

COMMITTEE OF THE WHOLE APRIL 20, 2009

**ZONING BY-LAW AMENDMENT FILE Z.05.017
FERMA PROPERTIES INC.
WARD 2**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-Law Amendment File Z.08.013 (Ferma Properties Inc.) BE APPROVED; specifically to amend By-law 1-88, to rezone the subject lands shown on Attachment #1 from PB1 Parkway Belt Open Space Zone to RA3(H) Apartment Residential Zone with the addition of the Holding Symbol "(H)" and OS1 Open Space Conservation Zone, as shown on Attachment #5 and with the following site-specific zoning exceptions to facilitate the proposed Master Plan, as shown on Attachment #2:
 - i) permit a maximum of 1040 residential units on the subject lands;
 - ii) permit a maximum of 7 residential apartment buildings ranging in height from 8-12 storeys, as shown on Attachment #5;
 - iii) require a minimum 7 m wide landscaped buffer abutting an OS1 Open Space Conservation Zone;
 - iv) require a minimum amenity area of 30,500 m², whereas 42,380 m² is required;
 - v) permit a minimum lot area of 49,532.7 m² and 47.6 m² per residential unit, whereas a minimum of 69,680 m² and 67 m²/unit are required respectively;
 - vi) permit a minimum of 2187 parking spaces; whereas 2207 are required;
 - vii) permit live/work units in Buildings "A1", "A2" and "B" as shown on Attachment #2; with the following commercial uses on the ground floor;
 - Business and Professional Office uses;
 - Photography Studio; and,
 - Artist Studio.
 - viii) permit the following commercial uses on the first and second floors of Buildings "E" and "F" as shown on Attachment #2 to a combined maximum gross floor area of 5562 m²:

Ground Floor

 - Convenience Retail;
 - Video Store;
 - Eating Establishment with or without outdoor patio;
 - Eating Establishment, Convenience, with or without patio;
 - Photography Studio;
 - Pharmacy; and,
 - Day Nursery.

Ground and Second Floor

 - Business and Professional Offices.
 - ix) require that all garbage and recycling areas be located indoor;
 - x) require that a permanent fence be provided along the development side of the buffer block; and,
 - xi) permit the Holding Symbol "(H)" to be lifted in phases, as an individual Site Development Application for each phase of the proposed development is

approved by Council, in accordance with the phasing plan shown on Attachment #6;

2. That the Holding Symbol "(H)" shall not be removed from the subject lands until such time that the following conditions are satisfied for the subject lands, or portion (phase) thereof:
 - i) the Owner shall implement the approved Environmental Remedial Action Plan to the satisfaction of the City of Vaughan;
 - ii) the Owner shall satisfy all conditions of Canadian National Railway (CNR) and Canadian Pacific Railway (CPR);
 - iii) the Owner shall satisfy all conditions of the Toronto and Region Conservation Authority (TRCA);
 - iv) water and sanitary servicing capacity shall be identified and allocated by Council;
 - v) a Site Development Application shall be approved by Council for each phase;
 - vi) all conditions of the Region of York are satisfied;
 - vii) an updated set of Urban Design Guidelines shall be approved by the Development Planning Department; the guidelines shall address sustainable site and building features to be included in the overall development for implementation at the site plan approval stage;
 - viii) an agreement shall be registered on the title of the subject lands indicating how the development will address CNR Rail noise setback and vibration requirements and satisfy all other requirements CNR to their satisfaction;
 - ix) the final traffic report shall be approved by the City and Region of York; and,
 - x) the Owner shall submit the following in support of the initial Site Development Application on the subject lands for the review and approval of the City:
 - i) a Vegetation Inventory and Preservation Plan, including an Edge Management Plan;
 - ii) sun shadow diagrams; and,
 - iii) a pedestrian wind impact study.

3. That the proposed overall Master Plan shown on Attachment #2, BE APPROVED, as a guide for future development of the subject lands shown on Attachment #1, with specific development standards being defined and implemented through the appropriate development approval process for each phase of the proposed development.

Economic Impact

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

Communications Plan

On May 27, 2005, a Notice of a Public Meeting was circulated to all property owners within 120 m of the subject lands, to the West Woodbridge Homeowners Association, the Vaughanwood Ratepayers Association and to the City of Toronto Planning Department. The notice identified the Applicant's intent to rezone the subject lands from PB1 Parkway Belt Zone to RA3 Apartment Residential Zone and OS1 Open Space Conservation Zone to permit a high density residential/commercial mixed-use development on the subject lands, comprised of 6 apartment buildings and 1062 residential units. A written submission was received from the President of the Famee Furlane Club of Toronto, the Owners of the lands on the immediate east side of Islington Avenue, opposite the subject lands, which expressed concerns with the proposed density and building height along Islington Avenue. The Committee of the Whole at the Public Meeting adopted the following resolution, which was ratified by Council June 27, 2005:

- "1. That the recommendation contained in the following report of the Commissioner of Planning dated June 20, 2005, be approved;

2. That the deputation of Mr. Peter Smith, Bousfields Inc., 3 Church Street, Suite 200, Toronto, M5E 1E2, and written submission dated June 20, 2005, on behalf of the applicant, be received; and,
3. That the written submission of Mr. Luigi Gambin, President, Fame Furlane Club of Toronto 7065 Islington Avenue, Woodbridge Ontario, L4L 1V9, dated June 2, 2005 be received."

The Applicant subsequently met with representatives of the Famee Furlane Club of Toronto and agreed to limit the building height of the two buildings abutting Islington Avenue to 8-storeys and to align the proposed driveway access opposite the existing driveway to the Fame Furlane of Toronto lands.

Purpose

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

1. A Zoning By-Law Amendment Application (File Z.05.017), specifically to amend By-law 1-88, to rezone the subject lands shown on Attachment #1 from PB1 Parkway Belt Open Space Zone to RA3(H) Apartment Residential Zone with the addition of the Holding Symbol "(H)" and OS1 Open Space Conservation Zone, as shown on Attachment #5 and with the following site-specific zoning exceptions to facilitate the proposed Master Plan as shown on Attachment #2.
 - i) permit a maximum of 1040 residential units on the subject lands;
 - ii) permit a maximum of 7 residential apartment buildings ranging in height from 8-12 storeys, as shown on Attachment #5;
 - iii) require a minimum 7 m wide landscaped buffer abutting an OS1 Open Space Conservation Zone;
 - iv) require a minimum amenity area of 30,500 m², whereas 42,380 m² is required;
 - v) permit a minimum lot area of 49,532.7 m² and 47.6 m² per residential unit, whereas a minimum of 69,680 m² and 67 m²/unit are required respectively;
 - vi) permit a minimum of 2187 parking spaces; whereas 2207 are required;
 - vii) permit live/work units in Buildings "A1", "A2" and "B" as shown on Attachment #2; with the following commercial uses on the ground floor;
 - Business and Professional Office uses;
 - Photography Studio; and,
 - Artist Studio.
 - viii) permit the following commercial uses on the first and second floors of Buildings "E" and "F" as shown on Attachment #2 to a combined maximum gross floor area of 5562 m²:

Ground Floor

- Convenience Retail;
- Video Store;
- Eating Establishment with or without outdoor patio;
- Eating Establishment, Convenience, with or without patio;
- Photography Studio;
- Pharmacy; and,
- Day Nursery.

Ground and Second Floor

- Business and Professional Offices.

- ix) require that all garbage and recycling areas be located indoor;
 - x) require that a permanent fence be provided along the development side of the buffer block; and,
 - xi) permit the Holding Symbol "(H)" to be lifted in phases, as an individual Site Development Application for each phase of the proposed development is approved by Council, in accordance with the phasing plan shown on Attachment #6;
2. A proposed Master Plan as shown on Attachment #2 for the subject lands shown on Attachment #1, comprised of 7 residential apartment buildings ranging in height from 8 to 12-storeys, 1,040 residential units, and 5,562 m² of commercial gross floor area as shown on Attachment #2. The preliminary site statistics are as follows:

Site Area (Tableland Portion)	= 4.95 ha
Residential Gross Floor Area (incl. live work units)	= 93,503 m ²
Commercial Gross Floor Area	= 5,562 m ²
Total GFA	= 99,065 m ²
Parking Provided	= 2,187 spaces
Parking Required	= 2,175 spaces

The proposed Master Plan would guide the future development of the lands, with specific development standards being defined and implemented at the Site Plan Approval Stage.

Background - Analysis and Options

On September 22, 2003, Council approved Official Plan Amendment Application File OP.02.008 and subsequently adopted OPA #605 {Franco Ferragine In Trust (Ferma Properties)} to facilitate the development of a residential/commercial mixed-use development for the subject lands. OPA #605 designates the subject lands "Mixed High Density Residential/Commercial Use" and provides policies to guide their development. OPA #605 was forwarded to the Regional Municipality of York for approval on October 7, 2003. The Region of York approved OPA #605 on November 15, 2005 with the following modifications:

- i) permit the 7 meter buffer strip required by the Toronto and Region Conservation Authority (TRCA) to be used in the calculation of the maximum permitted density, and,
- ii) replace Schedule "2" ("Area Subject to the Amendment") with a revised Schedule accurately depicting the subject lands.

The subject lands are located on the west side of Islington Avenue, north of Steeles Avenue, being Lot 26 on Plan 9691, municipally known as 7082 Islington Avenue, in Lot 1 Concession 7, City of Vaughan. The subject lands (tableland portion) have a lot area of 4.95 ha. The applicant also owns additional lands (valleylands) as shown on Attachment #1. The surrounding land uses are shown on Attachment #1.

Official Plan

OPA #605 designates the subject lands "Mixed High Density Residential/Commercial Use", and includes the following policies (in part) to guide the development of the subject lands;

- i) the subject lands shall be developed as a large campus complex and should be functionally integrated with the future development of the properties immediately to the south to provide a comprehensive development, including shared access points and

amenity areas. Comprehensive development shall be addressed through the implementing by-law and site development plan;

- ii) a maximum Floor Space Index (FSI) of 2.0 shall be permitted;
- iii) the maximum building height on the property shall be 12 storeys and 9 storeys for buildings adjacent to Islington Avenue;
- iv) the development limit for the tableland portion of the property, and the required setbacks, shall be delineated to the satisfaction of the Toronto and Region Conservation Authority (TRCA);
- v) through the implementation of the Remediation Action Plan (RAP), the subject lands shall be free from contamination and suitable for residential use, prior to any development of the lands, to the satisfaction of the Ministry of the Environment and/or the City of Vaughan;
- vi) development adjacent to the railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided and all residential development is expected to comply with the Principle Main Line Requirements;
- vii) Council shall confirm that adequate water and sewer allocation is available to service the proposed development; and,
- viii) In calculating the maximum permitted density, the gross site area, shall include the immediate adjacent 7 m wide buffer associated with the Humber River valleyland.

OPA #605 also requires the submission of the following studies in support of a Site Development Application:

- i) a final Remedial Action Plan report to the satisfaction of the City of Vaughan;
- ii) a Noise Study to the satisfaction of the appropriate Railway Companies, Region of York and the City of Vaughan;
- iii) a Traffic Study;
- iv) Urban Design Guidelines; and,
- v) a Tree Preservation Plan and Slope Stability report.

Zoning

The subject lands are zoned PB1 Parkway Belt Open Space Zone by By-law 1-88, which does not permit the proposed residential and commercial uses. An amendment to By-law 1-88 is required to rezone the subject lands from PB1 Parkway Belt Open Space Zone to RA3(H) Apartment Residential Zone with the addition of the Holding Symbol "(H)" and OS1 Open Space Conservation Zone, in the manner shown on Attachment #5 in order to facilitate the proposed plan. In addition, the following site-specific zoning exceptions are required to the RA3 Apartment Residential Zone:

- i) permit a maximum of 1040 residential units on the subject lands;
- ii) permit a maximum of 7 residential apartment buildings ranging in height from 8-12 storeys as shown on Attachment #5;
- iii) require a minimum 7 m wide landscaped buffer abutting an OS1 Open Space Conservation Zone;
- iv) require a minimum amenity area of 30,500 m², whereas 42,380 m² is required;
- v) permit a minimum lot area of 49,532.7 m² and 47.6 m² per residential unit, whereas a minimum of 69,680 m² and 67 m²/unit are required respectively;
- vi) permit a minimum of 2187 parking spaces, whereas 2207 are required;

vii) permit live/work units in Buildings "A1", "A2" and "B" as shown on Attachment #2; with the following commercial uses on the ground floor;

- Business and Professional Office uses;
- Photography Studio; and,
- Artist Studio.

viii) permit the following commercial uses on the first and second floors of Buildings "E" and "F" as shown on Attachment #2 to a combined maximum gross floor area of 5562 m²:

Ground Floor

- Convenience Retail;
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- Photography Studio;
- Pharmacy; and,
- Day Nursery.

Ground and Second Floor

- Business and Professional Offices.

ix) permit the Holding Symbol "(H)" to be lifted in phases, as an individual Site Development Application for each phase of the proposed development is approved by Council, in accordance with the phasing plan shown on Attachment #6.

The zoning exceptions noted above, particularly the development standards shown on Attachment #5, are based on the Master Plan shown on Attachment #2 and are considered to be acceptable as they are a result of the development constraints to the subject lands including their proximity to the railway line, valley lands, Islington Avenue and the site's irregular shape. The exception for minimum amenity area of 30,500 m² represents a decrease of 28 % and an average amenity area per dwelling unit of 29 m², which is considered to be acceptable as similar developments have been approved by Council with a reduced amenity area. In addition, the lands are located next to open space lands for which a multi-use recreational pathway/trail system is proposed, as set out in the City of Vaughan Pedestrian and Bicycle Master Plan. The Development Planning Department can also support the minimum lot area of 49,532.7 m² and 47.6 m²/unit which is consistent with other developments approved by Council.

In addition, the Urban Design Guidelines submitted in support of the Master Plan are acceptable to the Development Planning Department and meet the intent of the Official Plan to create a cohesive community with quality design. Any additional zoning exceptions that may be required to facilitate and perfect the proposed development of each phase will be considered when each individual Site Development Application is submitted for each phase, and will be addressed through future zoning Amendment Applications or alternatively, through variances to By-law 1-88, as deemed appropriate.

The Development Planning Department also recommends that the lands be zoned with the Holding Symbol "(H)" and that the Holding Symbol remain on the subject lands until such time as the following conditions have been addressed for the subject lands or a portion (phase) thereof:

- i) the Owner shall implement the approved Environmental Remedial Action Plan to the satisfaction of the City of Vaughan;
- ii) the Owner shall satisfy all conditions of Canadian National Railway (CNR) and Canadian Pacific Railway (CPR);

- iii) the Owner shall satisfy all conditions of the Toronto and Region Conservation Authority (TRCA);
- iv) water and sanitary servicing capacity shall be identified and allocated by Council;
- v) a Site Development Application shall be approved by Council for each phase;
- vi) all conditions of the City of Toronto and Region of York are satisfied;
- vii) an updated set of Urban Design Guidelines shall be approved by the Development Planning Department; the guidelines shall address sustainable site and building features to be included in the overall development for implementation at the site plan approval stage;
- viii) an agreement shall be registered on the title of the subject lands indicating how the development will address CNR Rail noise setback and vibration requirements and satisfy all other requirements CNR to their satisfaction;
- ix) the final traffic report shall be approved by the City and Region of York; and,
- x) the Owner shall submit the following in support of the initial Site Development Application on the subject lands for the review and approval of the City the following:
 - i) a Vegetation Inventory and Preservation Plan, including an Edge Management Plan;
 - ii) sun shadow diagrams; and,
 - iii) a pedestrian wind impact study.

These conditions will ensure that all the required studies and supporting documentation will be submitted and reviewed prior to any development being undertaken on the subject lands.

Master Plan/Urban Design Guidelines

The subject lands shown on Attachment #1 represents the tableland portion of the Owner's entire land holdings. The subject lands are irregular in shape and are bounded by the Canadian Pacific Railway (CPR) and the Canadian National Railway (CNR) rail lines to the north, Islington Avenue to the east, and open space and agriculturally zoned lands to the south. The proposed Master Plan has been designed to respond to these development constraints and the surrounding land use context. It is intended that the Master Plan guide the general overall development of the site and that detailed site plan review will occur when a Site Development Application is submitted for the development of the subject lands, or a phase thereof, and ensure the sensitive integration of the subject lands with the valley system and the surrounding land uses.

The Master Plan shown on Attachment #2 includes 7 condominium apartment buildings (Buildings "A1", "A2", "B", "C", "D", "E" and "F") arranged around the periphery of the site and staggered along the internal road to improve views to the valley and natural light conditions, and range in height from 8 to 12 storeys. Buildings "C" and "D" will function completely as residential condominium buildings while the remaining buildings will include commercial uses on the ground floor (Buildings "A1", "A2" and "B") or the ground floor and second floors (Buildings "E" and "F"). The main road, has been designed to municipal standards, and runs in a northwest direction parallel to Islington Avenue and the rail lines.

The majority of the required parking spaces will be provided in an underground parking garage for each building, however a limited number of surface parking spaces have been allocated along both sides of the main road and adjacent to the railway right-of-ways. The parking details regarding the location of visitor and handicapped parking spaces will be reviewed with the submission of the Site Development Application for each phase of the proposed development. The proposed phasing plan is shown on Attachment #6.

The Master Plan shown on Attachment #2 also serves as the preliminary landscape plan for the site. Landscaped amenity areas are located throughout the site. The main open space area, which is comprised of a passive open space, a play area, and pathway connection to the valley land is centrally located on the subject lands generally located between Buildings "C" and "D" as

shown on Attachment #2. The location of this open space area provides an open vista to the valley lands. A landscaped berm abutting the railway lines, as required by the noise study, is proposed and must be designed and landscaped in a manner that ensures full compliance with the requirements of the CNR outlined in the Principle Main Line Requirements.

The applicant has submitted Urban Design Guidelines (UDG) prepared by Bousefield Inc., in conjunction with Cosburn Giberson, Landscape Architects and PDA Architects, dated June 2008, which have been reviewed and were found to be generally acceptable, subject to final comments from the Development Planning Department. The UDG are intended to balance the design requirements for higher density buildings with commercial uses and the open space recreational system with the desire to create an active pedestrian experience.

The development has been designed as a mixed-use residential/commercial development with varying building heights, typologies, and sitings that provide open space vistas and natural light to the proposed community. The UDGs will control the building and landscaping materials, with the goal of creating a gateway to the City Vaughan and provide the new community with a sense of place. The plan facilitates the proposed land uses and identifies the preferred and possible options for pedestrian walkway connections between the adjoining valley land and future trail systems, to transit along Islington Avenue, and a possible future road connection to Steeles Avenue. The UDGs should be updated to reflect the current design practices and standards when the first Site Development application for the development is submitted. A condition of approval is included in this respect.

The Development Planning Department is recommending that prior to the removal of the Holding Symbol "(H)" from the subject lands that the following additional information be submitted and approved:

- i) a Vegetation Inventory and Preservation Study including an Edge Management Plan;
- ii) sun shadow diagrams; and,
- iii) a pedestrian wind impact study.

It is also recommended that prior to the submission of a Site Development Application for Buildings "C" and "D" that the building envelopes be reviewed to reduce their footprint in order to provide additional exposure to the valleylands.

Elevations

The typical preliminary elevations are shown on Attachments #3 and #4. The buildings are modern in style, with symmetrical architectural building features. The key objective of the proposed building design is to create building facades that are coherent in appearance, add visual interest, and create an identity that is consistent with the scale and character of the surrounding area. The main building materials proposed for the development include a combination of brick and precast interrupted by glazing and metal. The use of higher quality material on the facades and exterior walls of the residential buildings will provide the community with a sense of place and permanence. The final elevations must be approved by the Development Planning Department as the specific Site Development Applications are submitted for each development phase.

Sustainable Features

The City is encouraging that all new development incorporate sustainable building and site design features. The applicant has indicated that no commitment can be made to sustainable features at this time, as the site, building and engineering designs have not advanced to a stage to determine whether the sustainable features are technically feasible. The applicant has however provided a list of features that could be considered in the future as follows:

- i) LEED accreditation;

- ii) green roofs;
- iii) permeable paving;
- iv) gray water reuse;
- v) solar and wind power;
- vi) rain water storage and reuse;
- vii) geothermal heating and cooling;
- viii) waste heat recapturing;
- ix) xeriscaping;
- x) enhanced stormwater infiltration; and,
- xi) materials and methods of construction to reduce heat gain/loss.

The final Urban Design Guidelines (UDG) shall incorporate policies that will require the proposed development to incorporate sustainable site and building development features into the development. In addition, the implementation of sustainable site and building features will be reviewed at the site plan stage.

Waste Collection

The City approved a Waste Collection Design Standards Policy and Report for Recycling in new residential apartment and condominium buildings. At the site development stage, the applicant shall ensure that the design of each building includes provisions for a internal garbage storage area, sorters, proper access route and loading areas in accordance with the approved City policy.

Supporting Studies

The original Master Plan submitted by the applicant during the approval of OPA #605 was conceptual and has been subject to many revisions. A Traffic Impact Study, a Noise Report, conceptual plans, and a Remedial Action Plan were submitted in support of the Official Plan Amendment Application. The reports were reviewed by the required Departments and agencies and were found generally acceptable, subject to a number of conditions. Some of these conditions were included as policies in OPA #605 to ensure that the proper review would be undertaken with the expectation that the overall development plan for the lands could change over time. OPA #605 requires that the following studies be submitted in support of a Site Development Application:

- i) a final Remedial Action Plan report to the satisfaction of the City of Vaughan;
- ii) a Noise Study to the satisfaction of the appropriate Railway Companies, Region of York and City of Vaughan;
- iii) a Traffic Study to the satisfaction of the Region of York and City of Vaughan;
- iv) Urban Design Guidelines; and,
- v) a Tree Preservation Plan and Slope Stability report.

Since a Site Development Application for a specific building is not being approved at this time and the applicant is proceeding solely with a Zoning By-law Amendment Application to rezone the subject lands with site-specific zoning exceptions, the Development Planning Department recommends that the studies noted above and any other study deemed to be appropriate shall be submitted to the City prior to the removal of the Holding Symbol "(H)", in support of the Site Development Application for each phase.

Parking

The proposed site plan includes a total of 2,187 parking spaces comprised of 2090 spaces located in underground garages and 97 surface parking spaces distributed across the site. The required parking for the proposed development based on By-law 1-88 is calculated as follows:

Buildings "A1" and "A2"

Residential Units (including live/work) - 305 units @
1.75 spaces/unit (including visitor) = 534 spaces

Live/work units GFA - 1,575 m² @ 3.5 spaces/100 m² GFA = 56 spaces
(50% of GFA devoted to non-residential uses)

Building "B"

Residential Units (including live/work) - 205 units @
1.75 spaces/unit (including visitor) = 359 spaces

Live/work GFA - 1808 m² @ 3.5 spaces/100 m² = 64 spaces
(25% of GFA devoted to non-residential uses)

Buildings "C" and "D"

Residential Units - 423 units @ 1.75 spaces/unit (including visitor) = 741 spaces

Buildings "E" and "F"

Ground Floor Retail GFA - 2781 m² @ 6 spaces/100 m² = 167 spaces
Second Floor Office GFA - 2781 m² @ 6 spaces /100 m² = 98 spaces
Floors 3-8 - 107 units @ 1.75 spaces/unit (incl. visitor parking) = 188 spaces
Total Parking Required - = 2,207 spaces

Based on the above calculations, the proposed parking supply is deficient 19 parking spaces, or less than 1% of the minimum parking requirement of By-law 1-88. The Development Planning Department are satisfied that this deficiency is minor in nature and can be supported.

Access and Traffic

The applicant is proposing a full-movement signalized driveway onto Islington Avenue to serve the proposed development. The Region of York has advised that this proposed driveway must be aligned with the entrance to the property to the immediate east (Famee Furlane). A second Islington Avenue access point, as shown as Attachment #2, is identified as a "Possible Emergency Access". The conceptual Master Plan shown on Attachment # 2 also identifies a possible future site access further south, on Islington Avenue, which would be located directly opposite Friuli Court to the immediate east. This access would require that the appropriate easement(s) be granted from the adjacent property Owner in order for it to be feasible. At this time, no access is proposed for the site from Steeles Avenue, however the traffic report indicates that an access to Steeles Avenue could be considered in the future. Should the applicant pursue a road connection to Steeles Avenue, approval is required from the City of Toronto.

The Region of York Transportation Department has reviewed the latest submission and provide the following comments (in part):

- i) Access and Traffic:
 - a) An updated traffic impact study is required to be submitted for review and approval;
 - b) The proposed Islington Avenue access requires the reconfiguration of the entrance to the Famee Furlane Property on the east side of Islington Avenue, the applicant shall provide written confirmation from the property owner that they are in agreement with the proposal and that Ferma shall be responsible for all costs associated with this reconfiguration. Should

Famee Furlane not be amenable to this reconfiguration, the Ferma entrance shall be relocated to suit the development.

- c) The Regional Municipality of York is protecting sufficient land along Islington Avenue for the future construction of a grade separation at the Canadian Pacific railway crossing. The applicant shall be required to provide written correspondence to the Region from Canadian Pacific indicating that their requirements for future rail detour have been addressed.

ii) Islington Right-of-Way

Islington Avenue has been identified as a future transit route in the Regional Official Plan. The Owner shall be required to convey an additional widening to provide for a right-of-way of 21.3m.

The Region has also requested that all structures, both above and below grade, must not encroach into the future road widening and that all exterior walls of building(s) shall be setback a minimum of 2 m from the ultimate Regional right-of-way in order to avoid steps, retaining walls or doorways that may encroach onto the Regional right of way. As a condition of any approvals on the subject lands and prior to the removal of the Holding Symbol "(H)", the Owner will be required to satisfy the conditions of the Region of York.

Parkland Dedication

The preliminary parkland dedication for this plan is calculated as follows:

Total Number of Units:	1040
Total Parkland Required at 1 ha/300 units	3.47 ha
Parkland provided:	0 ha

The proposed a development will function with private amenity areas, utilities, and therefore, no parkland will be taken by the City. The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to a fixed unit rate prior to the issuance of a building permit in accordance with the Planning Act and the City's Cash-in-Lieu Policy. A 2% amount shall be paid for the commercial component in accordance with Section 42 of the Planning Act. The Owner shall submit an appraisal of the subject lands, for the commercial component prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.

Engineering Department

i) Additional Requirements

The Engineering Department has reviewed the latest submission and have indicated that further details respecting storm water management and site servicing and grading are required. A memo dated October 28, 2008, outlining the Engineering Department's comments has been provided to the applicant. The Engineering Department has also indicated that approval from the Region of York and TRCA are required for service connections within the Islington Avenue right-of-way and on-site detention and discharge fall-out, respectively. In addition, the Engineering Department has identified that the following studies are required prior to the approval of a Site Development Application for the subject lands or portion (phase) thereof:

- i) a revised Noise Impact Study Report;
- ii) a revised Railway Vibration Analysis;
- iii) CNR and CPR approvals;
- iv) a revised Remedial Action Plan (RAP); and,
- v) a revised Traffic Impact Study.

ii) Servicing

The final Servicing Capacity Allocation status for this site will be determined by the Engineering Department through the annual update of the "Servicing Capacity Allocation Strategy" (SCAS) which will be considered by Council, concurrently with the subject application at the March 31, 2009, Committee of the Whole meeting.

A Functional Servicing Report (FSR) was prepared by Sernas Associates dated June 2008, in support of the development and additional information and details are required. The Engineering Department comments have been forwarded to the applicant.

iii) Transportation

The Engineering Department has reviewed the proposed development and supporting material and have indicated that traffic signage should be provided, and that garbage disposal, loading and snow storage areas should be shown on the plan. The Engineering Department also indicated that the parallel parking spaces located along one side of the main road system should be removed to maintain efficient and safe traffic circulation. These issues will be examined during submission of the individual Site Development Application(s) for each phase of the proposed development.

iv) Environmental

In 2003 the Owner submitted an Environmental Report and Remedial Action Plan (RAP) prepared by Environmental Probe Ltd. Terrapex Environmental Ltd., the City's peer reviewer at the time, reviewed both environmental reports and was of the opinion that the remedial action plan appropriately addresses the environmental issues on this site to enable residential development. However, additional investigation and engineering design are required to finalize the RAP. Accordingly, Terrapex Environmental Ltd. suggested approval of the proposed development, subject to a number of conditions including that the implementing Official Plan Amendment provide policies to ensure that the site is completely mitigated to accommodate the residential development. OPA #605 has incorporated this policy and accordingly, it is recommended that prior to the removal of the Holding Symbol "(H)" from the subject lands and the approval of the first Site Development Application for the development all environmental concerns shall be addressed to the satisfaction of the City of Vaughan. A condition of approval is included to address this requirement.

City of Toronto

The City of Toronto Development Services Division has reviewed the proposed development and associated Traffic Report and provide the following comments (in part):

"As the current development proposes access from Islington Avenue, the City of Toronto defers comments on access, parking and loading to the City of Vaughan and the Regional Municipality of York, which have jurisdiction to these matters. However, should an access to this site be proposed from Steeles Avenue it will only be permitted to the satisfaction of the Commissioner of Works and Emergency Services (North District, City of Toronto)."

This agency has also provided comments on the Traffic Impact Study prepared by Sernas Transtech (dated August 2003). The study was based on a previous proposal comprised of 1200 residential units and as such would need to be revised to reflect the current proposal.

Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) have advised that they have no objection to the Zoning By-law Amendment Application, subject to the following:

i) Long Term Stable Top-of-Bank

A 7 m buffer shall be provided inland from the greater of the staked top-of-bank and the long term stable top-of-bank in all areas of the site and that there shall be no retaining wall located within in the buffer area. The 7 m buffer area will be included in the implementing zoning by-law as shown on Attachment #5.

In 2005, the TRCA agreed to reduce the buffer from 10 m to 7 m as the valley does not contain a mature vegetation community and that provided adequate setbacks will be applied to the proposed buildings. The TRCA has advised that the building setbacks proposed on Attachment #5 are acceptable.

ii) Fencing

A permanent fence must be provided along the development side of the buffer to limit disturbance to the adjacent natural features. The implementing by-law will also include this requirement.

The Owner will be required to satisfy all conditions of the TRCA for the subject lands, or any phase thereof, prior to the removal of the Holding Symbol "(H)". A condition of approval is included in this respect.

Canadian Pacific (CPR) and Canadian National (CNR) Railways

The CNR has reviewed the proposed development and has indicated that they have no objection in principle to the proposed rezoning, provided the implementing zoning by-law include provisions for a 30m building setback from the railway right-of-way and the requirement for a 1.8 m high security fence.

Prior to the removal of the Holding Symbol "(H)" and prior to the approval of any Site Development Application for the subject lands, or portion thereof, the Canadian National and Canadian Pacific Railway Companies shall be satisfied that the development for this site will comply with the Principle Main Line Requirements and a noise and vibration study shall be approved.

In addition to the above requirements, a condition for lifting the Holding Symbol "(H)" shall be included in the implementing zoning by-law requiring the Owner to register on the title of the subject lands an agreement with CNR, stipulating how their concerns will be addressed. A condition of approval is included in this respect.

York Region District School Board

The York Region District School Board has reviewed the previous application proposing 1200 residential units at which time it indicated concern with the potential number of pupils generated from this development. At that time, the property was located within an attendance boundary for an elementary school that was over capacity. The applicant was to provide additional information including detailed counts by bedroom types, services and the proposed target market. To date, this information is still outstanding. Prior to final approval of the first Site Development Application, any conditions of the School Board shall be addressed.

Relationship to Vaughan Vision 2020

This report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Plan & Manage Growth & Economic Vitality".

Regional Implications

The Region of York approved OPA #605 on November 18, 2005. The current proposal conforms to the Official Plan as it relates to the maximum building heights and the permitted density.

Conclusion

The Development Planning Department has reviewed the application to amend Zoning By-law 1-88, to rezone the subject lands from PBI Parkway Belt Open Space Zone to RA3(H) Residential Apartment Zone with the addition of the Holding Symbol "(H)" and OS1 Open Space Conservation Zone, to facilitate the development of the subject lands with 7 buildings ranging in heights from 8 to 12 storeys, with 1040 residential units and 5565 m² of commercial gross floor area within a new master planned community. The application has been considered in the context of the policies in OPA #605, Regional policies, the requirements of By-law 1-88, and the surrounding land use context.

The applicant has submitted a Master Plan shown on Attachment #2 together with Urban Design Guidelines that will guide future development within the community, and ensure the sensitive integration of the development into the existing community. The Development Planning Department is satisfied that the proposed development plan is appropriate and compatible with the existing and planned uses in the area.

The Development Planning Department recommends approval of the Zoning Amendment Application and the Master Plan shown on Attachment #2 to guide the development of this community, subject to the conditions identified in this report. Should the Committee concur, the recommendations in this report can be adopted.

Attachments

1. Location Map
2. Proposed Master Plan
3. Typical Elevations – Buildings "A", "B" and "C"
4. Typical Elevations – Buildings "D", "E" and "F"
5. Proposed Development Standards Plan
6. Phasing Plan

Report prepared by:

Eugene Fera, Planner, ext. 8064

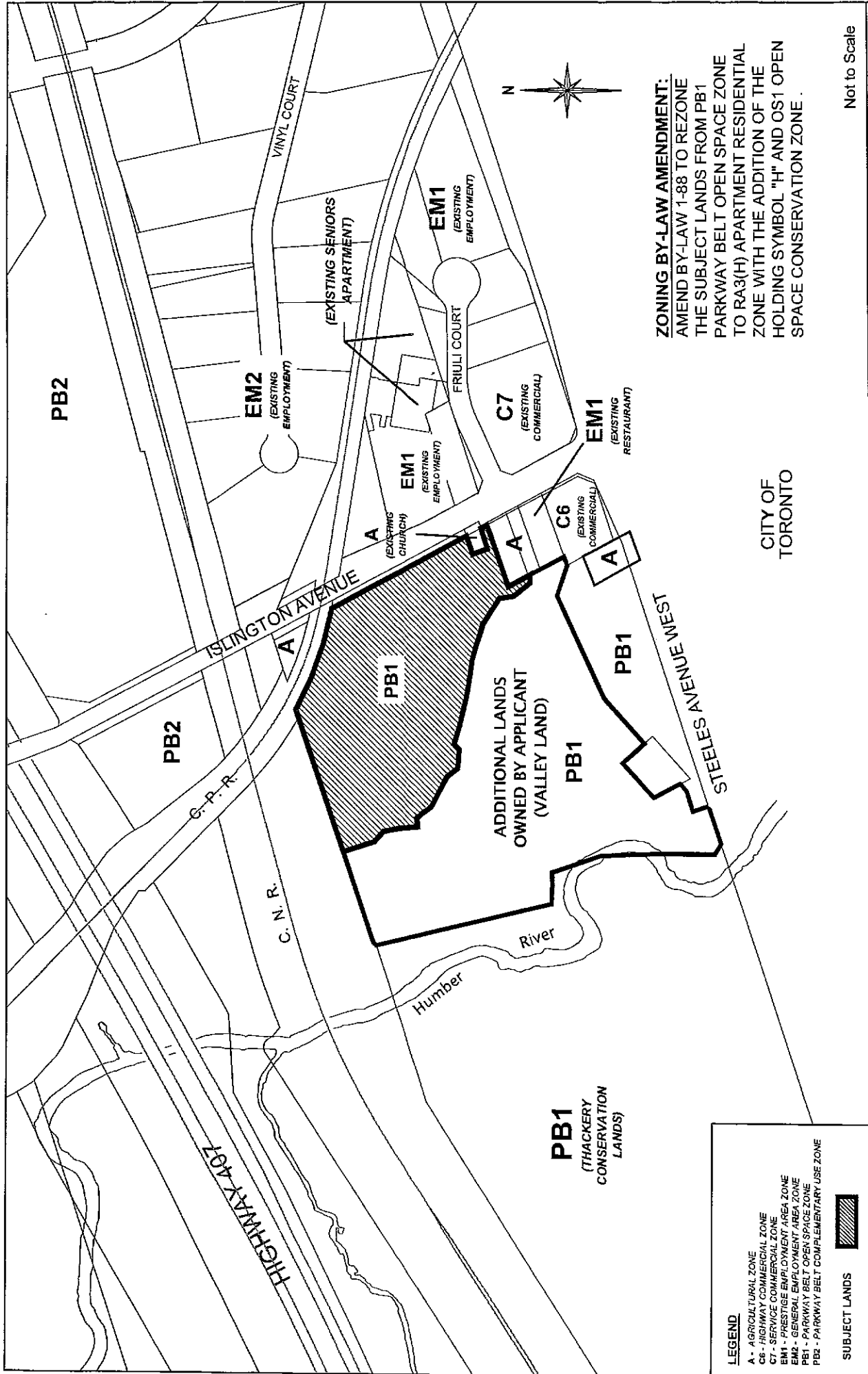
Mauro Peverini, Manager of Development Planning, ext. 8407

Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

GRANT UYEVAMA
Director of Development Planning

/LG



ZONING BY-LAW AMENDMENT:
 AMEND BY-LAW 1-88 TO REZONE
 THE SUBJECT LANDS FROM PB1
 PARKWAY BELT OPEN SPACE ZONE
 TO RA3(H) APARTMENT RESIDENTIAL
 ZONE WITH THE ADDITION OF THE
 HOLDING SYMBOL "H" AND OS1 OPEN
 SPACE CONSERVATION ZONE .

Not to Scale

Attachment 1

FILE No.:
Z.05.017

January 28, 2009



The City Above Toronto

Development Planning Department

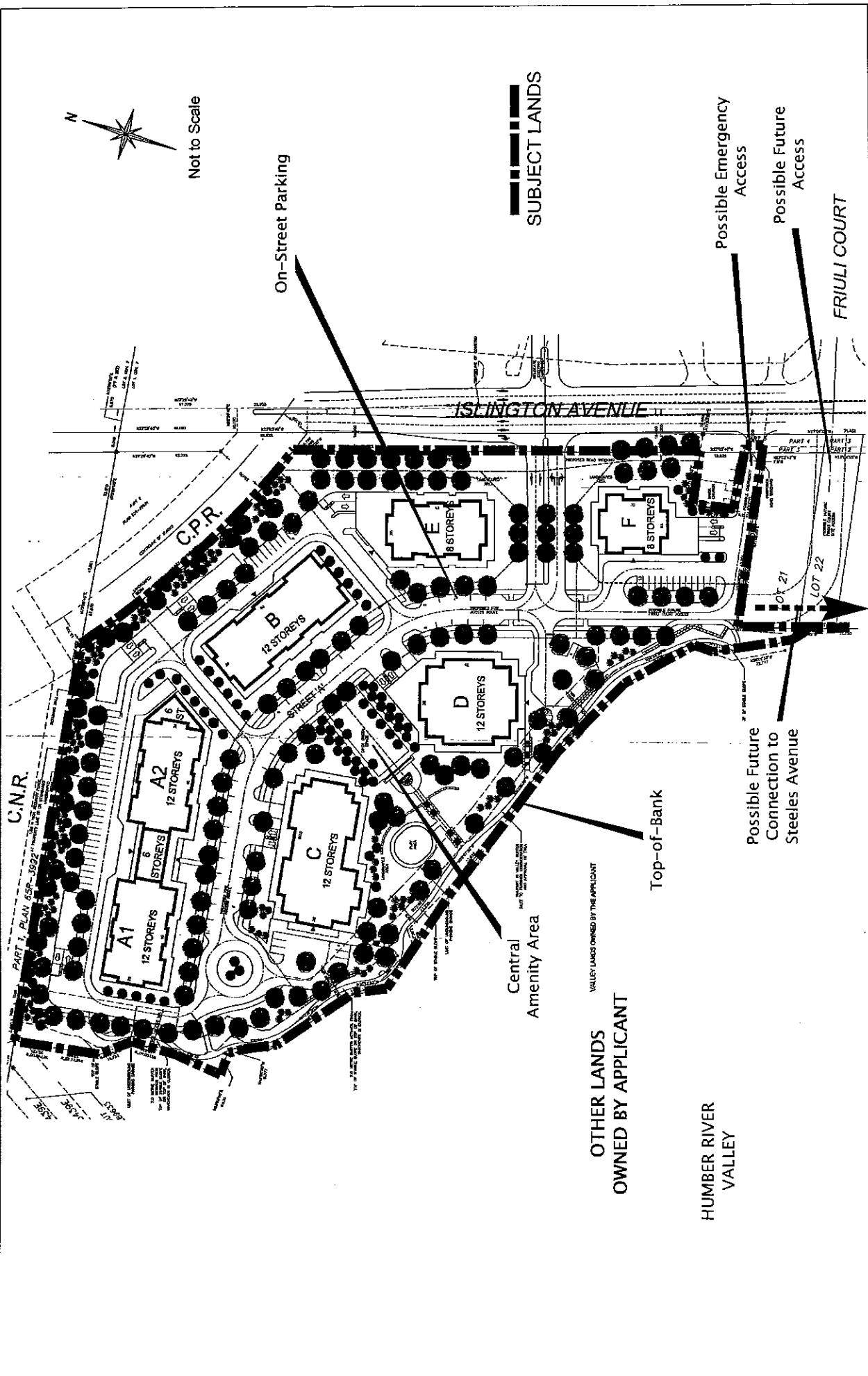
- LEGEND:**
- A - AGRICULTURAL ZONE
 - C6 - HIGHWAY COMMERCIAL ZONE
 - C7 - SERVICE COMMERCIAL ZONE
 - EM1 - PRESTIGE EMPLOYMENT AREA ZONE
 - EM2 - GENERAL EMPLOYMENT AREA ZONE
 - PB1 - PARKWAY BELT OPEN SPACE ZONE
 - PB2 - PARKWAY BELT COMPLEMENTARY USE ZONE
- SUBJECT LANDS**

Location Map

Part of Lot 1,
Concession 7

APPLICANT:
FERMA PROPERTIES INC.

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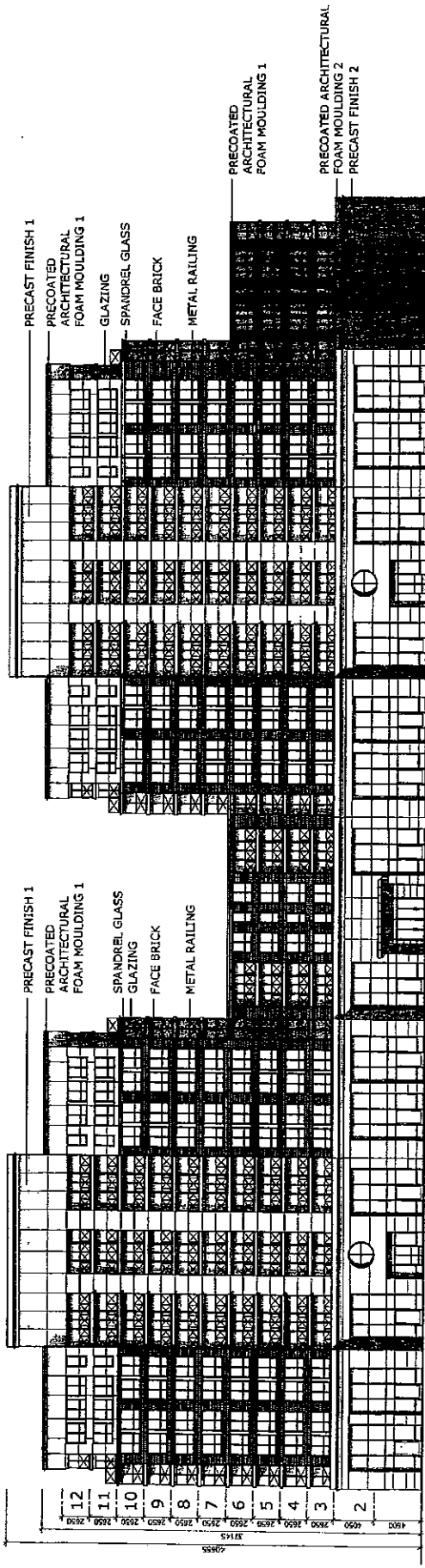
Attachment 2

FILE No.: Z.05.017
January 28, 2009

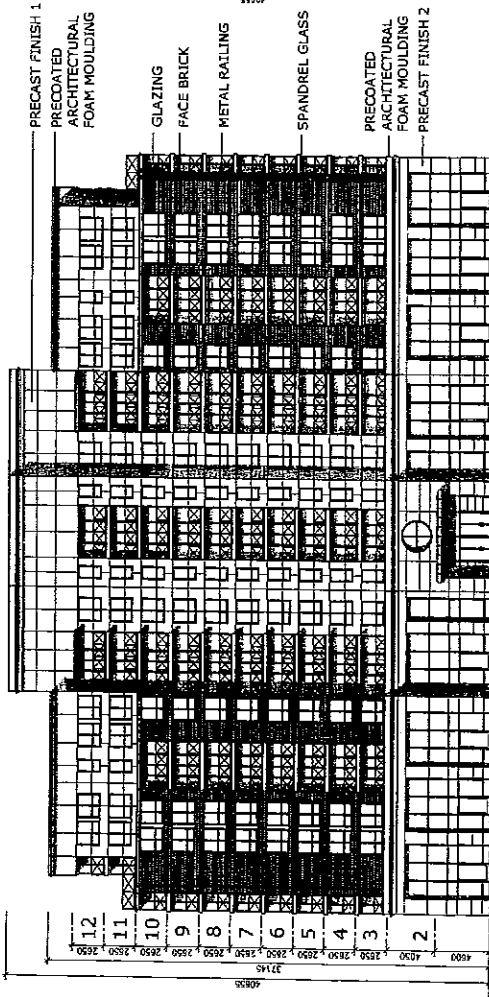
CITY OF Vaughan
The City Above Toronto
Development Planning Department

Proposed Master Plan
Part of Lot 1,
Concession 7
APPLICANT:
FERMA PROPERTIES INC.

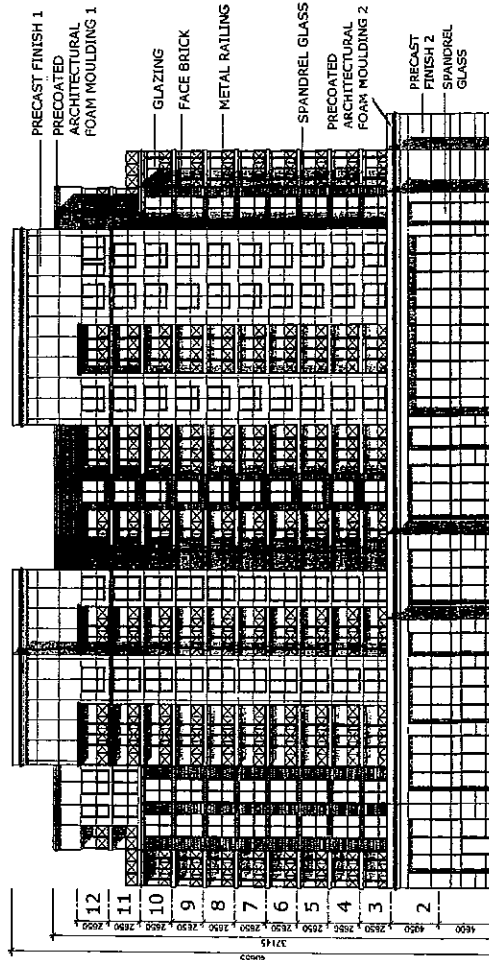
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BUILDING A - VALLEY ELEVATION



BUILDING B - VALLEY ELEVATION



BUILDING C - VALLEY ELEVATION

Not to Scale

Typical Elevations - Buildings A, B, & C

APPLICANT:
FERMA PROPERTIES INC.

Part of Lot 1,
Concession 7

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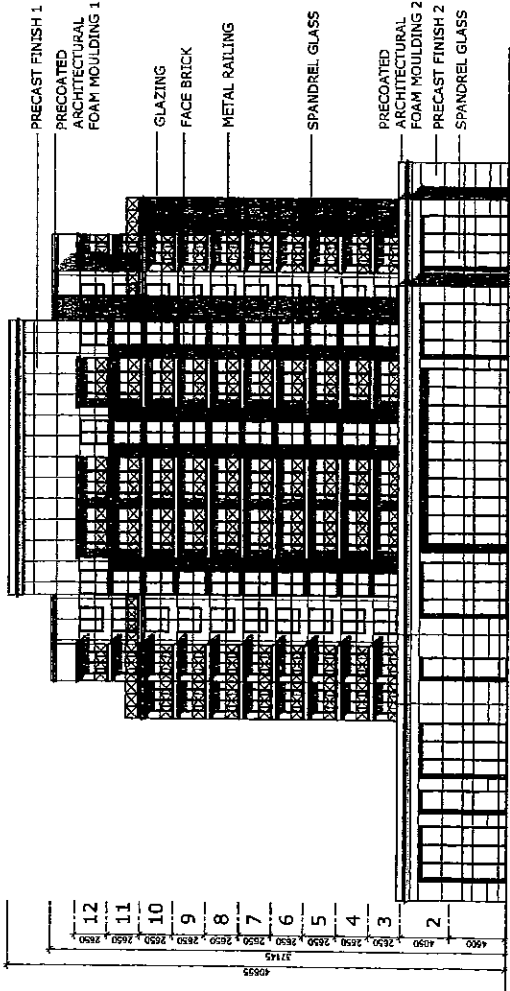


Development Planning Department

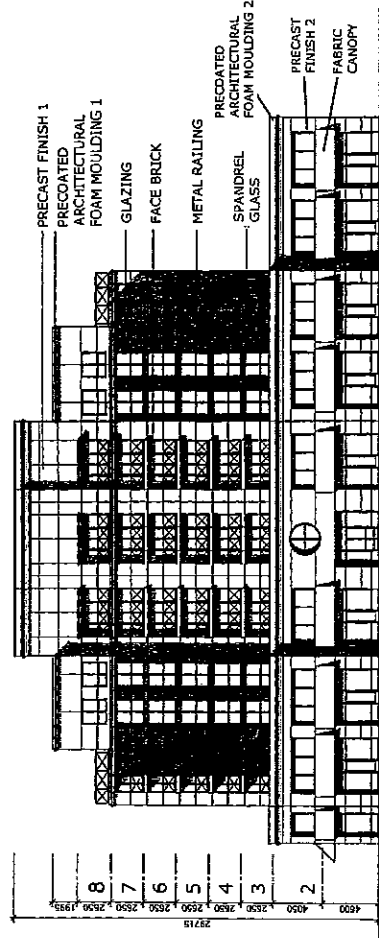
Attachment 3

FILE No.:
Z.05.017

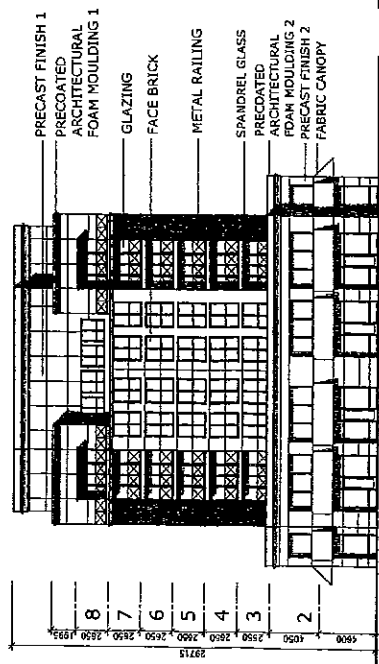
January 28, 2009



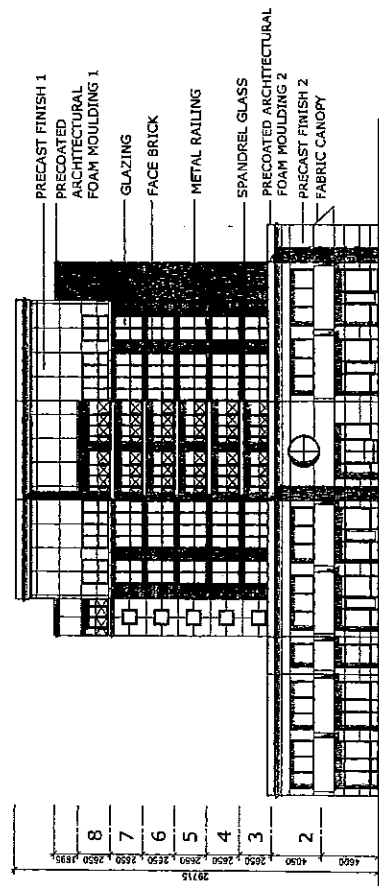
BUILDING D - INTERNAL ELEVATION



BUILDING E - ELEVATION FACING ISLINGTON AVENUE



BUILDING E - ELEVATION FACING SOUTH

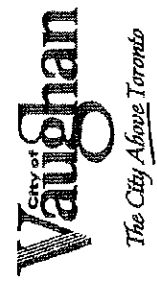


BUILDING F - ELEVATION FACING ISLINGTON AVENUE

Not to Scale

Typical Elevations - Buildings D, E, & F

APPLICANT: FERMA PROPERTIES INC.
Part of Lot 1, Concession 7

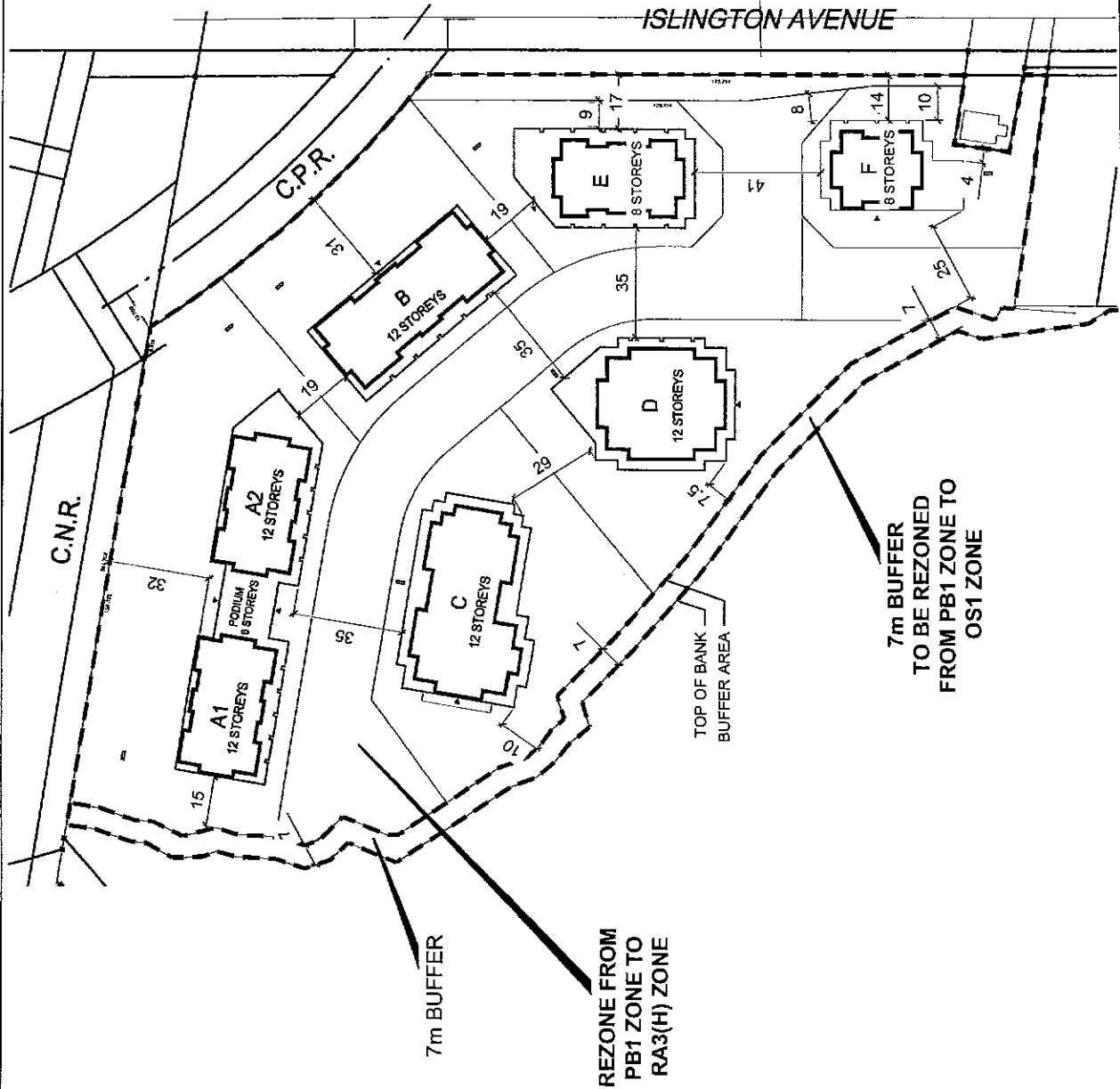


Development Planning Department

Attachment 4

FILE No.: Z.05.017

January 28, 2009



Not to Scale

Attachment 5

FILE No.: Z.05.017

March 6, 2009



The City Above Toronto

Development Planning Department

Proposed Zoning

Part of Lot 1,
Concession 7

APPLICANT:
FERMA PROPERTIES INC.

N:\DPT\1 ATTACHMENTS\Z\05.017

