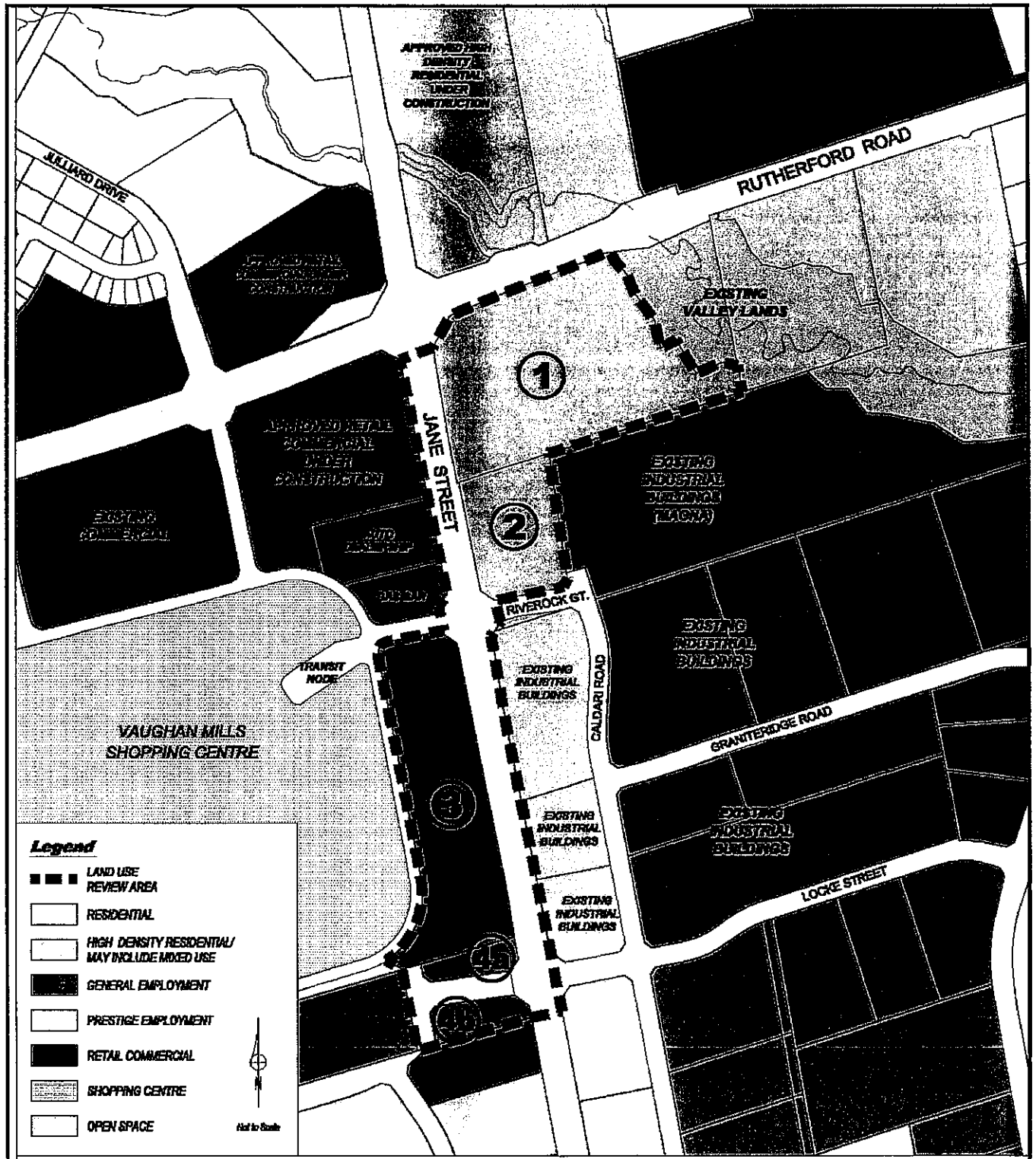
Table 5, below, summarizes the identified “Pros” and “Cons” associated with only high density residential development permitted on either the east or the west side of Jane Street.

The list of pros and cons was compiled by considering a full range of planning issues presented by the options. In some instances existing planning policies, at all levels, were considered; in others, they were set aside for the sake of including an option within the Review (for example, although Provincial Policies discourage the conversion of employment lands to alternate uses, high density residential uses were considered within the employment area to determine the pros and cons list).

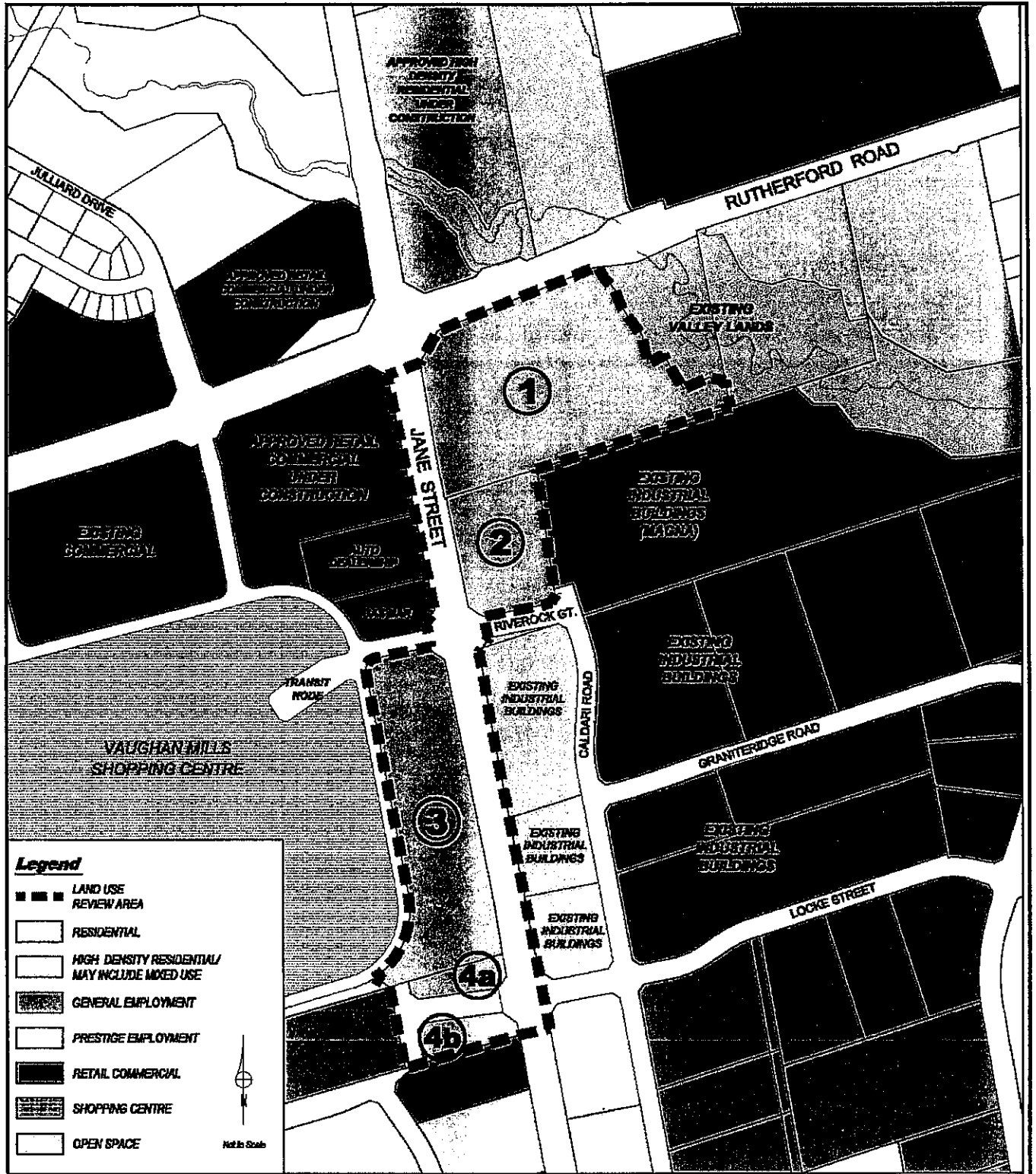
Table 5 helps to more easily compare the pros and cons differences for each side of Jane Street.



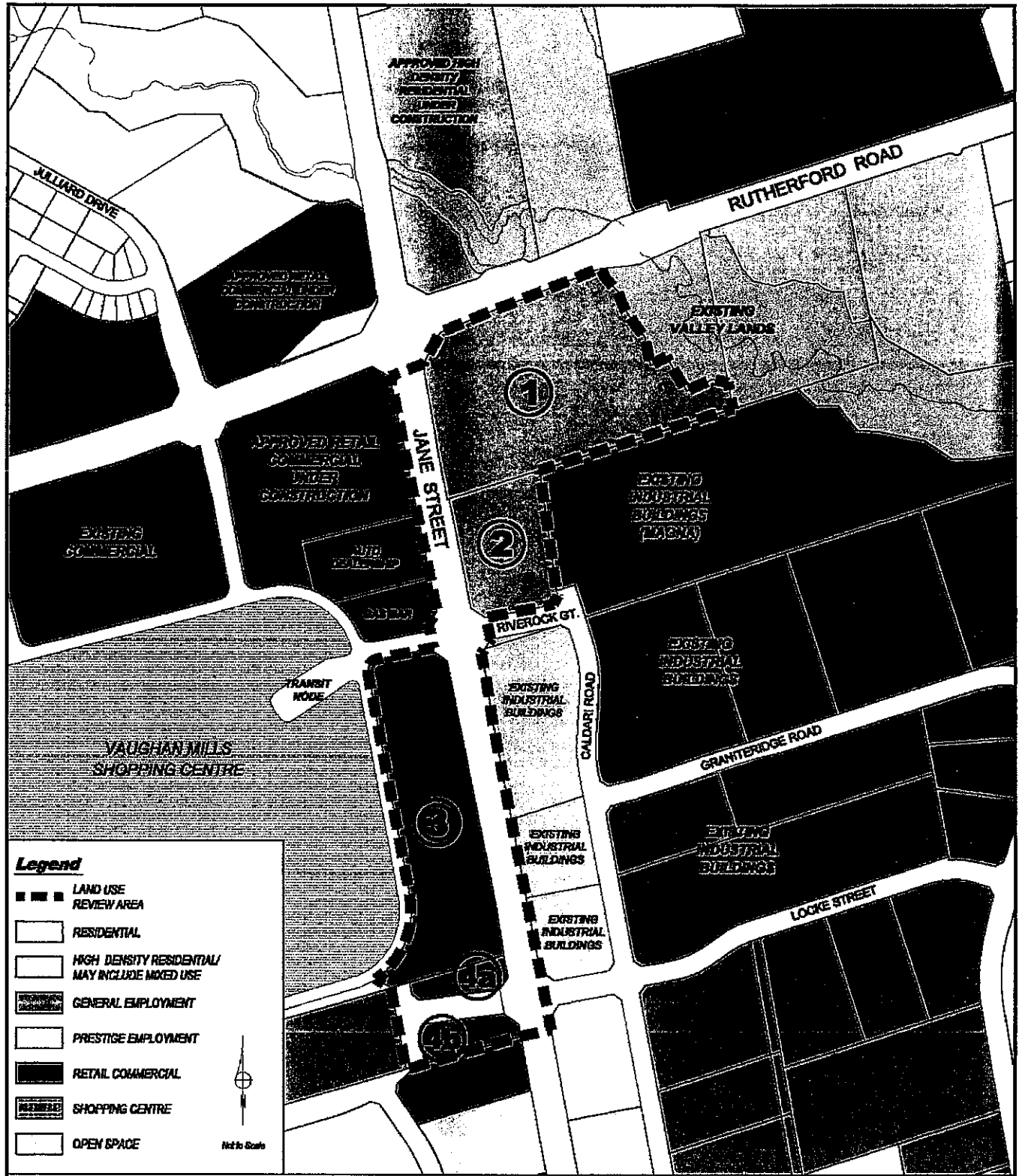
Map 8: Option 1 - Status Quo – Existing Official Plan Designations



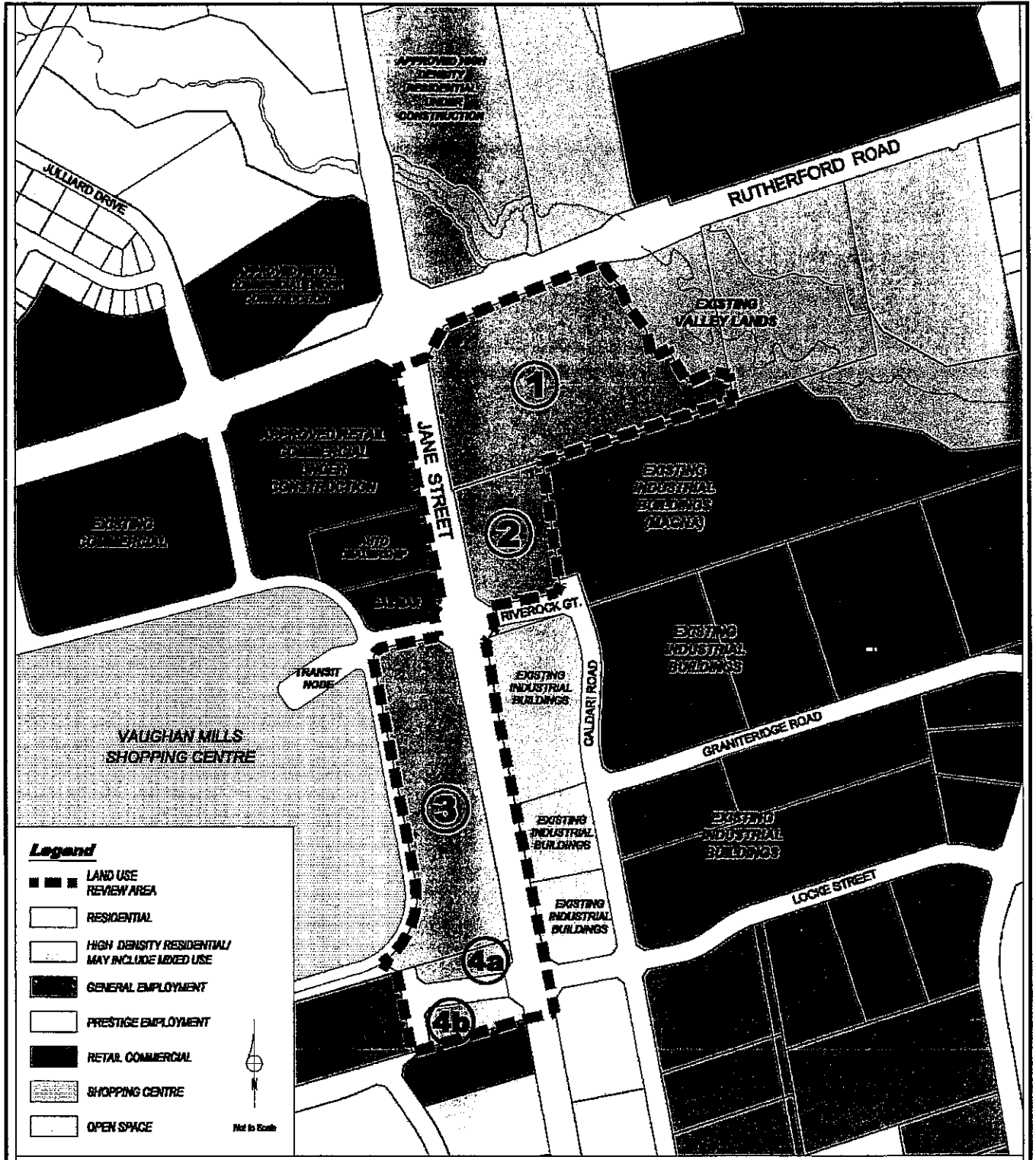
Map 9: Option 2 – Status Quo - East Side Jane Street, Residential - West Side Jane Street



Map 10: Option 3 – Residential - East Side Jane Street; Status Quo - West Side Jane Street



Map 11: Option 4 – Residential - Both Sides of Jane Street



**Table 5: General Land Use Pros and Cons of High Density Residential Development within the Review Area**

(Note: Table 5 does not summarize each Option, but rather looks at pros and cons of high density residential, in general, to the east and west of Jane Street)

	<b>PROS</b> (of High Density Residential Development)	<b>CONS</b> (of High Density Residential Development)
Jane St. West Side	<ul style="list-style-type: none"> <li>Consistent with Provincial policies (PPS) and "Places to Grow" Growth Plan intensification goals</li> <li>Locates viable uses on Mall out-parcels</li> <li>Establishes pool of potential transit riders close to public YRT transit</li> <li>Establishes pool of potential customers for retail uses in the Mall &amp; Vaughan Centre</li> <li>Locates residential uses in proximity to Highway 400 and arterial roads</li> <li>Water and sewer lines available in proximity to the Area</li> </ul>	<ul style="list-style-type: none"> <li>Residential use either alone or with mixed use, does not relate well to the adjacent employment lands.</li> <li>Significant increase in traffic likely</li> <li>Noise and air quality issues in proximity to Mall and arterial roads</li> <li>Limited number of school spaces available - busing likely required</li> <li>Limited park space available to serve residents</li> <li>Relatively hostile adjacent use of large Mall &amp; parking lot: micro climatic issues; some undesirable views of Mall, parking, industrial</li> <li>Servicing capacity/allocation for residential uses limited/uncertain</li> <li>Proposed densities not consistent with existing planning framework</li> </ul>
Jane St. East Side	<ul style="list-style-type: none"> <li>Compatible with new high density on N-E corner of Jane St. &amp; Rutherford Rd.</li> <li>Establishes pool of potential transit riders close to public YRT transit</li> <li>Establishes pool of potential customers for retail uses in the Mall</li> <li>Locates residential uses in proximity to Highway 400 and arterial roads</li> <li>Water and sewer lines available - in Area on Jane Street</li> <li>Takes advantage of the valley lands to the east which provides a partial barrier to the employment lands to the south-east</li> </ul>	<ul style="list-style-type: none"> <li>Not consistent with Provincial Policy Statement and "Places to Grow" Growth Plan. Will require approval of York Region and Province of Ontario supported by a "Comprehensive Review".</li> <li>Within the 300 metre minimum separation distance from Class III Industrial uses (MoE separation distance guidelines)</li> <li>Proximity of industrial uses and CN rail yard- 24/7 noise, vibration and land use incompatibility, in general</li> <li>Significant increase in peak hours traffic likely</li> <li>Noise and air quality issues in proximity to Mall and arterial roads</li> <li>Some undesirable views of industrial area, large Mall/parking lot,</li> <li>Limited number of school spaces available - busing likely required</li> <li>Limited park space and community services available to serve residents</li> <li>Servicing capacity/allocation limited/uncertain for residential uses</li> <li>Will require conversion of Regionally-limited employment lands to residential use</li> <li>Will increase pressure for conversion of nearby employment lands</li> </ul>

### **13 Public Consultation**

Individual meetings were held with all property owners located within the Review Area. Each was asked to provide a letter stating their development intent and any items they would like considered during the Review.

Staff noted that property owners can be divided into two categories:

1. those wanting to change their current land use designations through current development applications; and,
2. those appearing content with their existing land uses.

In meetings with land owners wanting change, their comments reinforced their applications and clarified details about them.

Meetings with abutting and nearby land owners highlighted concerns about the compatibility and impact that new residential uses might have on existing and proposed employment/industrial uses. One land owner felt that improved urban design regulation is needed in the area regardless of the ultimate land use. Other concerns identified traffic and questions related to the Review Area boundary. In addition, some of the land owners outside of the Review Area boundary indicated that, should lands within the Review Area at some point be redesignated to permit residential uses, they might be interested in doing likewise with their properties.

In addition to one-on-one meetings with land owners, to ensure that the general public and any other interested parties had an opportunity to participate and be heard, staff conducted an Open House on April 24, 2007. Ads for this meeting were placed in the April 12<sup>th</sup> and April 19<sup>th</sup>, 2007, editions of the Vaughan Citizen. Land owners within the area subject to review, land owners within 120 metres of the subject lands, the local ratepayers associations, the Vaughan Mills Mall tenant association, the Vaughan Chamber of Commerce, York Region, TRCA, and CN Rail were notified through direct mailing.

At this Open House meeting, the four development options outlined in this report were presented and comments received from the attendees. Approximately 25 people attended the open house, including landowners and/or their representatives, representatives from the nearby ratepayers associations, including Maple Ratepayers Association, Maple-Sherwood Ratepayers Association and the Maple Landing Ratepayers Association, and City and Regional Staff.

The comments received can be categorized into three groups:

1. comments in favour of high density residential development in the area;
2. comments that were generally opposed to high density residential development within the area; and,
3. questions with respect to the process and outcomes of this Review.

Those in favour of residential development in the area highlighted potential access to public transit, land values and a general need for increased residential density in the City.

Those opposed to residential development in the area objected to the impact this type of

development would have on adjacent industrial land uses, traffic, questioned the ability of the City to provide community amenities, and had concerns with respect to area school capacities.

The final group of comments, which were raised by both groups, related to the purpose of the study, when it would likely be completed, and what further work would come from the study.

## **14 Discussion**

This report has presented details respecting the planning framework now in place for the Jane Street/Rutherford Road area including Provincial, Regional and City policies. To impose a formal evaluation structure for all future land use in the Area, any new plan will need to address Provincial policies in the Provincial Policy Statement (2005) and the "Places to Grow" Growth Plan (2006). A number of specific issues requiring detailed analysis were also identified, such as the availability of services, traffic impacts, community services, schools, parkland, land use compatibility and urban design.

This report has also discussed the theoretical potential of the area for high density residential development using the City's current planning policies/standards for high density development in the Vaughan Centre plan as found in OPA 600. These, in turn, were compared with three current development applications for properties in the Area. Four development options/scenarios were presented for discussion. Respective positive aspects (Pros) and negative aspects (Cons) were generated for the area as a whole as well as for each individual property.

However, not all pros and cons should be considered to be of equal weight.

For example, Provincial Policy guides municipal plans that must be consistent with senior level plans and policies. While Provincial policy may permit conversion of employment lands to other uses, provided that a "comprehensive review" justifies it, the first question to ask is whether to carry out such a study at all.

To determine this, one needs to take a close look at the surrounding planning context beyond provincial policy and the potential costs and benefits to the City and the broader community. This Report has attempted to do so within the constraints of this limited Review. A number of important and key considerations have been identified. In the end, the Jane Street corridor south of Rutherford Road will need to be evaluated in terms of its overall community planning potential and the opportunities to achieve community-building objectives. Individual land use categories should not be assessed in isolation from neighbouring land uses or without consideration of existing planning policies.

The Review Area is situated in the central part of an area that has significant area-wide planning challenges because of this complexity of land use relationships and the changes that have occurred in this area over a number of years. On May 7, 2007, Council directed that, as part of the work to develop a new Official Plan for the City,

"2) That the Official Plan Amendments for the four identified area studies be provided as soon as possible; . . . "

One of these identified areas is the Vaughan Centre (plan) Update.

With respect to the "Vaughan Centre Update," the approved Terms of Reference for the new

Official Plan states under "Focused Area Studies:

"4. Vaughan Centre Update Much of Vaughan Centre has been developed, primarily with low and medium density residential and commercial uses, including the Vaughan Mills Mall. Since Vaughan Centre was first conceived (in OPA 400) as a smaller centre focused primarily on the northwest corner of Rutherford and Jane, it has been expanded south of Rutherford, Vaughan Mills Mall has been built, and thus the planning context has changed significantly. Analysis is needed to update the policy framework governing future development in Vaughan Centre."

The Vaughan Centre Update study will go beyond the boundaries of this "Jane Street Corridor (South of Rutherford Road) Residential Potential Land Use Review".

The character of existing land uses and the land use policy regime on the west side of Jane Street will present significant challenges to future planning and design for this area. For example, residential uses were not considered in previous plans and are, essentially, an afterthought.

It is important and appropriate for the City to establish a comprehensive policy structure that will address this area as a whole community rather than a collection of separate land uses. This will be a fundamental contribution to good planning for the future of this area. In short, the area should be assessed as part of a focused, comprehensive planning study for the Vaughan Centre Planning Area, as directed by Council.

The east side and the west side of Jane Street are significantly different in planning terms.

Lands on the west side of Jane Street were converted from industrial employment uses to the Vaughan Mills Mall, well before the initiation of recent provincial policy, to become part of the "Vaughan Centre Secondary Plan". This area will be subject to necessary technical studies to support any land use change.

Lands on the east side of Jane Street have been part of OPA 450 (employment areas) since 1996. It is worth noting that the areas fronting onto Jane Street and Rutherford Road comprise only a small part a large concession block of employment uses (in its north-west corner) the dominant user being the Canadian National Railway. It is common that industrial uses "cluster" in areas to mutually-support their respective operations. This provides for an opportunity for inter-dependence favourable to a range of compatible users.

As evidenced by current development applications, there is interest in converting some employment lands to residential use. Past experience has shown that, once some lands have been converted from employment designations to alternate uses, it can become a "slippery slope" where other property owners also express the same interest in conversion. Employment lands are difficult to replace, and this Review concludes that it is imperative to "draw the line" to prevent their gradual erosion. This line has, clearly, already been drawn within the Review Area; down the centre of both Jane Street and Rutherford Road.

The City has had previous experience with the potentially negative long term impacts of losing employment lands that have needed to be replaced. In the past three years, the City has undertaken and completed the Highway 400 North Employment Study to add to the City's employment lands because of a dwindling supply. During this same period, the City pressed



the Provincial government, successfully, to proceed with the Highway 427 Environmental Assessment to ultimately free up and serve employment lands in the West Vaughan Enterprise Zone. The considerable time and effort required to pursue these initiatives points to the importance of maintaining the integrity of the City's existing employment lands, including those on the east side of Jane Street. Employment lands need to be preserved for the long-term benefit of the municipality.

Experience has shown that where residential uses have been permitted to locate in proximity to industrial area, land use conflicts result. One possible impact could be increasing pressure on industries near residential uses to curtail their activities due to unacceptable operations that create noise, odour and general work activity, especially during hours when residents expect to be able to enjoy their homes without adversity or intrusion.

In this regard, it should be noted that Magna International has advised the City that new heavy metal stamping presses are to be installed in their plant to the east of the Tesmar property. The plant is to be operational by the end of 2007. Once fully operational, Magna indicates that it will operate "twenty four hours a day, seven days a week". When into full production, this plant will represent an investment of about \$150 million and will initially employ 250 skilled workers, expanding to 450 workers when a planned future expansion takes place over the next several years. This operation will generate significant amounts of noise from metal stamping, disposal of scrap metal, machinery (such as conveyor belts and disposal facilities), trucks loading and unloading steel and roof top exhaust vents and air exchangers.

Some have made the case for more intense residential use citing Provincial policies supporting residential intensification targets. Contrarily, Provincial policies are also quite clear about the retention of employment lands.

The York Region Official Plan directs transit-supportive higher density residential development to "Nodes and corridors" (ROPA 43). Not all corridors, however, are suitable for high density development. In the City of Vaughan there is no shortage of potential high density residential sites on corridors such as Highway 7 within the Vaughan Corporate Centre or along parts of Yonge Street. Locating high density residential in such key locations should be a higher priority than the converting employment lands designations for the same purpose.

Furthermore, the City now has several, high priority, high density residential lands areas available to it in the Vaughan Corporate Centre, the Carrville District Centre, Thornhill Centre, potential on the Yonge Street Transitway and along Highway Seven, all in keeping with York Region and provincial planning policies.

This Review of high density residential potential has determined that there are serious challenges to developing a truly supportive and livable neighbourhood arising from the general lack of community services, schools, parkland and other important community aspects in the area. Hard services, notably sewage services, are currently unavailable for residential uses even though both water and sewer lines exist. Traffic congestion may also be a future issue.

While the area has considerable potential to be increasingly served by transit services, employment, commercial and residential uses will be supportive of transit if developed with the necessary density, scale, form and design.

## **15 Conclusion**

The purpose of this review has been to describe the development options for the subject lands, with special consideration given to assessing the potential for high density residential development. The review has examined the land uses in the area, the land use planning regime for the area, provision of parkland, schools, servicing and transportation for the area. Based on this review, options for each property were developed, and options for the area as a whole were developed.

As part of the review of the four options for residential development, a number of planning perspective “pros” and “cons” for each option were identified. In so doing, it is instructive to note that not all pros and cons are necessarily of equal value. For example, a much greater weight must be given to the requirements of Provincial policies when compared with more general planning considerations such as creating a pool of potential transit riders or customers for nearby stores. This is because municipal plans must “be consistent with” Provincial policies.

Provincial policy also requires that a “comprehensive review” be carried out to justify the removal of existing employment area planning designations.

This report concludes that the employment lands on the east side of Jane Street should retain their existing designations. In order to achieve a co-ordinated community planning structure for this area, this report also re-emphasizes Council’s decision that the Vaughan Centre Plan needs to be reviewed and revised to establish a strategic planning framework for the future of the area.

Before it can be determined that residential development is appropriate within the Vaughan Centre Plan, the following will need to be considered when evaluating the required amendments to the Official Plan and Zoning By-law.

### **Determining Appropriate Future Land Uses**

Within the context of the Vaughan Centre Plan study, the west side of Jane Street will need technical studies at a level of detail necessary to support an Official Plan Amendment. Such studies should include, but may not be limited to:

- servicing needs assessment;
- traffic impact assessment;
- parkland and community services needs assessment;
- the preparation of urban design guidelines for the area; and,
- sustainability strategies.

#### **1. Servicing Needs Assessment**

While the area is served by water and sewer lines, obtaining capacity allocation for residential development will need to be addressed. The City will be initiating a Water/Wastewater Master Plan in 2008 which is expected to be completed by the end of 2009. The servicing needs for high density residential development in this area should be included within this Master Plan exercise. York Region is currently carrying out work on a Water/Wastewater Master Plan.

## 2. Traffic Impact Assessment

In addition to the Water/Wastewater Master Plan, the City will also be developing out a Transportation Master Plan in 2008/09. This Master Plan should also assess the transportation implications of high density residential development in this area. York Region is currently carrying out a Transportation Master Plan exercise.

## 3. Parkland and Community Services Needs Assessment

Because of the limited supply of local parkland in the area, the availability and demand for parkland, both local and regional, needs to be assessed and solutions identified with respect to the possible increase in residential population in this area. Other community services requirements, such as schools, will also need to be assessed.

## 4. Urban Design Strategy/Guidelines

Preparation of an urban design strategy and design policies appropriate to the area will be required. These policies should address items such as the public-private realm, built form, the transportation network and access, etc. An urban design framework will need to be developed within the broader planning context as part of the Vaughan Centre Update Study. This framework will make an essential contribution to informing the Official Plan policies and the implementing zoning by-law.

## 5. Sustainability Strategies

Sustainability strategies will need to be developed within the broader planning context as part of the Vaughan Centre Study within the context of the Official Plan studies.

## **16 Recommendations**

The following Recommendations are made in consideration of the results of this Review:

1. That the employment designations on the east side of Jane Street as found in OPA 450 be retained; and,
2. That, in consideration that the potential for high density residential development does exist primarily to the west of Jane Street, that this potential should be further refined and developed to determine the appropriate density, mix, form and function through a comprehensive study within the "Vaughan Centre Update" study. This is in keeping with Council's May 7, 2007 direction that the Vaughan Centre Planning Area be the subject of a focused study under the comprehensive Official Plan review; and,
3. That development applications for residential uses within the Review Area be, therefore, considered as premature pending the completion of the Vaughan Centre Update focused study and plan.

## Appendices

**Appendix A** - Zoning Provisions, EM1 & C7 Zones

**Appendix B** – Vaughan Chamber of Commerce 2007 Vaughan Budget Proposals submission

**Appendix C** - Delisle's submission (Bousfield)

**Appendix D** – Tesmar's (Solmar) submission

**Appendix E** – Magna International's submission

**Appendix F**- Casertano's submission (Sorensen Gravely Lowes)

**Appendix G** - Mammone's submission (Weston Consulting)

**Appendix H** – Review Area Options – Pros and Cons

## **Appendix A:            Zoning Provisions, EM1 & C7 Zones**

### **Zoning By-law 1-88 Permitted Uses – C7 and EM1 Zones**

The entire range of permitted uses in the C7 and EM1 Zones are listed below.

#### **5.8    C7 SERVICE COMMERCIAL ZONE**

The following uses shall be permitted with no outside storage:

##### **Uses Permitted**

##### **Commercial**

- Automobile Service Station, Automobile Gas Bar, Car Wash
- Automotive Retail Store
- Bank and Financial Institution
- Banquet Hall, including an eating establishment provided that said eating establishment does not exceed 20% of the G.F.A. of the banquet hall.
- Business and Professional Office
- Car Rental Service
- Club or Health Centre
- Day Nursery
- Eating Establishment/Outdoor Patio, subject to Section 5.1.6
- Eating Establishment, Convenience with Drive-Through/Outdoor Patio subject to Section 5.1.6
- Eating Establishment, Take Out/Outdoor Patio, subject to Section 5.1.6
- Education or Training Facility
- Hotel, Motel, Convention Centre
- Office Building
- Office and Stationary Supply, Sales, Service, Rental
- Parks and Open Space
- Pet Grooming Establishment, to be contained within a wholly enclosed building
- Print Shop Accessory Retail Sales
- Parking Garage
- Place of Entertainment
- Personal Service Shop
- One (1) Convenience Retail Store
- One (1) Pharmacy
- Recreational Use as Defined in Section 2.0
- Service or Repair Shop
- Tavern
- Technical School
- Video Store
- Veterinary Clinic

Where any combination of the above uses is developed as a shopping centre, the parking requirements shall be subject shopping centre parking standards as set out in Subsection 3.8(a) of this By-law.

## Institutional

CORRECTIONAL OR CRISES CARE GROUP HOME as defined in Section 2

### 6.2 EM1 - PRESTIGE EMPLOYMENT AREA ZONE

#### 6.2.1 Uses Permitted

- a) The uses permitted are as follows, provided they are within a wholly enclosed building and with no outside storage:
- Employment Use
  - Accessory Retail Sales to an Employment Use
  - Accessory Office Uses to an Employment Use
  - Banquet Hall, in a Single Unit Building, subject to Section 3.8
  - Bowling Alley, subject to Section 3.8
  - Business and Professional Offices, not including regulated health professional
  - Club, Health Centre, provided that the use is not located in a building which abuts a provincial highway, excepting Highway #7
  - Convention Centre, Hotel, Motel, subject to Section 3.8
  - Funeral Home in a Single Unit building and subject to Section 3.8
  - Car Brokerage
  - Office Building
  - Recreational Uses, including a golf driving range and miniature golf course
  - Service and Repair Shop
  - Any public garage legally existing as of the date of enactment of By-law 80-95.
- b) A multi unit building as defined in Section 2.0 other than office building, shall be permitted on a lot abutting:
- i) Highway #400 and Highway #427, provided that the minimum unit size shall be 465 sq.m;
  - ii) Highway #7, Highway #407, Weston Road, Jane Street, Rutherford Road and Pine Valley Drive provided that the minimum unit size shall be 274 sq.m;
  - iii) Notwithstanding i) and ii) above, one eating establishment, or eating establishment convenience, or eating establishment take-out having a maximum floor area of 185 sq.m shall only be permitted.

Notwithstanding Subsection 6.2.1 (a), only outdoor patio uses accessory to an eating establishment, including take-out and convenience, shall be permitted outside of a wholly enclosed building.

- i) Notwithstanding i) and ii) above, one Personal Service Shop having a maximum floor area of 185m<sup>2</sup> shall be permitted.

## Institutional

CORRECTIONAL OR CRISES CARE GROUP HOME as defined in Section 2

**Appendix B:**

Vaughan Chamber of Commerce 2007 Vaughan Budget Proposals

**IAN RAYNOR**  
Sales Representative



Business: 905-450-1855 Ext. 245  
Fax: 905-450-3974  
Toll Free: 1-877-941-1613  
Email: [ian@properties2discover.com](mailto:ian@properties2discover.com)  
Website: [www.properties2discover.com](http://www.properties2discover.com)

**COLDWELL BANKER COMMERCIAL**  
**INNOVATORS REALTY, Brokerage**  
16A KENNEDY ROAD SOUTH  
BRAMPTON, ONTARIO, CANADA L6W-3E1  
Each Office is Independently Owned and Operated



**2007 Budget Proposals**





## **VAUGHAN CHAMBER OF COMMERCE**

### **SUBMISSIONS TO THE CITY OF VAUGHAN FOR BUDGET APRIL 2007**

As part of its continuing endeavour to provide better and expanded services to members of the Chamber of Commerce, the Chamber struck the Advocacy Committee in 2006 and the Committee is well on its way, having established its mandate, to focus on various issues which affect business in Vaughan. Obviously, an annual issue will be review of the City's budgetary process and, when necessary, provision of comment to the City.

In relation to the budget now under consideration, the Chamber wishes to stress the following matters to the Budget Committee and, generally speaking, to the Mayor and Council of the City:

- a) the Chamber believes that it is important for the City to preserve lands for economic development and to protect what are known as "employment lands". The most obvious area is the Vaughan Enterprise Zone and, as well, what remains of the Highway 400 Corridor should also be preserved. It is the Chamber's understanding that there are minimal future employment lands in the GTA and the City of Vaughan must be careful not to squander these assets, particularly if the economy slows and residential developers approach with ideas of conversion;
  
- b) the Chamber believes that it is important for the City to maintain a robust marketing budget, both to allow for ongoing promotion of the "City above Toronto" and to allow for unforeseen marketing requirements which may arise during any given fiscal year. The Chamber has noticed that the radio campaign for "City above Toronto" seems to have disappeared. The Chamber believes that continued marketing to the target audience of business owners and managers/executives is important. Given that Vaughan continues to be probably the only city in Canada without a downtown core or a central focus, it is more important than ever to establish the concept of the City of Vaughan in people's

Members of:

Canadian Chamber of Commerce Ontario Chamber of Commerce

**'BUSINESS WORKING FOR YOUR COMMUNITY'**



minds. This is particularly so, given that Vaughan still retains the possibility to create a downtown or central core which leads to the next issue;

- c) given that the higher levels of government have seen their way to now fund the York University subway expansion, there is no reason for the City of Vaughan to dither any further about the use of the remaining corporate centre lands in the Jane and Highway 7 area. The Chamber believes that it is incumbent upon the City to maintain strict official plan guidelines to not allow the lands supposedly zoned for the corporate centre to be slowly eroded with the expansion of big box stores on long-term ground leases. The City should now start marketing the corporate centre as a general concept and should start courting developers who are experienced in building mixed-use developments and the City should also focus on higher order transportation, mainly, along Highway 7. In relation to the budget, therefore, the Chamber asks, "has the City duly considered the amount of funds necessary to market and otherwise plan for proper development and expansion of the corporate centre creating an area of density, mixed use (commercial/residential) with retail shops, restaurants and entertainment venues at ground level?";
- (d) the Chamber is aware that the Village of Kleinburg is attempting to re-assess its vitality and requires funds to assist in a study with a view to revitalization. Kleinburg is a special area in the City of Vaughan and given the existence of the McMichael Gallery and the beautiful natural surroundings, the Village of Kleinburg is an area that the City of Vaughan must focus upon to create a better and more attractive destination area for residents of the GTA and tourists from upstate New York and elsewhere in the proximate United States and Canada. The Village of Kleinburg presents a tremendous opportunity for the City of Vaughan to establish why the "City above Toronto" has something to offer given that the media consistently portrays "suburbia" as a land of nothing but houses, gas stations and big box malls. For instance, the Village of Kleinburg probably needs one or two high-end restaurants which means the village must be able to attract well-known chefs to allow the synergy such as is created by "JK at the Gardner Museum" in Toronto; and



## **VAUGHAN CHAMBER OF COMMERCE**

160 Applewood Cres., Unit #32, Vaughan ON L4K 4H2 • Tel: 905-761-1366 • Fax: 905-761-1918 • E-mail: info@vaughanchamber.ca • Web Site: www.vaughanchamber.ca

- (e) lastly, but just as important or more important than of all the foregoing, is that the City maintain Vaughan's competitiveness by continuing to offer lower commercial and industrial tax rates than surrounding municipalities. One only needs to look at the ongoing problems the City of Toronto has had over the years and, of course, the City of Vaughan is probably one of the beneficiaries of the City of Toronto's higher tax rates.

The Chamber recognizes that some of the above-mentioned issues are not necessarily budget issues or line items per se but they all affect or should affect the current budget. The Chamber believes that these are issues and examples of issues that the City needs to focus on and for which the City needs to set aside significant funds to properly deal with. The Chamber wonders whether the City has undertaken efforts to analyze the types of industries it is attracting (or losing) and what sectors future employment will arise from? Presumably, the City's Economic Development Department, perhaps in conjunction with the Planning Department, should immediately be undertaking studies to determine which industries need to be courted and where Vaughan may be at a disadvantage or, to the contrary, may have advantages. Budgetary considerations should recognize the related costs.

The Chamber will be monitoring the budget and other decisions of Council moving forward with a view to defending the interests of business in the City of Vaughan, generally speaking, and in particular the interests of the members of the Chamber of Commerce. The City appears to be enjoying at least a temporary honeymoon with the press. The City should take advantage of this change in tone and although Council is unchanged, except for the return of Gino Rossati, the Chamber urges the Mayor and the Council to "wipe the slate clean" in its ongoing affairs and demonstrate that together the Mayor and Council can provide sound leadership and planning and build the respect that the City deserves but has yet to attain vis-à-vis its reputation in the GTA and particularly in the city below Vaughan!

**Appendix C:**

Delisle's submission (Bousfield)

**DRAFT - April 3, 2007**

**TABLE OF CONTENTS**

	<u>Page</u>
TABLE OF CONTENTS .....	i
LIST OF FIGURES .....	ii
<b>1. INTRODUCTION AND PURPOSE.....</b>	<b>1</b>
<b>2. SITE AND SURROUNDING AREA .....</b>	<b>3</b>
2.1 The Subject Property .....	3
2.2 The Development Context.....	3
2.3 History of Development Approvals .....	5
2.4 The Development Applications.....	5
<b>3. THE POLICY AND REGULATORY CONTEXT.....</b>	<b>6</b>
3.1 Provincial Policy Statement 2005.....	6
3.2 Growth Plan for the Greater Golden Horseshoe.....	7
3.3 Region of York Official Plan .....	9
3.4 City of Vaughan Official Plan.....	11
3.5 Zoning.....	13
<b>4. PLANNING ANALYSIS.....</b>	<b>13</b>
4.1 Site Attributes.....	13
4.2 Conceptual Site Plan.....	14
4.3 Structural Linkages - Vaughan Centre Secondary Plan.....	15
4.4 Impact on Employment Area Land Supply .....	15
4.5 Conformity with the Provincial Policy Statement and Provincial Growth Plan.....	16
4.6 Conformity with the Region of York Official Plan .....	16
4.7 Adequacy of Transportation System and Site Access .....	17
4.8 Appropriateness of Requested Zoning Standards .....	17
<b>5. CONCLUSIONS .....</b>	<b>17</b>

**DRAFT - April 3, 2007**

**LIST OF FIGURES**

	<u>Following Page</u>
<b>Figure 1</b> Location Map .....	1
<b>Figure 2</b> Conceptual Site Plan.....	1
<b>Figure 3</b> Jane Street Corridor Land Use Mini Review Area .....	5
<b>Figure 4</b> Region of York Regional Structure .....	9
<b>Figure 5</b> City of Vaughan Official Plan Designations .....	11

**PLANNING RATIONALE  
DELISLE PROPERTIES LIMITED  
JANE AND RUTHERFORD**

**1.0 INTRODUCTION AND PURPOSE**

This planning rationale has been prepared in support of official plan amendment ("OPA") and zoning by-law amendment applications submitted by Delisle Properties Ltd. (Delisle) in December 2006 for a 5.7 ha property located at the southeast corner of Jane Street and Rutherford Road in the City of Vaughan as shown on **Figure 1** (Location Map). Delisle is seeking approval for a high density residential development consisting of 6 apartment towers linked by low and mid-rise apartment buildings with a combined gross residential floor area of approximately 165,700 sq. m and approximately 1,700 units.

The OPA proposes to redesignate the subject property from "Prestige Area" under OPA 450 to "High Density Residential" under OPA 600 (the Vaughan Centre Secondary Plan Area). The proposed zoning amendment seeks to rezone the subject property from EM1 Prestige Employment Area Zone (Section 1170) to Apartment Residential Zone with additional site-specific standards and permitted uses to provide for the proposed site plan. It is also proposed that the lands be subject to a Holding provision, pending the approval of a Site Plan in accordance with the provisions of Section 41 of the Planning Act.

The following consultants have been retained by Delisle Properties to provide analysis in their respective fields:

- Page and Steele, Architects
- Bousfields Inc., Urban Planning, and
- Paul Hill Consulting, Transportation Analysis

The findings of this planning analysis are based on the conceptual site plan prepared by Page and Steele, which is shown on **Figure 2** (Conceptual Site Plan). A summary of the proposed development is set out in **Table 1**.

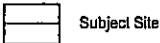


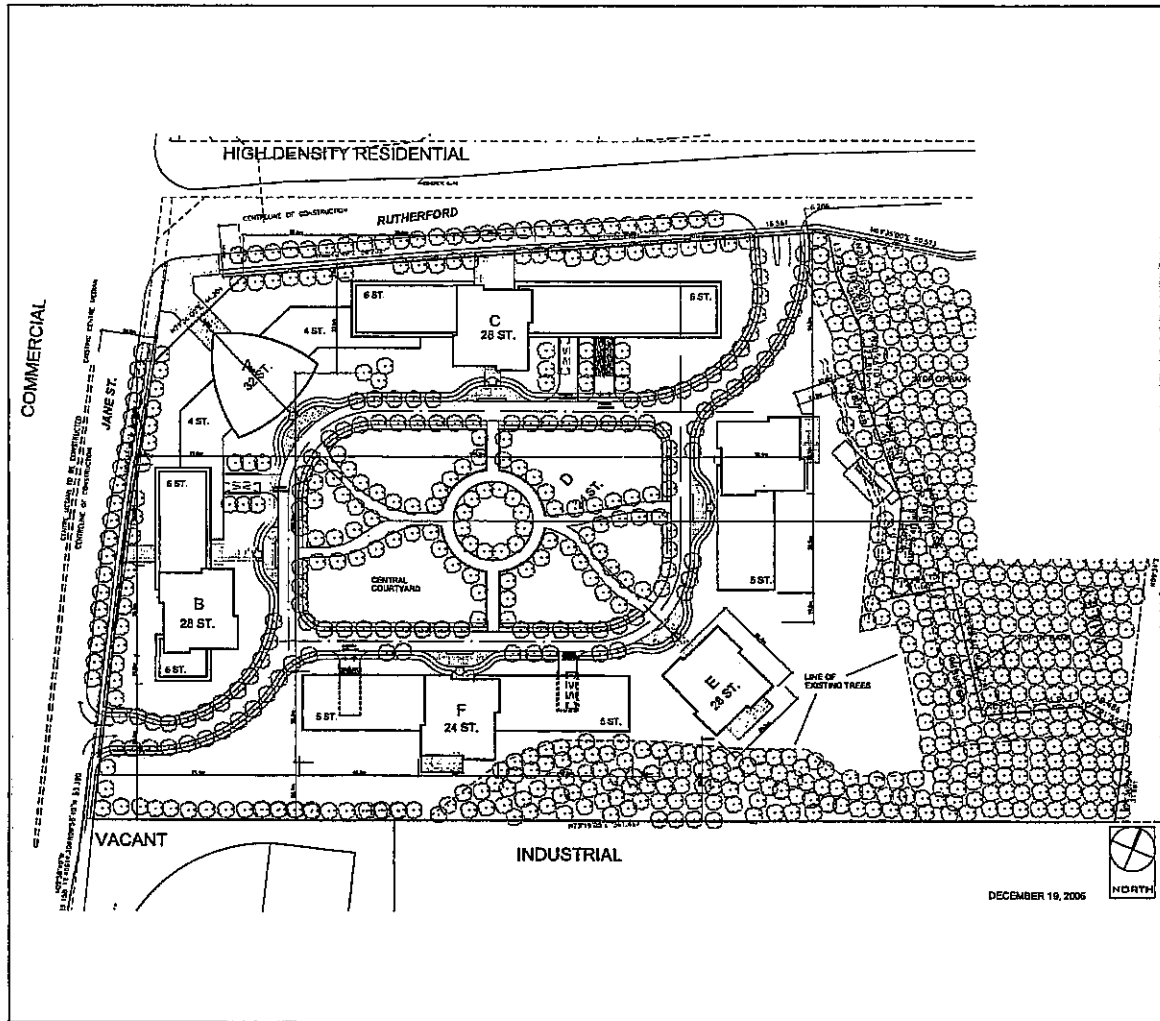
**\* SUBJECT SITE**

**LOCATION MAP  
FIG. 1**



**Legend**


 Subject Site



*Conceptual Site Plan  
Figure 2*

**Table 1  
Summary of Proposed Development**

TOTAL SITE			
Site Area	5.77 ha		
Coverage	14,200 sq. m	30%	
Landscaped Open Space	37,200 sq. m	65%	
Total Gross Floor Area	165,690 sq. m		
Total Number of Units	1,730		
Total Floor Space Index	2.9		
Maximum units per ha	334		
RESIDENTIAL BUILDINGS	Height (storeys)	Units	GFA (sq. m)
Building A			
Tower	32	288	310,000
Link	4	48	44,770
Building B			
Tower	28	224	233,570
Mid-rise	6	66	62,000
Building C			
Tower	28	224	233,570
Mid-rise	6	132	130,450
Building D			
Tower	24	192	200,200
Mid-rise	5	40	37,670
Building E			
Tower	28	224	233,570
Building F			
Tower	24	192	200,200
Mid-rise	5	100	97,410

Our Planning Rationale concludes:

- The site which is vacant and fully serviced represents an important development opportunity in Vaughan;
- The inclusion of high density residential uses in this location builds upon the structural framework which is already established in the Vaughan Centre Secondary Plan;
- The proposed apartment development provides for an increased range of high intensity land uses at a key intersection;
- The proposed apartment development promotes a pedestrian friendly urban environment and streetscape;
- The proposed uses are compatible with adjacent residential, commercial and employment uses;

- The proposed high density residential development will provide support for higher order transit along an important regional transit corridor;
- The net loss of employment land in this location does not adversely impact the supply of designated employment lands in the municipality;
- The office/employment uses currently permitted on the site would strategically be better located elsewhere in the City;
- There is sufficient capacity on the adjacent roads to accommodate the change in land use; and
- The proposed development is consistent with the Provincial Policy Statement and meets the general intent and purpose of approved regional and local policies and the Growth Plan for the Greater Golden Horseshoe.

## **2.0 SITE AND SURROUNDING AREA**

### **2.1 The Subject Property**

The subject property is located at the southeast corner of Rutherford Road and Jane Street. It is currently vacant with the exception of one single detached dwelling unit. The property is bounded on the north and west by two regional arterial roads, Rutherford Road and Jane Street. Rutherford Road is a four-lane road that provides direct access to Highway 400, which lies approximately 1 km to the west. Jane Street is a four lane road that extends from Highway 9 to the north, south to the City of Toronto and has an interchange with Highway 407 approximately 5 km to the south. The eastern boundary of the site defined by the valley of the West Don River. To the south lies a vacant parcel, a woodlot, and an industrial operation owned by Magna.

### **2.2 The Development Context**

The Jane Rutherford intersection is emerging as a significant mixed-use node in the Vaughan Centre. Rather than being a cluster of employment uses (manufacturing, warehousing and offices with supporting retail), as originally envisioned in Official Plan Amendment 450, it is now developing a high density residential focus which complements the existing major retail and local office and service commercial functions. This has occurred through a series of site specific official plan amendments. Recent provincial policy initiatives, which encourage mixed-use intensification, lend further support to the continued growth of residential uses in this location. Today, the subject property is the sole undeveloped property at this key intersection and hence represents a very important intensification opportunity.

Originally the north west corner of Rutherford Road and Jane Street was the only quadrant where residential and retail uses were to be permitted (OPA 483 as amended by OPA 600). These lands were included within Vaughan Centre, which was to become an urban centre for social, cultural and civic functions, tourism and recreation activities and to reflect the City's corporate and civic image. A prestigious landmark was to be located at the Jane/Rutherford intersection.

All the lands along the Rutherford Road frontage between Highway 400 and Jane Street were designated High Density Residential - Commercial (with permission for a

District Commercial Centre at the 400/Rutherford Interchange). The HDRC designation, which was intended to provide for a high order of retail, office and residential uses in mixed use forms supportive of transit service, had permitted densities ranging from a minimum of 60 uph to a maximum of 120 uph. In fact, only retail and service commercial uses were constructed. The three storey Julliard Centre which includes a 2,650 sq. m office building and 7,060 sq. m of retail and pad restaurants was constructed in the landmark location at the north west corner of Jane and Rutherford and a new auto mall was built north of the Julliard Centre on the west side of Rutherford Road. Thus, the potential for residential intensification in this location has been largely lost as recently constructed low intensity retail and service uses (with only limited office uses) predominate.

The trend away from employment area uses in the balance of the area was initiated almost 10 years ago with the approval of OPA 505/510. This amendment deleted the lands south of Rutherford Road, west of Jane Street and east of Highway 400, from Official Plan Amendment 450 (the amendment which established City-wide policies for employment growth) and transferred them to Official Plan Amendment 400, where they were included as the Vaughan Urban Centre

OPA 505/510 facilitated the development of the Vaughan Mills Shopping Centre, which is situated in the southwest quadrant of the intersection, on lands designated Shopping Centre District. The enclosed shopping centre, which opened in late 2004, is approximately 1.2 million square feet in size and is anchored by Bass Pro Shops. The future expansion of the Centre as well as development of out-parcels surrounding Vaughan Mills could result in a total of approximately 1.7 million square feet when fully developed. The lands adjacent to Rutherford Road, north of the shopping centre, have been developed for smaller retail commercial "pods" and Tuscany Place, a small retail plaza at the southwest corner of Jane and Rutherford, is almost fully occupied. South of Tuscany Place is the Pfaff Audi dealership. A new Sunoco gas station is situated at the northeast corner of the Mall's eastern access road and Jane Street, south of the dealership.

Predictably, however, based on recent experience elsewhere in the GTA, the intensification of uses around this low density suburban mall is being sought. An application to permit 800 dwelling units on a 4 ha parcel on Jane Street, south of the Mall's eastern access road, has recently submitted by Ivanhoe Cambridge, the owner of Vaughan Mills.

Residential and hotel uses are permitted at the north east corner of Jane and Rutherford. OPA 626 approved by the Ontario Municipal Board in April 2005 allows High Density Residential Commercial uses with site specific policies which permit a total building floor area of 2.7 f.s.i. up to 780 residential units, and a maximum building height of 16 storeys. The residential component of this project is under construction. There is no requirement to build the hotel.

Vaughan Council has recently approved OPA 653, immediately south of the subject property, which redesignates approximately 1.7 ha from Prestige Area (OPA 450) to High Density Residential Commercial and includes the lands within the Vaughan

Centre Secondary Plan Area. This was done in response to a site specific application for 5,000 sq. m of office space in a 3 storey building and 2, 32 storey residential towers with a floor space index of 2.7. At the same time as Council approved the OPA, it also directed planning staff to undertake a land use review of the remaining vacant lands on the west and east side-of Jane Street north of Locke Street, as shown on Figure 3 (Jane Street Corridor Land Use Mini Review Area). The City anticipates that the review will be completed by late spring 2007.

Immediately east of the site, on the south side of Rutherford Road is the Don River valley system. This provides a clear separation between the Jane/Rutherford node and uses to the east. In this area, while there are a number of showrooms, restaurants, retail and service commercial uses predominate. The Wegz Stadium Bar & Restaurant, operated by the Woodbine Entertainment Group, owners of Woodbine Racetrack, is located at the corner of Rutherford Road and Creditstone Drive. On the north side of Rutherford Road, east of Jane Street is the City of Vaughan Works Yard and Joint Operations Centre, the York Region Policy Headquarters and the Vaughan Sports Village Recreation Complex.

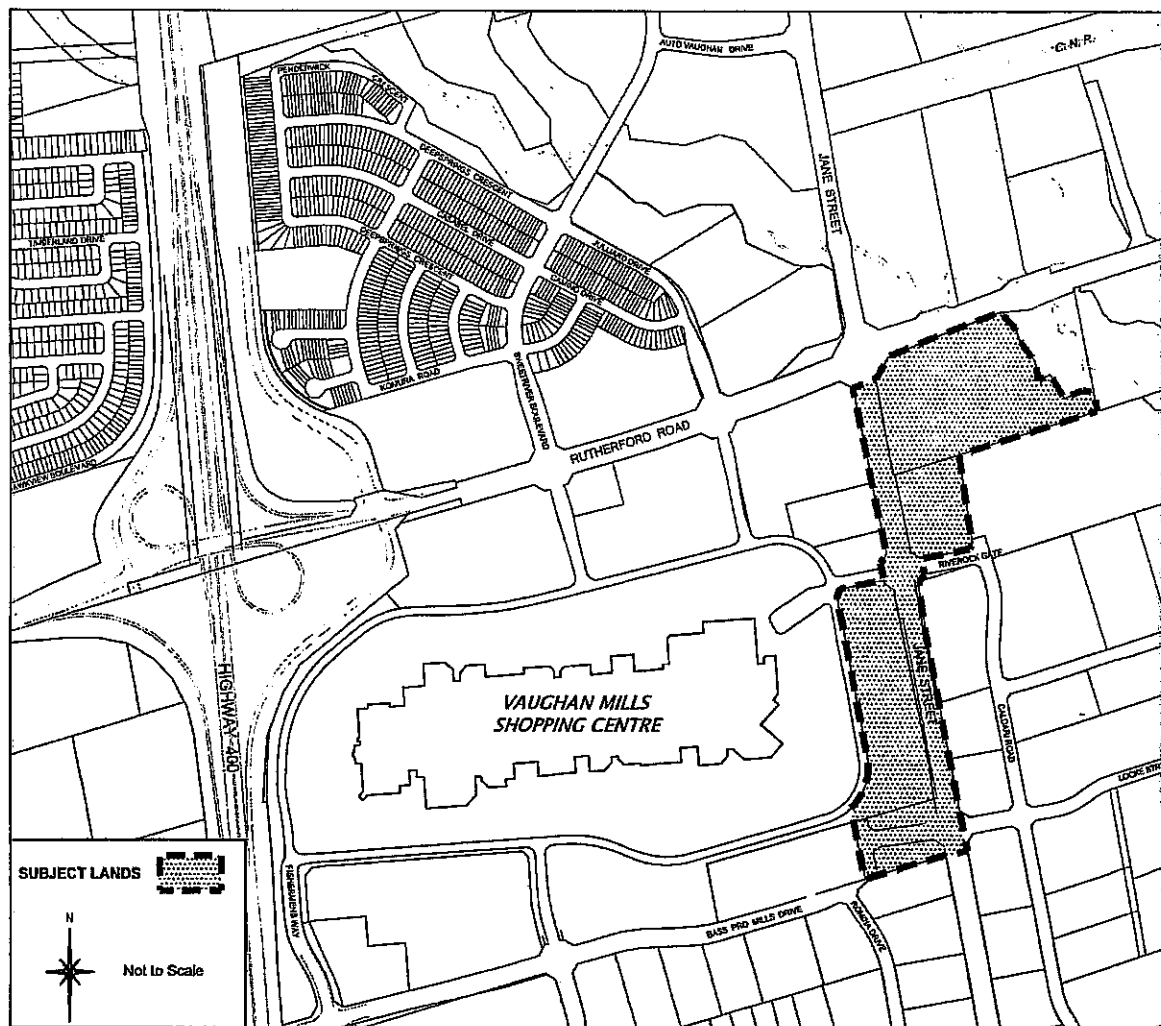
### **2.3 History of Development Approvals**

The subject property was first designated for employment uses in 1996 (OPA 450). In April of 2003, Vaughan City Council approved Zoning By-law 192-2003 which rezoned the subject property from A, Agricultural Zone, to OS1, Open Space Conservation Zone and EM1, Prestige Employment Area Zone (subject to the provisions of Section 9.1170). This Section included a detailed site plan which provided for a mixed-use office and industrial project with four buildings, including a four-storey office building at the corner of Rutherford and Jane Street and three multi-tenant one storey buildings, comprising approximately 22,482 square m (242,000 sq. ft.) of floor space. It also established the site specific development standards and regulations for the subject property. During the processing of the site plan and zoning amendment applications (October 2002), Council directed staff and the applicant to explore development opportunities to achieve higher order uses on the Delisle property.

Although a site plan agreement was registered, the proposed development was not pursued. Given the emerging retail commercial character of the area, and the growing potential for major office uses in the Vaughan Corporate Centre, where major transit infrastructure is anticipated, Delisle considered that retail and service commercial uses would be more appropriate.

### **2.4 The Development Applications**

Accordingly, in February 2005 Delisle filed an application for an official plan amendment to delete the subject lands from OPA 450 and to include them within the Vaughan Centre Secondary Plan Area. The amendment application also requested a land use designation which would permit a full range of General Commercial uses. At the same time Delisle sought an amendment to By-law 1-88 and a revision to the approved site plan.



*Jane Street Corridor Land Use Mini Review Area  
Figure 3*

Subsequently, applications were filed for residential development on adjacent lands on the west side of Jane Street, south of Rutherford Road, and a mixed-use project was approved at Jane and Springside. City Council then approved OPA 653. This municipally initiated policy change and resulting land use review, combined with a growing emphasis on transit supportive development at both the regional and provincial levels has resulted in the owners reconsidering their development objectives for the site. Accordingly, on December 20<sup>th</sup>, 2006 revised applications for amendments to the City of Vaughan Official Plan and Zoning By-law were filed.

### **3.0 THE POLICY AND REGULATORY CONTEXT**

#### **3.1 Provincial Policy Statement 2005**

Section 3 of the Planning Act requires that decisions affecting planning matters shall be consistent with the policy statements issued under the Act.

The most recent Provincial Policy Statement ("PPS") came into effect as of March 1, 2005. One of the main policy directions of the PPS is to promote efficient development and land use patterns in order to support strong, livable and healthy communities; to protect the environment and public health and safety; and to facilitate economic growth. To that end, the PPS contains policies that promote residential intensification in built-up urban areas. Specifically, land use patterns are to be at a density and mix that efficiently uses land, infrastructure, resources and public service facilities. As outlined in Section 1.1.3.3, planning authorities are to identify and promote opportunities for intensification and redevelopment taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities to meet future needs.

Section 1.1.3.4 directs planning authorities to promote development standards which facilitate intensification, redevelopment and compact form (while maintaining appropriate levels of public health and safety). To this end, planning authorities are to establish and implement minimum targets for intensification and redevelopment within built-up areas.

With respect to housing, the PPS requires provision to be made for an appropriate range of housing types and densities. Accordingly, planning authorities are to permit and facilitate all forms of housing required to meet the needs of current and future residents and to permit all forms of residential intensification and redevelopment. New housing is to be directed towards locations where appropriate levels of infrastructure and public service facilities are or will be available to current and future needs. Densities for new housing must efficiently use land, resources, infrastructure and public service facilities and support the use of public transit (Section 1.4.3 b)2, c), and d). The efficient use of infrastructure (particularly public transit) is a key element of the provincial policy (Sections 1.6, 1.6.4 and 1.6.5).

The PPS also includes policies designed to promote economic development and competitiveness by providing for an appropriate mix and range of employment to meet long-term needs, providing for a diversified economic based, planning for, protecting and preserving *employment areas*<sup>1</sup> and ensuring there is the necessary supporting infrastructure. The conversion of lands within employment areas to non-employment uses may be permitted through a comprehensive review only where it has been demonstrated that the lands are not required for employment purposes over the long term and there is a need for the conversion.

The Jane/Rutherford intersection is now developing as a key mixed-use centre within Vaughan Centre - and not as a cluster of employment uses (in accordance with the definition of employment areas in the PPS). The opportunity to add a significant amount of residential development, and a form of housing which is in limited supply in this part of the City, is consistent with the PPS.

In terms of the municipal-wide implications of the change in land use, OPA 600 clearly distinguishes between the Vaughan Centre - which is to provide higher order retail and community services as well as residential uses, and the Vaughan Corporate Centre which is to be a major centre for business and a mixed use node related to major transit infrastructure.

In our opinion, the deletion of a 5.7 ha parcel from OPA 450 (Employment Areas) and its inclusion within the Vaughan Centre, which ensures that the entire Rutherford/Jane intersection can be developed in accordance with the same policy context, can be considered to be consistent with the 2005 PPS.

### **3.2 GROWTH PLAN for the GREATER GOLDEN HORSESHOE**

The Growth Plan was approved by Order In Council No. 1221/2006. Prepared under the Places to Grow Act, 2005, it took effect on June 16, 2006.

The Plan directs growth within the GGH to built up areas where the capacity exists to best accommodate the expected population and employment growth in order to make better use of land and infrastructure. The Plan envisages increasing intensification of the existing built-up areas, with a focus on urban growth centres, intensification corridors, major transit stations areas, and brownfield and greyfields sites. Concentrating intensification in these areas provides a focus for a transit and infrastructure investment to support growth.

---

<sup>1</sup> Employment area: means those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities.



The policies in Section 2.2.2, Managing Growth, identify where and how growth should occur. Section 2.2.2.1 provides that population and employment growth will be accommodated in a number of ways including:

- a) directing a significant portion of new growth to the built-up areas of the community through intensification
- b) focusing intensification in intensification areas
- d) Reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments
- e) providing convenient access to intra and inter-city transit
- f) ensuring the availability of sufficient land for employment to accommodate forecasted growth to support the GGH's competitiveness
- g) planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking and cycling

General intensification policies are set out in Section 2.2.3. By the year 2015 and for each year thereafter, a minimum of 40% of all residential development occurring annually within each upper and single tier municipality is to be within the built-up area. All municipalities are to develop and implement through their official plans a strategy and policies to phase in and achieve intensification and intensification targets. All intensification areas will be planned and designed to:

- (a) cumulatively attract a significant portion of population and employment growth
- (b) provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods
- (c) provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places
- (d) support transit, walking and cycling for everyday activities
- (e) generally achieve higher densities than the surrounding areas
- (f) achieve an appropriate built form to adjacent areas

Policies regarding Intensification Corridors<sup>2</sup> are set out in Section 2.2.5. Intensification corridors are to be designated in official plans and planned to achieve

- (a) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels;
- (b) a mix of residential, office, institutional, and commercial development wherever appropriate

---

<sup>2</sup> Intensification areas along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels

The Employment Land policies (Section 2.2.6) speak to the need to preserve and protect *employment areas* (a defined term which is the same as the defined term in the PPS) for current and future uses. Municipalities may permit conversion of lands within employment areas to non-employment uses, only through a *municipal comprehensive review*<sup>3</sup> where it has been demonstrated that:

- (a) there is a need for the conversion
- (b) the municipality will meet the employment forecasts allocated to the municipality by the Growth Plan
- (c) the conversion will not adversely affect the overall viability of the *employment areas*, and achievement of the *intensification target, density targets*, and other policies of this Plan
- (d) there is existing or planned infrastructure to accommodate the proposed conversion
- (e) the lands are not required over the long term for the employment purposes for which they are designated
- (f) cross-jurisdictional issues have been considered

The proposed development which will provide for a diversity and mix of land uses, at a density which will encourage the use of transit, and in a built form which respects the urban design considerations set out above, clearly conforms to the Provincial Growth Plan policies regarding managing growth, general intensification and intensification corridors.

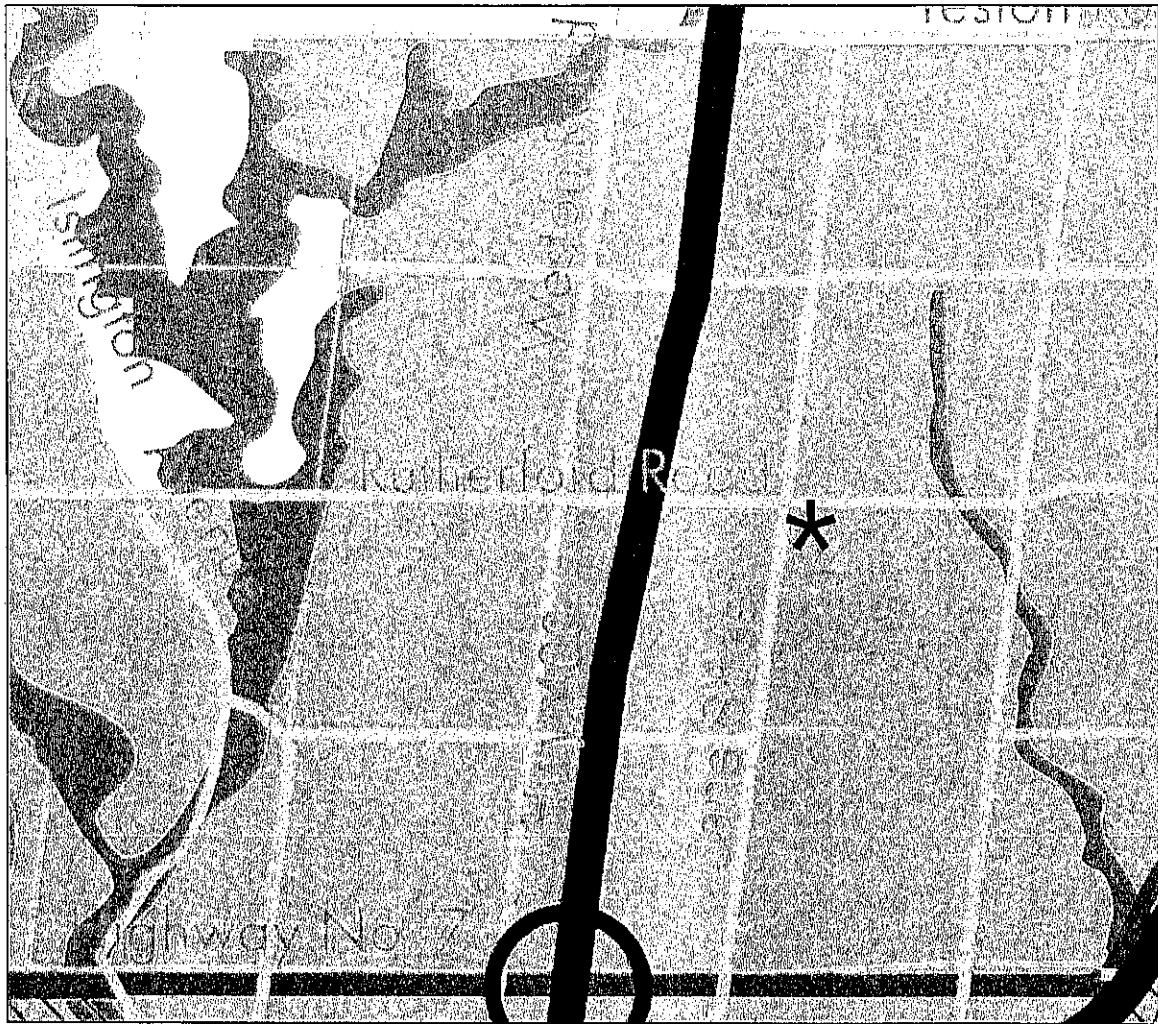
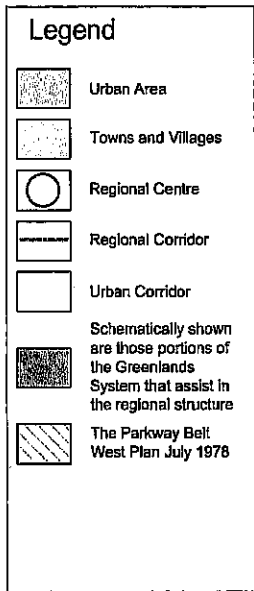
With respect to the Employment Lands policies, it can be concluded that the subject lands do not form part of a "cluster" of business and economic activities (specifically defined to exclude free standing retail uses and with no mention of residential activities). Rather they represent an important resource, for which there is the necessary supporting infrastructure, a resource which should form part of a designated Centre and add to a diversity of transit supportive uses. The site's use for residential purposes would not detract, in any significant way from the overall viability of the employment area to the east and south (from which they are physically and functionally quite separate) while it would support the overall structure established for Vaughan Centre.

### **3.3 Region of York Official Plan**

Regional Official Plan Map 5, Regional Structure, includes the subject lands as part of the Urban Area while Jane Street and Rutherford Road are identified as Local Corridors (see **Figure 4**, Region of York Regional Structure). Vaughan OPA 600 identifies the Vaughan Centre as being an urban centre as defined in the Regional Official Plan (Section 4.1.1 iii).

---

<sup>3</sup> An official plan review, or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of this Plan



*Region of York Regional Structure*  
**Figure 4**

Local Corridors have the potential for new residential and employment growth at development densities that would make frequent public service possible. The appropriate level of development is to depend upon site specific development and the nature of existing development.

The Regional Plan provides that development and redevelopment in the Local Corridors should address the following criteria:

- (a) identify the function of each section of the corridor
- (b) establish a range of residential and commercial land uses including retail, offices, mixed-uses and services
- (c) establish density and performance standards to encourage mixed-use residential and commercial building forms, in addition to single use buildings, with particular attention to creating public spaces at-grade
- (d) consistent setback provisions to encourage a continuous built form adjacent to the street right-of-way
- (e) establish site-specific parking requirements that recognize the level of planned public transit service and the need for residential and commercial activities and to encourage the provision of alternatives to on-street parking along the street frontage
- (f) encourage pedestrian activity through the arrangement and design of land development sites and related streetscaping treatments; and
- (g) Regional Streetscaping Policies

Additional policies direct that new development be evaluated in terms of these policies and that new employment opportunities be concentrated within 200 m of transit stops.

Policies regarding Local Centres are set out in Section 5.4. In addition to general policies regarding intensification, the importance of pedestrian oriented development, and appropriate connections to Local Centres from the surrounding area, other relevant policies include:

- the specific location and boundaries of Local Centres should be identified using approximately 30 ha as the focus of the Local Centre
- the size and the context should be in relation to the surrounding community and corridors
- permitted uses should be similar to those permitted in Regional Centres with greater emphasis on residential and local employment uses;
- specific employment targets should be identified that contribute to a balance of live/work opportunities;
- the location should be in the immediate vicinity of the highest capacity transportation facilities
- development should be promoted as focal points for current and/or future public transit services and infrastructure
- The Regional Official Plan policies strongly encourage intensification, the development of transit oriented centres comprised of a range of uses, a built form which encourages pedestrian activity, and linkages between centres and

the adjacent community. While local employment activities are clearly encouraged within Local Centres, Regional Centres are identified as the most important locations for major office and are seen as the hub of business activities.

The proposed official plan amendment which seeks to place the subject lands within Vaughan Centre (a local centre) and provide for a significant level of residential intensification on a local corridor conforms with the Regional Official Plan.

### **3.4 City of Vaughan Official Plan**

#### **Official Plan Amendment 600**

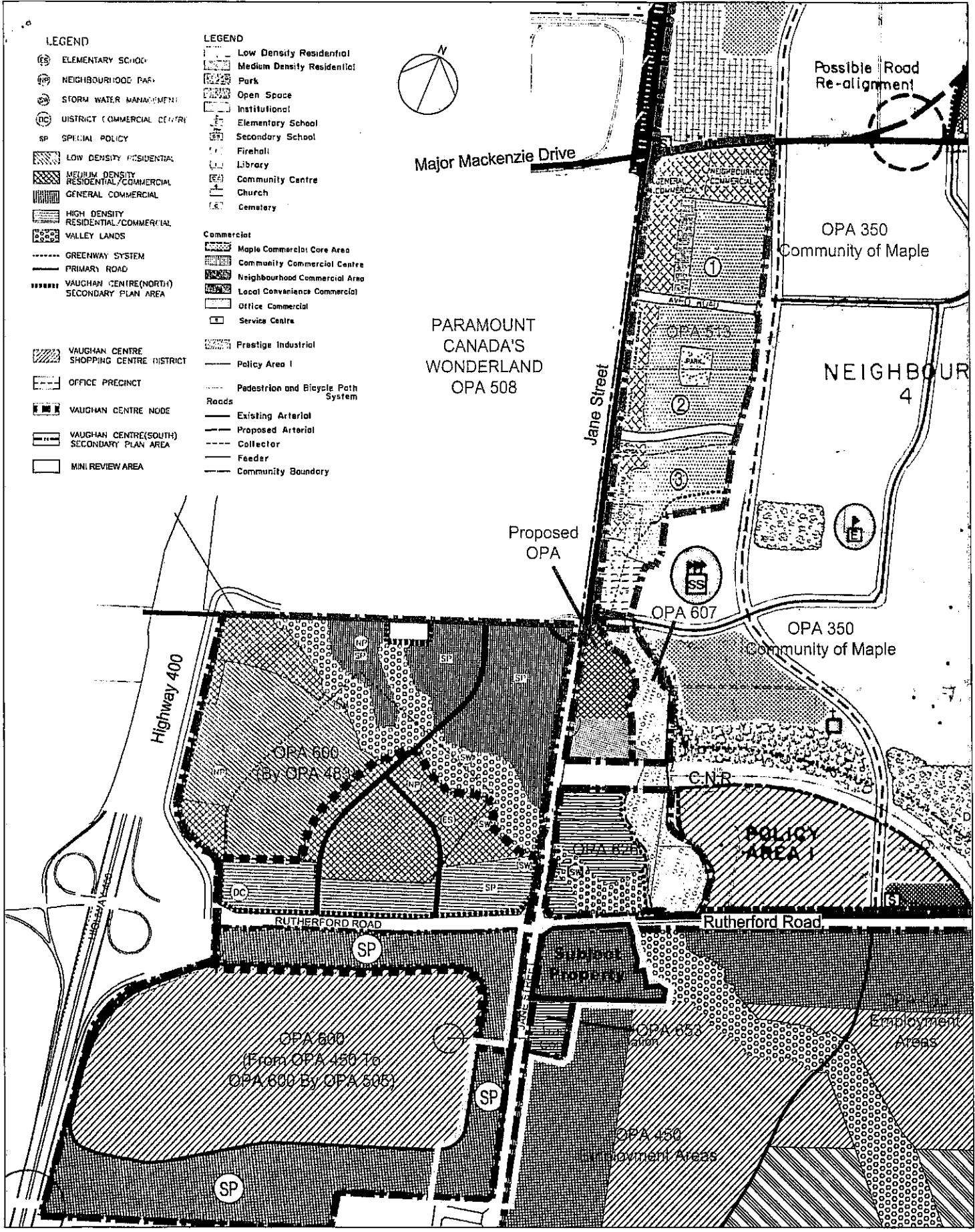
The Official Plan designations for the subject property and the surrounding area are illustrated on **Figure 5** (City of Vaughan Official Plan Designations). As noted, three of the four quadrants of the Jane/Rutherford intersection are included within the Vaughan Centre Secondary Plan (OPAs 483, 505/510 and 551 now forming part of OPA 600) as are the lands to the immediate south of the subject property (OPA 653).

Official Plan 600 envisions that Vaughan Centre will serve all parts of the City with a high order of retail, cultural, recreational, community and civic facilities and services. Section 4.2.2.2 (ii) provides that:

*"it is the intention of this Plan that both Centres (i.e. the Vaughan Centre and the Vaughan Corporate Centre) shall be planned to include commercial components to provide higher order of goods and services, including department stores, specialty stores, major chain stores, restaurants, cafes, places of entertainment and amusement, nightclubs, personal service shops, hotels, business and professional offices."*

The Vaughan Centre Secondary Plan designates the lands on the south side of Rutherford Road, west of Jane Street, General Commercial. This designation permits banks, restaurants and general and professional offices, convention centres, hotels, and tourism oriented uses, including commercial recreation uses and sports facilities - but does not provide any residential opportunities. Office buildings are restricted to the south side of Rutherford Road and west side of Jane Street north of the Mall's eastern access road. The interior of the Highway 400/Rutherford/Jane block is designated Vaughan Centre Shopping District, which permits the development of a regional scale indoor mall with a minimum gross floor area of 100,000 sq.m. Thus, a significant non-residential form of development is secured within the Centre.

The designations within the area bounded by Highway 400, PCW, Jane Street and Rutherford Road provide for the development of a residential community with a mix of housing types and supporting recreational, institutional and shopping areas uses. The lands on the north side of Rutherford Road are designated High Density Residential Commercial (with some provisions for additional commercial uses). These lands have developed almost exclusively for non-residential purposes, and as a result there has been little, if any, mixed use intensification on this Local Corridor.



CITY OF VAUGHAN  
 OFFICIAL PLAN DESIGNATIONS  
 FIG. 5

The lands at the north east corner of Rutherford Road and Jane Street are designated High Density Residential Commercial with site specific policies which permit a total building floor area of 2.7 f.s.i, up to 780 residential units and a maximum building height of 16 storeys. This is the first high density residential intensification project which has occurred within Vaughan Centre.

The lands immediately to the south of the subject property, north of Riverrock Gate are designated High Density Residential-Commercial in the Council adopted Official Plan Amendment 653. This designation would also provide important residential intensification opportunities.

#### **Official Plan Amendment 450 – Employment Area Growth Management Plan**

OPA 450 designates the subject lands Prestige Areas, and the interior lands Employment Area General. Prestige Areas are characterized by their high visual profile and their ease of access. The purpose of the Prestige Areas designation is:

- To provide locational opportunities for activities which require high visual exposure, good accessibility and an attractive working environment;
- To define areas where it is appropriate to restrict uses which, by nature of their operating characteristics, would not contribute to attractive streetscapes; and
- To provide opportunities for employment intensive uses that will take advantage of and support the transit system.

The lands to the southeast of the subject property are designated Employment Area General. This designation is generally found in the interior of employment areas (and thus not easily seen from major boundary roads). The uses permitted in the Employment Area General designation are similar to those permitted in the Prestige Areas designation with the exception that accessory outside storage and uses which would be undertaken outdoors are permitted.

#### **Official Plan Amendment 620 (awaiting Regional approval)**

OPA 620 encourages the intensification of uses along the Steeles Avenue Corridor (identified as an Employment Area in OPA 450) in order to provide support for higher order transit. An increased range of high density land uses are permitted through the introduction of residential development at significant densities (1.5 - 4.0 FSI) which are directly related to transit facilities. In addition, policies are established to promote an attractive built form, green spaces, and a pedestrian friendly urban environment and streetscape.

The OPA 620 policies recognize that development occurs when market demand and supporting planning policies co-incide - and thus provides for a balanced accommodation between short-term policies and longer term public infrastructure investments. The opportunity for residential intensification through the development of apartments is seen very positively in terms of being transit supportive.

OPA 620 is relevant to the consideration of the proposed Official Plan Amendment as it allows freestanding residential uses within an employment area. In addition, its urban design policies should inform plans for intensification elsewhere in the municipality.

**Official Plan Amendment 637 (awaiting Regional approval)**

The City of Vaughan has been one of the most successful municipalities in the Greater Toronto Area in attracting new employment. A large, available and well-located employment land supply is required at all times to meet the needs of businesses: locations adjacent to 400 series highways are in great demand. With the delay in the environmental approvals for the Highway 427 extension, the City identified the need for employment opportunities along the Highway 400 Corridor.

OPA 637 implements the directions of the Highway 400 North Employment Lands Secondary Plan Study and creates a new employment area on both sides of Highway 400 between Jane Street and Weston Road. These additional employment area lands will help accommodate projected regional employment growth as well as local requirements.

OPA 637 is relevant to the consideration of the proposed Official Plan Amendment as it significantly increases the total amount of vacant designated employment land in prime locations. The deletion of less than 6 ha from a peripheral location within a developed area would have a minimal impact on the overall employment land supply on a local or regional basis.

**3.5 Zoning**

As noted, the subject property is zoned EM1 Prestige Employment Area and OS1 Open Space Conservation Area under By-law 1-88, as amended. The EM1 zoned area encompasses approximately 5.58 hectares of the property while the OS1 comprises the remaining 0.19 hectares. No change is proposed to the OS1 zone.

The EM1 zone permits a range of uses including office and office buildings, convention centres, hotels, motels, employment uses and eating establishments. The OS1 zone includes a 10-metre wide tableland landscaped buffer (adjacent to the West Don River valley).

**4.0 PLANNING ANALYSIS**

**4.1 Site Attributes**

The subject property, which is currently vacant, represents a significant development opportunity within the established urban area. It is also particularly well suited for residential uses.



First, it is clearly defined and well separated from any existing or proposed employment area uses. Regional arterial roads bound the property on the north and west, and the Don Valley system forms its easterly limit. To the south are lands now designated by the City primarily for high density residential, a woodlot and an industrial operation (fronting on Caldari Road to the south).

Secondly, the Don Valley system, and the adjacent woodlots also provide this very urban location with an attractive natural setting. The publicly owned valley system, connects to the north, north of Rutherford Road, and links to the open space system in Vaughan Centre, west of Jane Street. No changes are proposed to the buffer areas adjacent to the valleylands and the woodlot and generous building setbacks are provided. Therefore, compatibility with the natural heritage features will be maintained.

Thirdly, the development of the subject property for high density, high rise residential purposes will not adversely affect any existing low and medium density residential areas in Vaughan Centre or in the Maple Community. They are well separated from this high density area.

Finally, although the subject property is not immediately adjacent to any community facilities, the size of the site, and the proposed design, results in the creation of a significant on-site private amenity in the form of a central private park.

#### **4.2 Conceptual Site Plan**

The conceptual site plan, builds upon the locational attributes of the subject property, while responding to the general urban design principles set out in the 2005 PPS, the Places to Grow Plan, the Region of York Official Plan and recent City-adopted official plan amendments.

First, the site plan provides a strong street edge of low to mid-rise buildings (4 - 6 storeys) along both Rutherford and Jane Street, which carefully integrate the six tower elements within the podium structures. The highest building (32 storeys) is situated at the corner of Jane and Rutherford, thus lending further prominence to this landmark location. All buildings are designed to provide convenient access for public transit users, pedestrians and cyclists

Secondly, a consistent, landscaped setback is provided along Jane and Rutherford thus helping to define an attractive, pedestrian oriented public realm. A public plaza is situated at the intersection of Jane and Rutherford.

Thirdly, the plan has been designed to ensure that attractive private open spaces are created. The podium buildings are oriented around a central courtyard, which provides an extensive private amenity area for the use of the building residents. This open space links directly to the natural heritage features on the property and the valleylands to the east.

With respect to site circulation, the internal driveways are laid out in a clearly defined grid which helps to define the built form as well as to provide excellent access to the

public street system. Site access is provided in previously approved locations. Based on traffic studies prepared by Paul Hill Consulting, adequate capacity is available to accommodate the proposed level of development. Virtually all parking is provided underground - and the amount of parking to be provided recognizes the level of planned public transit service.

Finally, it is recognized that development will not occur immediately. The form of development proposed supports the phasing of development so that land uses can intensify over time in response to market and infrastructure improvements.

#### **4.3 Structural Linkages - Vaughan Centre Secondary Plan**

The subject property is closely linked to Vaughan Centre both physically and functionally and should logically be included in the Secondary Plan Area.

First, as noted, the three remaining corners of the Jane/Rutherford intersection form part of Vaughan Centre. The inclusion of the fourth corner at this gateway location is logical and appropriate in order to ensure complementary policies and standards are applied.

Secondly, the provision of high density residential uses will help to, in part, restore the mix of residential uses which were not provided along the north side of Rutherford Road west of Jane Street.

The intensity of use proposed is in keeping with the identification of Vaughan Centre as an urban centre in OPA 600. As well, densities and heights requested in the subject amendment applications closely reflect those permitted in OPA 653 to the south and OPA 626 to the north. While these densities are higher than those originally anticipated for Vaughan Centre, changing provincial and regional policy directions clearly encourage much higher, transit supportive densities within established urban envelopes, and particularly along transit corridors. Therefore, from a planning perspective the proposed development will function in a manner which is in keeping with recently approved residential uses in the immediate vicinity.

#### **4.4 Impact on Employment Area Land Supply**

The PPS requires economic development and competitiveness should be promoted by providing for an appropriate mix and range of employment, maintaining a range and choice of suitable sites for employment uses, by planning for, protecting and preserving employment areas, and by providing the necessary infrastructure. The Region of York Official Plan also requires that adequate opportunities be provided for employment.

An Employment Land Needs Analysis was undertaken by UrbanMetrics Inc. and submitted in support of the earlier retail application. They reviewed the suitability of the site for prestige office employment uses; assessed the overall supply and demand for employment lands in Vaughan; and forecast future Vaughan

Employment Land requirements. It should be noted that the analysis was completed prior to the adoption of OPA 637. Based on this analysis the report concluded:

- A significant office project at this particular location is neither feasible nor in the best interests of the City, given the City's vision established for the Vaughan Corporate Centre. It would result in a further fragmentation of Vaughan's office market;
- With the removal of the 5.7 ha site from the employment land inventory, the City will have a total employment land supply of 1,361 net ha to support a future need of between 660 net ha (2021) and 970 net ha (2031), thus the City would continue to maintain a healthy surplus of employment land over the long term.

The additional lands included within the Employment Area designations through the approval of OPA 637 would only further improve this healthy surplus of employment lands.

#### **4.5 Conformity with the Provincial Policy Statement and Provincial Growth Plan**

The proposed development which will provide for a significant intensification of land use within an established settlement area along an intensification corridor and which will expand the mix of land uses and housing opportunities within that settlement area, clearly conforms to the principles and policies regarding intensification and the wise use of resources set out in the 2005 PPS and the Provincial Growth Plan.

With respect to the Employment Lands policies, it can be concluded that based on an analysis of the urban structure, the subject lands do not form part of a "cluster" of business and economic activities (specifically defined to exclude free standing retail uses and with no mention of residential activities). Rather they represent an important resource for residential intensification. Such a use would not detract, in any significant way from the overall viability of the employment area to the east and south (from which the lands are physically and functionally quite separate) and would support the overall structure established for Vaughan Centre.

#### **4.6 Conformity with the Region of York Official Plan**

The Region of York Official Plan, while establishing employment targets, by municipality, does not specifically identify employment and residential areas. It does, however, identify that local corridors and local centres are suitable for intensification. The subject lands are located on two local corridors and are logically part of Vaughan Centre which the City considers a local centre. The proposed redevelopment of the subject lands for high density residential purposes conforms to the Regional Official Plan.

#### **4.7 Adequacy of Transportation System and Site Access**

As noted development of up to 22,000 sq. m of office commercial space (with ancillary retail and restaurant uses) has been approved on the subject property. Therefore, Paul Hill Consulting, Traffic Consultants, was asked to assess the net change in trip making based on the available and future excess capacities forecast for the Jane/Rutherford intersection. This analysis took into account that there are no changes are proposed to the site access (full turns on Rutherford Road and right-in right out on Jane Street) or access driveway widths. It was the conclusion of the assessment that the changes in traffic volumes could be accommodated at the previously approved access facilities and at the adjacent Jane/Rutherford intersections in the AM and PM peak hours.

#### **4.8 Appropriateness of Requested Zoning Standards**

While it is recognized that as a holding zone is proposed, development cannot occur until Site Plan approval has been granted pursuant to Section 41 of the Planning Act, the requested zoning standards have been designed to implement the conceptual site plan. Some adjustment to specific requirements may be required in order to implement the approved site plan.

The applicant is requesting an overall residential density of 2.9 times the lot area and a maximum height of 32 storeys or 103 metres - slightly less than the overall density approved on the lands to the south. The total number of units permitted (33 sq. m per dwelling unit) is in the order of 1750. The required amenity area ranges from 15 sq. m for bachelor units to over 36 sq. m for 2 bedroom or larger units. In accordance with the direction that transit usage should be encouraged, the minimum parking standard proposed is 1.25 spaces per unit plus 0.125 spaces per unit for visitor parking.

#### **5.0 CONCLUSIONS**

The proposed redesignation and rezoning will allow for the timely development of an underutilized, fully serviced 5.7 ha parcel of land, located in an important mixed use node in the City of Vaughan.

- The site which is vacant and fully serviced represents an important development opportunity in Vaughan;
- The inclusion of high density residential uses in this location builds upon the structural framework which is already established in the Vaughan Centre Secondary Plan
- The proposed apartment development provides for an increased range of high intensity land uses at a key intersection;
- The proposed apartment development promotes a pedestrian friendly urban environment and streetscape;
- The proposed uses are compatible with adjacent residential, commercial and employment uses;

***DRAFT - April 3, 2007***

- The proposed high density residential development will provide support for high order transit along an important regional transit corridor;
- The net loss of employment land in this location does not adversely impact the supply of designated employment lands in the municipality;
- The office/employment uses currently permitted on the site would strategically be better located elsewhere in the City;
- There is sufficient capacity on the adjacent roads to accommodate the change in land use; and
- The proposed development is consistent with the Provincial Policy Statement and the Provincial Growth Plan meets the general intent and purpose of approved regional and local policies.

For these reasons we fully support the approval of the proposed official plan and zoning by-law amendments and the conceptual site plan.

**Appendix D:**

Solmar's submission

April 24, 2007

**City of Vaughan**  
Policy Planning Department  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

**Attention: Mr. Wayne McEachern, MES, MCIP, RPP**  
**Mr. Aaron Hershoff, MCIP, RPP**

Dear Messrs,

**RE: Public Consultation Meeting Comments**  
**Jane Street Corridor Land Use Review**  
**Tesmar Holdings Inc.**  
**Vaughan OPA No. 653**

Further to our meeting of March 20<sup>th</sup> to discuss your ongoing efforts pertaining to the *Jane Street Corridor Land Use Review*, please consider the following comments:

- The *Jane Street Corridor Land Use Review* is similar to the *Steeles Avenue Corridor Land Use Review* prepared in support of OPA no. 620. Although the said review was initiated in anticipation of a subway extension into the City, the Jane Street review shares many similar objectives including the need to assess the potential additional land uses and increased density options along a major corridor. OPA 600 and OPA 450 encouraged development which will increase public transit ridership, the *Jane Street Corridor Land Use Review* should also incorporate similar policy directions
- Our office requests that your review consider a broader study area which accounts for longer term land use possibilities such as the existing commercial lands on the north and south sides of Rutherford Road, which can be re-developed as residential or mixed use in the future. Currently the study area is narrow and does not thoroughly consider the long term residential needs for the Vaughan Centre
- Tesmar Holdings Inc. is the Owner of lands located at the northeast corner of Jane Street and Riverrock Gate. The said lands are subject to the recent City of Vaughan OPA no. 653. OPA no. 653 permits the use of high density residential along with an office component land use on the subject site. Our office requests that your review incorporate the uses permitted by OPA no. 653 into all applicable text and review schedules.
- Currently Tesmar's lands are zoned C7 (Service Commercial Zone) which permits a variety of land uses including a hotel, which is categorized as a sensitive

# TESMAR HOLDINGS INC.

land use under Ministry regulations and guidelines. Any proposed development, permitting applications and policy recommendations being considered for surrounding properties must recognize to the existing zoning of our lands and the associated sensitive land use

- The Tesmar's lands are located along Jane Street, which is identified as a Regional Corridor within the York Region Official Plan. Regional Corridor policies recommend development which is transit oriented and supportive in density along with mixed uses. Jane Street is part of a rapid transit network, which will eventually connect with other rapid transit services destined to York University and eventually Downsview Station. Further, Section 5.4 of the York Region Official Plan recommends the identification of corridors as mixed use transit spines that link urban and Regional Centres. The proposed development on the Tesmar lands are transit oriented and provide a mixed use, which represents a live-work (Residential & Employment Land Uses) opportunity along a transit corridor, being Jane Street. Live-work developments should be encouraged as a means for allowing Vaughan residents to live and work in the same area, thereby lessening the need to commute
  
- The existing commercial and employment base within the study and surrounding area is significant enough to serve the immediate community and Vaughan at large. However, to ensure the existing commercial and employment base thrives, more residential land uses are required to support such a base. Your review should consider the addition of residential land uses with an intensification focus. Similarly with the *Steeles Corridor Land Use Review*, which recommended that industrial uses, warehousing and distribution facilities be discouraged in the study area; the *Jane Street Corridor Land Use Review* should also discourage such land uses along major corridors such as Jane Street

The above summarizes our comments, which we request be incorporated into your review.

Please notify our office once a 'draft' of the study is ready for review.

Should you have any questions or require further information, please do not hesitate to contact the undersigned.

Yours truly,  
**TESMAR HOLDINGS INC.**

Maurizio Rogato, B.U.R.Pl.  
Project Coordinator  
Land Development



**Appendix E:**

Magna International's submission



**MI Developments Inc.**

455 Magna Drive  
Aurora, Ontario, Canada L4G 7A9  
Tel: (905) 726-7615  
Fax: (905) 713-6332  
email: bruce\_milburn@middevelopments.com

March 22, 2007

Mr. Wayne McEachern  
Manager, Policy Planning  
2141 Major Mackenzie Drive  
Vaughan, Ontario  
L6A 1T1

VIA EMAIL and MAIL

Dear Mr. McEachern:

**Re: 401 Caldari Road**  
**And Re: Jane Street Corridor Study**

Thank you for taking the time to meet with Steve Zakem and myself on Friday, March 2, 2007 to discuss our property and the City's initiative to study several properties on Jane Street in the immediate vicinity.

As you may be aware, our property at 401 Caldari Road includes approximately 20 acres with a 200,834 square foot industrial building. Our tenant at the property, Maple Stamping, took over the premises at the beginning of 2006 and since then has been in the process of carrying out extensive renovations and an addition to accommodate new heavy stamping presses and manufacturing lines. It is currently continuing with its renovations, making test runs on some previously installed equipment and manufacturing automotive parts on other equipment. Our previous tenant, who operated from the premises for several years, vacated the property on or before December 31, 2005. Subsequently, this tenant asked the Ministry of Environment to revoke its Certificate of Approval ("C of A") since it was no longer operating from this property. Maple Stamping is in the process of obtaining its own C of A.

As noted, Maple Stamping has been carrying out renovations to the building to accommodate new heavy metal stamping presses. These presses can take a year or more to be delivered and Maple Stamping will be receiving the presses over the next several months, installing them, working test production runs and expects to be fully operational by the end of this year. Once fully operational the facility will operate twenty-four hours per day, seven days a week. When Maple Stamping is ready for full production late this year, they will have an investment at this property in the neighbourhood of some \$150 million in plant, equipment and building. Initially, they will employ approximately 250 people, many in skilled and specially trained positions, rising to 450 people when planned future expansions take place over the next several years.

Such operations will generate a significant amount of noise from five primary sources, being:

1. Metal stamping;
2. Scrap metal being dumped from a conveyor belt into metal bins;

3. Trucks loading and unloading steel, steel bins and finished product;
4. Placing and removing outside steel storage containers; and
5. Roof top exhaust vents and air exchangers.

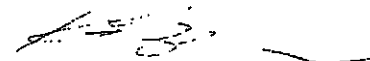
Maple Stamping will be stamping heavy automotive frames and structural components. Rolled steel will be delivered to the facility where it will be fed into the heavy presses and stamped into shape. The scrap cut-offs from the stamping process are dropped into a tunnel below the floor and onto a conveyor belt. The conveyor belt carries the scrap to a steel bin where it drops in at a regular rate twenty-four hours a day. The bins are located inside a scrap shelter along the western wall of the building. The scrap bins are picked up by trucks every few hours and taken to recycling depots. When the trucks come to pick up a full scrap bin they drop off an empty bin. At such times, the roll up door to the scrap shelter is open to the west, the empty bins are dropped on the ground, the full bin is dragged out of the building and left on the ground, the empty bin is then picked up by the truck and placed in the building and finally the full bin is picked up again and removed from the property.

Steel bins for shipping of finished product are stored outside the north-west corner of the building on a concrete pad, adjacent to the proposed residential development at the south-east corner of Jane and Rutherford. These bins are moved by forklift trucks in and out of the building as needed. Placing and removing these bins results in steel on steel impact noises along with the noise of the forklift trucks. Trucks deliver raw steel and pick up finished products around the clock. The trucks enter the property on the west end, close to Jane Street, and circle the building in a counter clockwise direction. The main shipping doors are along the north wall of the building, close to the proposed residential lands to the north-west. Trucks leaving the property drive the length of the west limit of the property, close to proposed residential lands immediately to the west of our property.

As noted, Maple Stamping has plans to expand the existing building and introduce even heavier presses. This expansion will be at the west end of the building. The plant will operate twenty-four hours a day, seven days a week. Trucks will be coming and going from the property at all hours. The noise of the operations will continue at all hours. The proposed residential developments to the lands adjoining to the west or north would cause considerable hardship for Maple Stamping if they are allowed to proceed, as Maple Stamping will then have to satisfy MOE requirements with respect to creating noise in proximity to residential development, which requirements they do not currently need to be concerned with. It strikes me that the type of investment made at this property and the type of jobs created here are of the exact types that the City of Vaughan would want to foster. On behalf of our tenant we wish to clearly express our opposition to any proposed residential development in close proximity to this property.

I look forward to receipt of your study reports. Thank you for considering our concerns.

Yours truly,



K. Bruce Milburn  
Vice-President, Real Estate  
and Legal Counsel

KBM/lg

**Appendix F:**

Casertano's submission (Sorensen Gravely Lowes)



**Sorensen Gravely Lowes**  
Planning Associates Inc.

509 Davenport Road  
Toronto, Ontario M4V 1B8  
Telephone (416) 923-6630  
Facsimile (416) 923-6916

Principals: Warren Sorensen, P.Eng, MCI, RPP  
Catherine Gravely, MES, MCI, RPP  
Paul Lowes, MES, MCI, RPP  
Senior Associate: Carol-Anne Munroe, MCI, RPP

*May 8, 2007*

*Project: CD.VA*

Aaron Hershoff  
Policy Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON  
L6A 1T1

Dear Mr. Hershoff:

**Re: Jane Street Corridor Land Use Review**

On Tuesday, April 24<sup>th</sup> we attended the public information meeting on behalf of Casertano Development Corp.

Based on the information presented by Staff at the meeting as well as the comments made by representatives for residential and industrial landowners on the east side of Jane Street, we now take the opportunity to provide further comments, which we summarize as follows:

1. As set out in our letter of April 23<sup>rd</sup>, the lands on the west side of Jane Street, in particular the Casertano Development lands, are eminently suited to high density residential development.
2. Any decisions concerning the lands on the west side of Jane Street should be made independently of what may occur on the east side of Jane Street. The land use compatibility issue raised by industrial landowners on the east side of Jane Street does not exist on the west side of Jane Street. Moreover, Casertano's lands - on the west side of Jane Street - are not employment lands and therefore there is no need for a "municipal comprehensive review" under the Growth Plan.
3. We request Staff to confirm the above in its report to Council and recommend to Council that Casertano's application for high density residential development - be reviewed and processed on its own merits.

### *West Side of Jane Street can be Independent of Decisions regarding the East Side*

Accommodating high density residential development in the "Vaughan Centre" is preferable to other potential locations for intensification as it results in no loss of employment lands, does not disrupt existing neighbourhoods, contributes to the provision of a range of housing types, and provides efficient use of existing and planned servicing and transportation infrastructure.

From our review of the applicable planning documents and based on comments made at the public information meeting, the west side of Jane Street does not have substantive impediments to residential development. The same cannot be said for the east side of Jane Street which will require a Municipal Comprehensive Review prior to any decision to redesignate (and therefore remove) employment lands.

The issues respecting development on the west side can be effectively addressed through the processing and review of the Casertano Development application. We urge staff to recommend residential development on the west side of Jane Street and separate it from further consideration of any residential development on the east side of Jane Street.

### *Matters to address on the West Side of Jane*

Staff prepared a table on "Pros and Cons of Residential Development". We do not believe that the "Cons" raise any substantive issues for residential development on the west side of Jane Street that cannot be addressed through the circulation of the Casertano Development Application. In particular, we provide the following comments:

- *Residential use either alone or with mixed use, does not relate well to the adjacent employment lands.*

The interrelationship between residential and employment lands depends on the nature of the industry, the type of separation between the residential and industrial land use, and the type and design of the residential area. Arterial roads work well as a land use separator particularly where the nature of the industry abutting the arterial road is prestige. Jane Street provides that function together with the prestige industry which faces onto the west side of Jane Street opposite the Casertano Development site. This situation is not unsimilar to many other locations in Vaughan.

As seen from the letter dated April 23, 2007 from Weston Consulting Group, the property to the south, currently used as a Waster Transfer Station, is also seeking residential development and a discontinuation of the current industrial use. The relocation of that industry will further minimize concerns for incompatibility.

- *Significant increase in traffic likely*

At the subject site, the peak periods for the residential development will not occur at the same time as the commercial development, and as such, makes more efficient use of

infrastructure. Moreover, high density residential has the least impact on the transportation system compared to other lower density forms, and provides the greatest opportunity to support public transit. This type of development is supported by the Region and the Province (Provincial Policy Statement and Growth Plan) for those vary reasons. The traffic study in support of the Casertano development application will provide greater detail and analysis of the traffic issue.

- *Noise and air quality issues in proximity to Mall and arterial roads / Relative hostile adjacent use of large Mall & parking lot: micro climatic issues; some undesirable views.*

In most high density residential situations, these issues have not created an impediment to the land use itself and can be addressed through proper building and site design.

Throughout the GTA, residential intensification has been occurring along arterial roads and adjacent to commercial malls and plazas (recent examples include Mississauga City Centre, Scarborough City Centre, Woodbine and Sherway Gardens). The Promenade Mall offers a local example.

As well, the Growth Plan specifically identifies the need to recognize intensification corridors as a key focus for residential intensification. In such cases, the issue of noise, air quality, micro climatic issues and views have been addressed in terms of the design of the residential developments, including, where necessary, appropriate mitigation measures. Further detailed analysis of this issue is being addressed through studies in support of the Casertano Development application.

- *Limited number of school spaces*

High density residential creates the lowest school demands of any housing type. Nonetheless, the issue of school needs and bussing requirements will be explored with the applicable school boards as part of the Casertano Development application.

- *Limited park space available to serve residents*

The Casertano Development site is sufficiently large to provide on-site parkland and amenity space (indoor and outdoor) opportunities. The open space option most appropriate for the site will be determined in consultation with City staff.

- *Sewerage capacity / allocation limited / uncertain*

Sewage capacity and allocation is an issue for all new residential development in York Region and is not specific to this site. Such issue is largely a matter of phasing rather than an issue of the appropriateness of a residential land use.

- *Proposed densities not consistent with existing planning framework*

OPA 600 sets out a maximum density for High Density residential-Commercial Areas at 150 units per hectare. This is the same density attributed to the Vellore and Carrville District Centres. In the Vaughan Centre, this density is lowered to 120 units per hectare, however it is intended to be an Urban Centre as defined in the Regional Official Plan and as such has a higher priority in the urban structure than the District Centres. Considering the range and mix of uses, including regional scale uses, it should be accorded higher residential densities befitting its status in the Urban Structure.

### ***Conclusions***

In our opinion, none of the "Cons" identified for residential development on the west side of Jane Street cause impediments to residential development and all can be adequately addressed through the review and processing of the Casertano Development application.

We urge staff to recommend that residential development on the west side of Jane Street be further considered through the review and processing of the Casertano Development Corp. application, and that any further consideration of residential on the east side of Jane Street be undertaken in a separate study focused solely on the east side of Jane Street where the matter of industrial conversion must be a prime consideration.

Yours very truly,

**SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.**

---



Paul Lowes, M.E.S., MCIP, RPP  
Principal

c.c. Wayne McEachern, Manager Policy Planning  
Diana Birchall, Director of Policy Planning  
Jeffrey Streisfield, Casertano Developments  
Vania Ottoborgo, Casertano Developments



**Appendix G:**

Mammone's submission – (Weston Consulting)



April 23, 2007  
WCGI File: 4265

The City of Vaughan  
Development Planning Department  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

**ATTENTION: Mr. Marco Ramunno**  
**Director of Development Planning**

Dear Mr. Ramunno

**Re: Jane Street Land Use Review**  
**Mammone Disposal Systems Ltd.**  
**8940 Jane Street, City of Vaughan, Regional Municipality of York**

---

Weston Consulting Group Inc. is the planning consultant for Sandra Mammone, the executor of the estate of Frank Mammone, owner of the property municipally known as 8940 Jane Street. Currently the Mammone disposal Systems Ltd. occupies the site. The property is located on the west side of Jane Street facing the intersection of Locke Street and Jane Street, south of Rutherford Road.

We understand that the City of Vaughan is preparing a **Land Use Review** for lands on both the east and west sides of Jane Street, south of Rutherford Road. The boundaries for this Study Area are shown on the attached figure, which was presented to Committee of the Whole as Attachment 1 of the City's preliminary planning report for an Official Plan Amendment application made by Tesmar Holdings Inc. Our office has previously submitted a letter (February 22, 2007) requesting that the entire property be considered as part of the Land Use Review.

Pursuant to our meeting of March 30, 2007 with Aaron Hershoff and Wayne McEachern of Policy Planning, it is our understanding that the Land Use Review will consider the Mammone property in its entirety. It is our position that the Mammone site is an appropriate location for high-density residential development for the following reasons: the residential development will complement the surrounding community by virtue of the existing services in the area, including Vaughan Mills and the commercial north of Rutherford; the development will support major transit infrastructure consistent with the PPS and Places to Grow, and it has close proximity to major arterials of Jane and Rutherford, and immediate access to Highway No. 400.

Since Planning and Urban Design Services

1981 201 Millway Avenue, Unit 19, Vaughan, Ontario, L4K 5K8  
Tel: (905) 738-8080 1-800-363-3558 Fax: (905) 738-6637 [www.westonconsulting.com](http://www.westonconsulting.com)

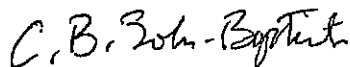
There are a variety of options to develop the site for high density residential land uses. Attached is a preliminary concept for high density residential development that could occur on the subject property. The proposal is for 5 residential towers consisting of 14 storeys, 18 storeys, 22 storeys, 16 storeys and 8 storeys. There will be ground floor retail in buildings 1-4 located in the interior portion of the site. Underground parking will be provided for the site and access driveways are proposed on Jane Street and south of the subject property on to Locke Street (the future Bass Pro Mills Drive). The redevelopment of the site will include the approved road connection of Bass Pro Mills Road to Jane Street through a portion of the subject property, creating an intersection with Locke Street. This connection will significantly improve the vehicular access in this area.

Should you have any further questions or comments regarding this proposal, please contact Chad B. John-Baptiste (ext 234) or the undersigned.

Yours truly,

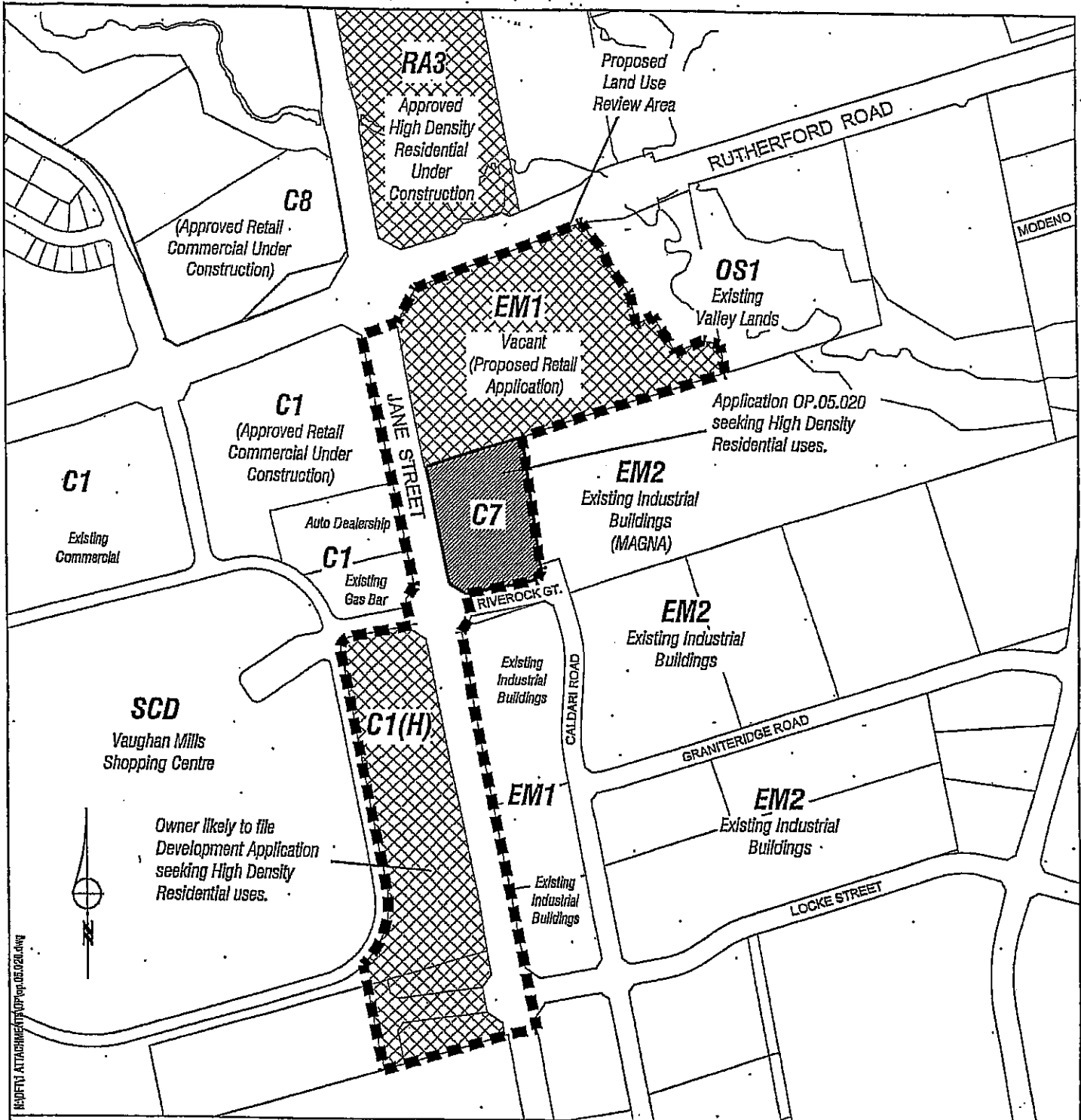
**Weston Consulting Group Inc.**

Per:



*For:*  
Peter J. Weston, MA, RPP, MCIP  
President

- cc. Mayor Linda Jackson, City of Vaughan  
Councillor Sandra Yeung Racco, City of Vaughan  
John Zipay, Commissioner of Planning, City of Vaughan  
Diane Birchall, Director, Policy Planning, City of Vaughan  
Wayne McEachern, Manager, Policy Planning, City of Vaughan  
Aaron Hershoff, Planner, Policy Planning, City of Vaughan  
Mary Flynn Guglietti, Solicitor, McMillan Binch Mendelsohn



**Legend**

- A** - Agricultural Zone
- C1** - Restricted Commercial Zone
- C7** - Service Commercial Zone
- C8** - Office Commercial Zone
- EM1** - Prestige Employment Area Zone
- EM2** - General Employment Area Zone
- SCD** - Shopping Centre District Zone
- OS1** - Open Space Conservation Zone
- (H)** - Holding Provision
- Subject Lands**
- Proposed Land Use Review Area**

Not to scale

# Location Map

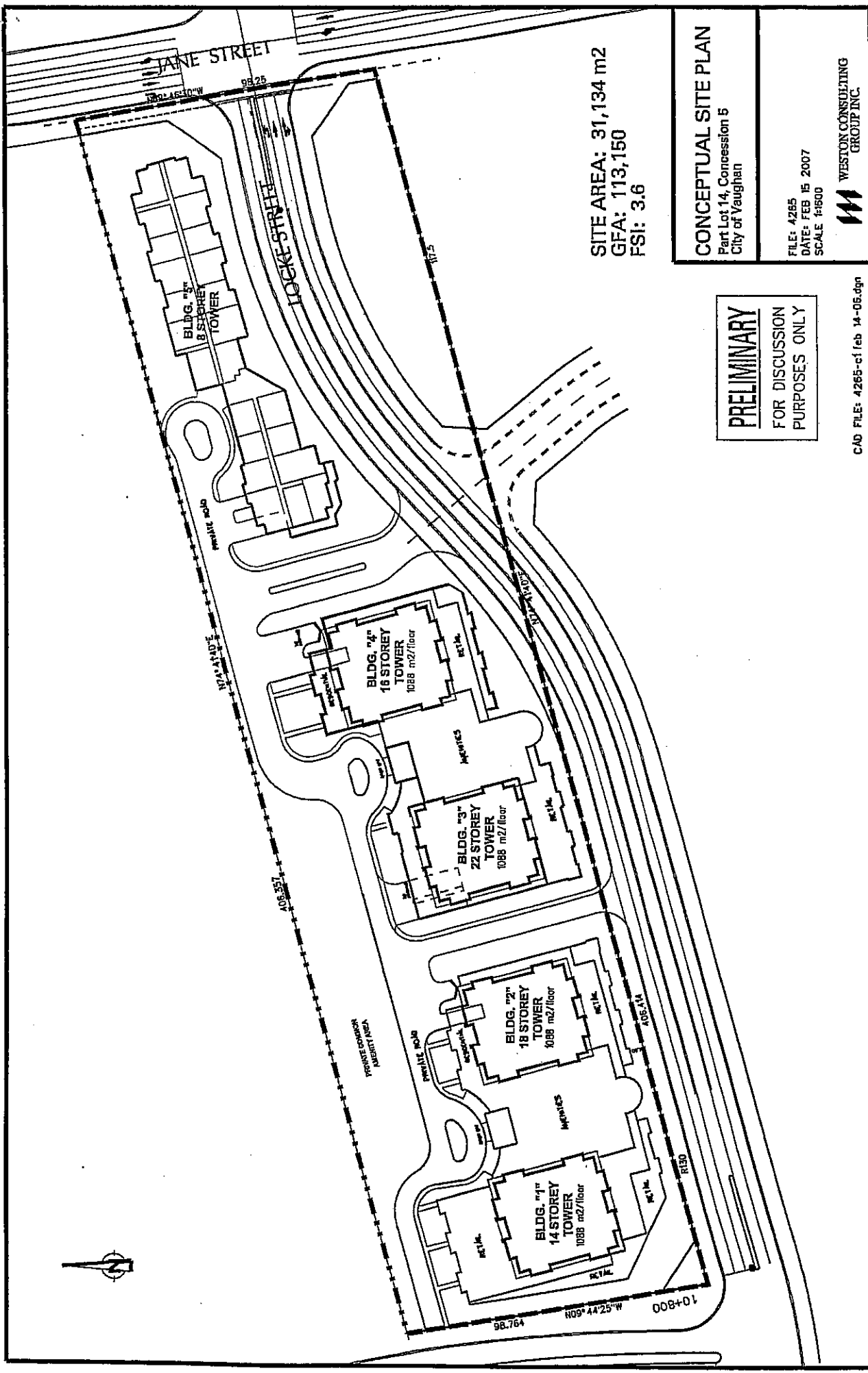
Location:  
Part Lot 15, Concession 4  
Applicant:  
TESMAR HOLDINGS INC.



Development Planning Department

# Attachment

File:  
OP.05.020  
Date:  
September 13, 2006



SITE AREA: 31,134 m2  
 GFA: 113,150  
 FSI: 3.6

**CONCEPTUAL SITE PLAN**

Part Lot 14, Concession 5  
 City of Vaughan

FILE: 4265  
 DATE: FEB 15 2007  
 SCALE: 1:500



**PRELIMINARY**  
 FOR DISCUSSION  
 PURPOSES ONLY

CAD FILE: 4265-cl/feb 14-05.dgn

## **Appendix H: Review Area Options**

Based on, and having considered the individual options for each of the properties within the Review Area, it is possible to develop area-wide development scenarios for the subject lands. These options are:

Option 1 - Status Quo - Existing Zoning and Official Plan Land Use Designations

Option 2 - Status Quo - East of Jane Street, and Residential - west of Jane Street

Option 3 – Residential - East of Jane Street, and Status Quo - west of Jane Street;

Option 4 – Both sides of Jane Street - Residential.

The following sections discuss, in turn, each area-wide Option with respect to possible positive (Pro) and negative (Con) aspects based upon the various policies and plans previously reviewed in this Review Report. This section does so without any intent to establish a preferred Option, but rather to identify and spell out both the positive and negative planning implications of each. Each Option has policy and process consequences that will need to be assessed in greater detail.

### **Option 1 - Status Quo – Existing Zoning and Official Plan Land Use Designations**

Status quo is to have each of the subject lands remain in their current land use designation and have future development conform to the policies of the appropriate OPA. This would mean that the lands east of Jane Street would remain in OPA 450 and be designated and developed for employment uses.

This option consists of approximately 7.44 ha of employment lands and 4.68 ha of commercial lands. Based on the existing application, this option would create approximately 600 new residential dwelling units.

**Note:** 3.28 ha of the 7.44 ha “employment” lands are subject to the Tesmar residential/mixed use application, now referred to the OMB.

### **Pros**

Option 1:

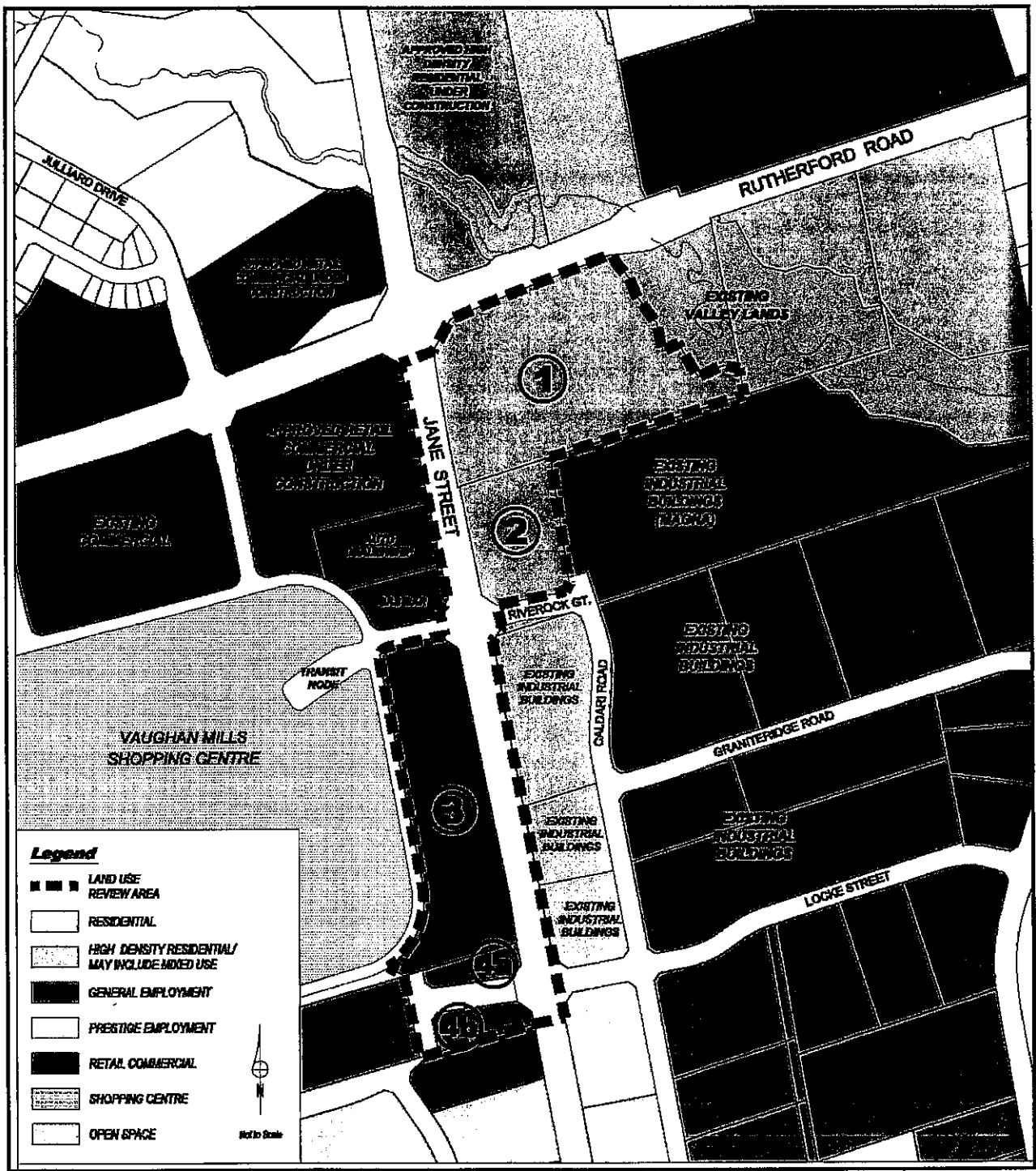
- Maintains existing City of Vaughan plans
- Largely maintains employment lands designations in keeping with provincial policies – Places to Grow – Growth Plan; Provincial Policy Statement
- Maintains continuity of land uses with adjacent parcels

### **Cons**

Option 1:

- Provides for less intensity of use to promote public transit than would high density residential use.

Map 8: Option 1 - Status Quo – Existing Zoning and Official Plan Designations



## **Option 2 - Status Quo - East Side Jane Street, and Residential - West Side Jane Street**

This option consists of approximately 7.44 ha of employment lands on east side of Jane Street. Based on OPA 600 standards, this option would yield a maximum of approximately 655 residential dwelling units housing 1,330 residents on the 4.68 ha, on the west side of Jane Street. Based on the land owner's application, this option would create approximately 2,000 residential dwelling units housing 4,060 residents on the west side of Jane Street.

**Note:** 3.28 ha of the 7.44 ha "employment" lands are subject to the Tesmar residential/mixed use application, now referred to the OMB.

### Pros

#### Option 2:

- Consistent with Provincial Policy Statement and "Places to Grow" Growth Plan intensification goals
- Locates viable uses on Mall out-parcels
- Establishes pool of potential transit riders close to public YRT transit
- Establishes pool of potential customers for retail uses in the Mall & Vaughan Centre
- Locates residential uses in proximity to Highway 400 and arterial roads
- Water and sewer lines available in proximity to the Area

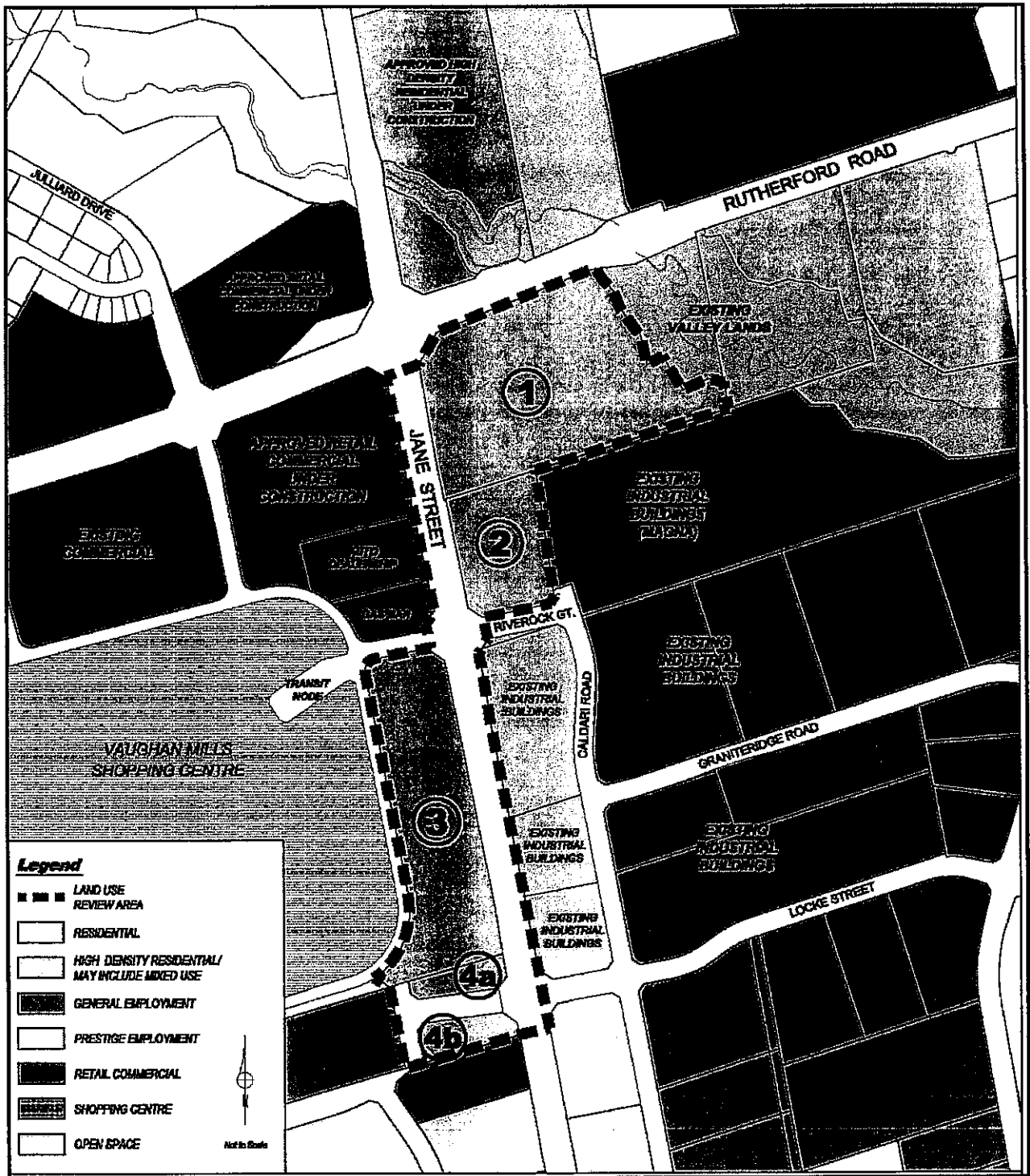
### Cons

#### Option 2:

- Residential uses, either alone or with mixed use, does not relate well to the adjacent employment lands.
- Significant increase in traffic likely
- Noise and air quality issues in proximity to Mall, arterial roads, employment lands
- Limited number school spaces available in the general area - busing likely required
- Limited amount of nearby park space and community services available to serve residents
- Relatively hostile adjacent use of large Mall & parking lot – micro-climate issues; some undesirable views of Mall, parking, industrial
- Sewerage capacity/allocation for residential use is limited/uncertain
- Proposed densities not consistent with existing planning framework
- Neighbouring uses – noise / vibrations/view from dwelling units over mall parking



Map 9: Option 2 - Status Quo – East Side Jane St., and Residential - West Side Jane St.



### **Option 3 – Residential - East Side Jane Street, and Status Quo - West Side Jane Street**

Based on OPA 600 standards, residential development on the 7.44 ha. on the east side of Jane Street could consist of a maximum of approximately 1,115 dwelling units and a population of 2,230.

Based on the development applications, residential development on the east side of Jane Street would consist of approximately 2,330 dwelling units housing a population of 4,730. The proposed development would require an amendment to OPA 450 and OPA 600 as it exceeds the current density limits. Amendments to the Zoning By-law would also be required.

**Note:** 3.28 ha of the 7.44 ha "employment" lands are subject to the Tesmar residential/mixed use application, now referred to the OMB.

#### Pros

Option 3:

- Establishes pool of potential transit riders close to public YRT transit
- Establishes pool of potential customers for retail uses in the Mall & Vaughan Centre
- Locates residential uses in proximity to Highway 400 and arterial roads
- Water and sewer lines available in Area on Jane Street
- Compatible with new high density on north east corner of Jane St. & Rutherford Rd.
- Takes advantage of the valley lands to the east which provide a partial barrier to the employment lands to the south-east

#### Cons

Option 3:

- Not consistent with Provincial Policy Statement and "Places to Grow" Growth Plan. Will require approval of York Region and Province of Ontario
- Residential uses, either alone or with mixed use, does not relate well to the adjacent employment lands.
- Within the 300 metre minimum separation distance from Class III Industrial uses (MoE separation distance guidelines)
- Significant increase in peak hours traffic likely
- Excessive noise and light and poor air quality issues in proximity to Mall and arterial roads
- Some undesirable views of industrial area, large Mall/parking lot,
- Proximity of industrial uses and CN rail yard– 24/7 noise, vibration

- Limited number school spaces available in the general area - busing likely required
- Limited amount of park space and community services available to serve residents
- Sewerage capacity/allocation limited/uncertain for residential use
- Will require conversion of Regionally-limited employment lands to residential use
- Will increase pressure for conversion of adjacent and nearby employment lands for residential use

#### **Option 4 – Both Sides of Jane Street – Residential**

Under Option 4, both the east and west sides of Jane Street would be developed in residential use. Under OPA 600, a maximum of approximately 1,817 units housing a population of 3,634 would be possible on the total of 12.12 ha available. Based upon development applications, the area could consist of 4,330 units for a population of 8,790.

**Note:** 3.28 ha of the 7.44 ha "employment" lands are subject to the Tesmar residential/mixed use application, now referred to the OMB.

#### Pros

##### Option 4:

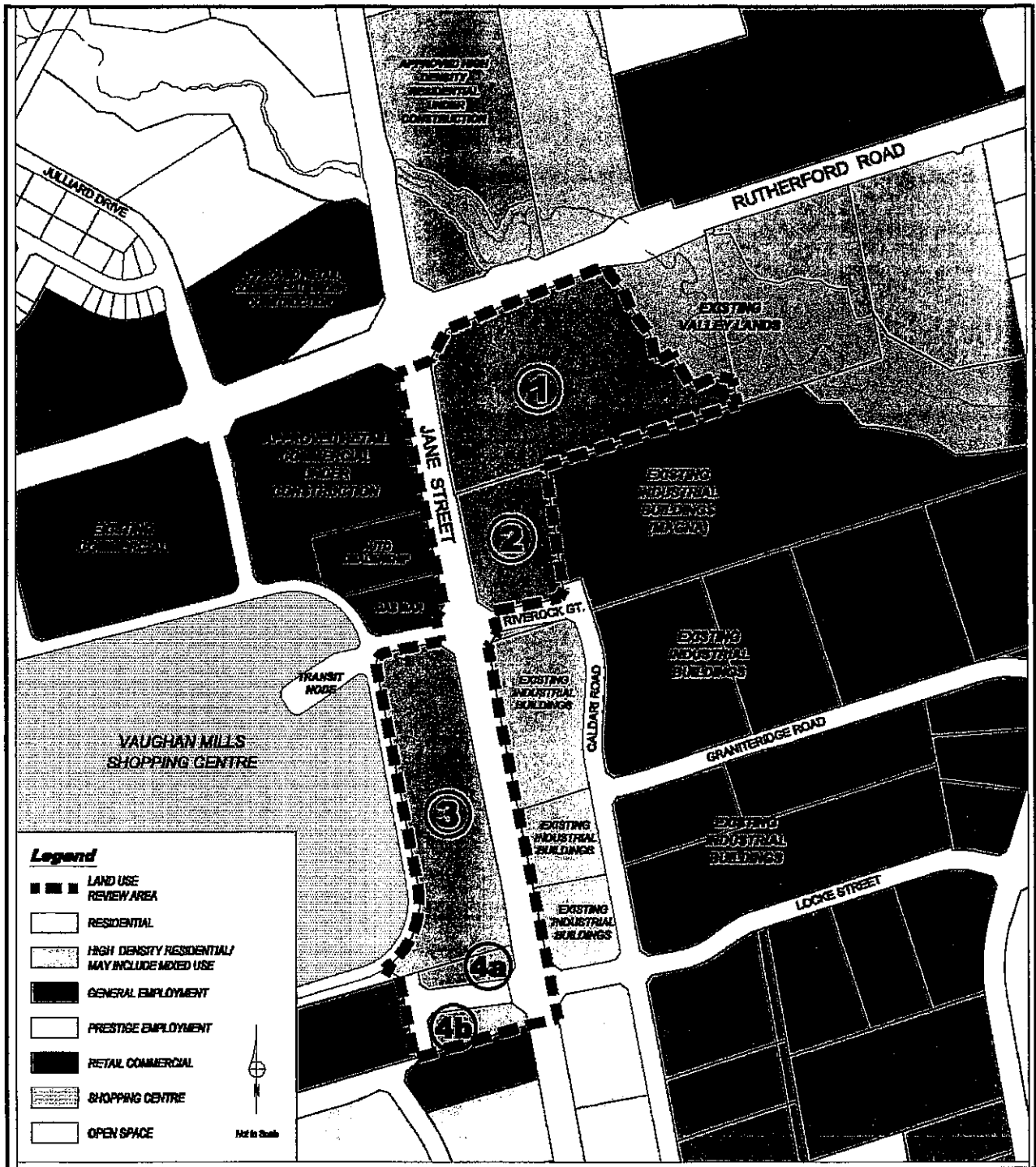
- Consistent with Provincial Policy Statement and "Places to Grow" Growth Plan intensification goals
- Establishes pool of potential transit riders close to public YRT transit
- Establishes pool of potential customers for retail uses in the Mall & Vaughan Centre
- Locates residential uses in proximity to Highway 400 and arterial roads
- Water and sewer lines available in proximity to the Area
- Compatible with new high density on N-E corner of Jane St. & Rutherford Rd.
- Takes advantage of the valley lands to the east which provide a partial barrier to the employment lands to the south-east

#### Cons

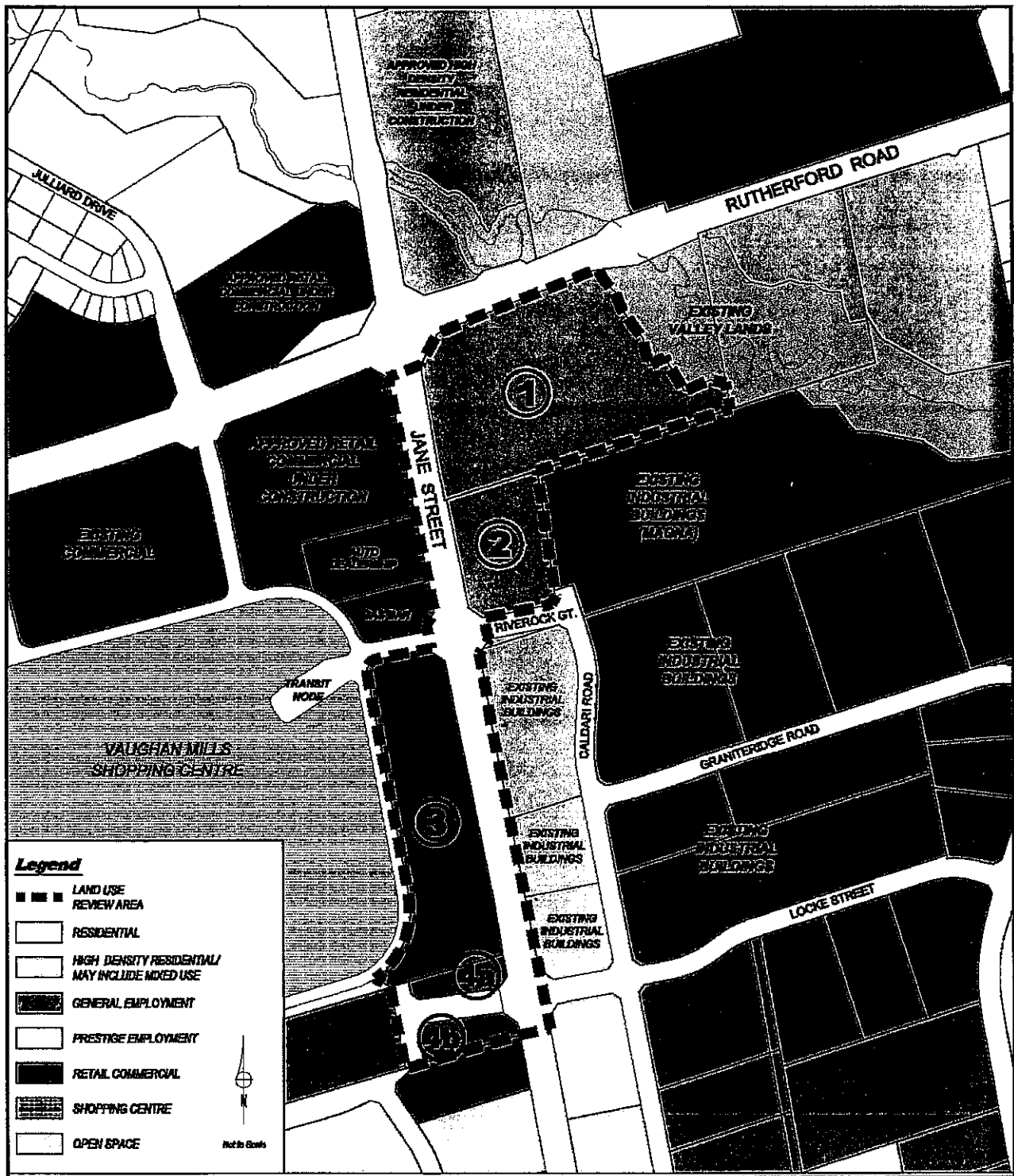
##### Option 4:

- Not consistent with Provincial Policy Statement and "Places to Grow" Growth Plan. Loss of employment lands will require approval of York Region and Province of Ontario

Map 11: Option 4 – Both Sides of Jane St. – Residential



Map 10: Option 3 – Residential - East Side Jane St., and Status Quo West Side Jane St.



## Cons (cont'd)

### Option 4:

- Relatively hostile adjacent use of large Mall & parking lot: micro climatic issues; some undesirable views of Mall, parking, industrial
- Proposed densities not consistent with existing planning framework
- Residential use, either alone or with mixed use, does not relate well to the adjacent employment lands.
- Significant increase in traffic likely
- Noise and air quality issues in proximity to Mall and arterial roads
- Some undesirable views of industrial area, large Mall/parking lot
- Proximity of industrial uses and CN rail yard– 24/7 noise, vibration and land use incompatibility, in general
- Limited number school spaces available - busing likely required
- Limited park space and community services available to serve residents
- Sewage capacity/allocation limited/uncertain for residential uses
- Will require conversion of Regionally-limited employment lands to residential use
- Will increase pressure for conversion of adjacent and nearby employment lands for residential use