

COMMITTEE OF THE WHOLE JUNE 23, 2009

**OFFICIAL PLAN AMENDMENT FILE OP.08.005
ZONING BY-LAW AMENDMENT FILE Z.08.022
1483969 ONTARIO LIMITED C/O FRANCO PALLADINI
WARD 3**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.08.005 (1483969 Ontario Limited C/O Franco Palladini), specifically to amend OPA #663 (The Highway 7 Land Use Futures Study), to permit a maximum density/Floor Space Index (FSI) of 5.0 and a maximum building height of 114m, on the subject lands shown on Attachments #1 and #2, to facilitate the development of the concept plans shown on Attachments #6 - #9, NOT BE APPROVED as submitted.
2. THAT alternatively, Official Plan Amendment File OP.08.005 (1483969 Ontario Limited C/O Franco Palladini), BE APPROVED, specifically to amend OPA #663 (The Highway 7 Land Use Futures Study), to include the following policies for the subject lands shown on Attachment #1:
 - a) To permit an increased in FSI above the permitted maximum FSI of 2.5 and maximum building height of 25 m without further amendment to the Official Plan, on the basis that such increases shall be consistent with the hierarchy of development envisioned along Regional Road 7 through the Official Plan, provided it can be demonstrated that the said increases are appropriate, which shall be assessed on the following criteria, to the satisfaction of the City and/or external agency(ies):
 - i) the submission of a rezoning application and a complete Site Development Application including a site plan, building elevations and landscape plans, pedestrian wind impact study, urban design brief, context plan, landscape master plan, pedestrian network plan; opportunities for sustainable building and site design, including CEPTD (Crime Prevention Through Environmental Design), LEEDS (Leadership in Energy and Environmental Design), and any other information or report deemed necessary;
 - ii) an analysis and evaluation of any increase in FSI in the context of a planning justification report considering City, Regional and Provincial land use policies;
 - iii) storm water management report, sanitary/water servicing plans, lot grading plan, and a functional servicing report to determine the availability of water and sanitary sewage servicing capacity;
 - iv) transportation and traffic impact study, parking study, noise study, and market impact study;
 - v) any increase in FSI and building height proposed prior to the adoption of the official plan to implement the findings of the Vaughan Corporate Centre Focus Area Review shall be submitted to the Official Plan Review Committee for review and comment and shall have regard for draft

policies, and the findings of preliminary reports concerning the focused area study for the VCC; and,

- b) Council may consider increases in FSI and building height, subject to Section 37 of the *Planning Act*, in return for community benefits, including but not limited to: public squares; public art; other non-profit art; cultural, community or institutional facilities; parkland dedication and/or cash-in-lieu of parkland for park improvements; streetscape improvements on public lands; local improvement to transit facilities, including rapid and surface transit and surface and subsurface pedestrian connections to transit facilities; land for other municipal purposes; and, other local improvements identified through Community Improvement Plans, Secondary Plans, or other implementation plans or studies.

This provision shall not be interpreted to imply that the increased density and building height are unlimited. Any consideration of increased density and building height shall be consistent with the hierarchy of density and height established by the governing City, Regional and Provincial policies in place at the time of consideration of any proposed development.

3. THAT Zoning By-law Amendment File Z.08.022 (1483969 Ontario Limited C/O of Franco Palladini) BE APPROVED, to rezone the subject lands shown on Attachments #1 and #2 from C2 General Commercial Zone to C9(H) Corporate Centre Zone with the addition of the Holding Symbol "(H)", subject to the inclusion of the following zoning exceptions:
 - a) to permit a maximum density/floor space index (FSI) of 2.5, thereby exempting the subject lands from the maximum residential density of 67m² per unit required in the C9(H) Corporate Centre Zone; and,
 - b) the "(H)" Holding Symbol may be removed in whole or in part at such time when a Site Development Application is approved by Council pursuant to Section 41 of the Planning Act, and upon water and sanitary servicing capacity being identified and allocated by Council.
4. THAT prior to the adoption and enactment of an implementing Official Plan and/or Zoning By-law Amendment respectively, the Phase I Environmental Site Assessment shall be approved to the satisfaction of the Vaughan Engineering Department.

Contribution to Sustainability

N/A

Economic Impact

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

Communications Plan

On May 9, 2008, a Notice of Public Meeting was circulated to all property owners within 120m of the subject lands. Additional polling was undertaken beyond the statutory 120m required by the Planning Act, to capture the residential properties located southwest of Blue Willow Drive and Weston Road, which is a distance of approximately 600m from the property, as shown on Attachment #2. The recommendation to receive the Public Meeting report of June 3, 2008, was ratified by Council on June 11, 2008.

Public Comments

The Development Planning Department has received 5 letters and 1 email expressing concerns respecting the applications, which are summarized as follows:

- i) the proposal will further congest the Weston Road and Regional Road 7 area with additional people and traffic;
- ii) the proposal will add approximately 1500-2000 additional cars, which will increase the levels of carbon emissions and pollution;
- iii) the proposal is inconsistent with the surrounding single and semi detached residential community;
- iv) the proposed visitor parking is not sufficient and therefore, neighbouring commercial parking areas may be used;
- v) The Home Depot (140 Northview Boulevard) is concerned with the proposed density and potential complaints from future residents regarding noise related to Home Depot's existing and permitted loading and unloading operations, lack of surface visitor parking resulting in parking on Home Depot's lands, and traffic; and,
- vi) The 400 and 7 Power Centre, Calloway Real Estate (57 and 101 Northview Boulevard) have advised that the applicant appears to be proposing access from the private driveway on their property without discussion.

On June 16, 2009, a Notice for this Committee of the Whole Meeting was sent to all those individuals on record requesting notice or having appeared at the Public Meeting on June 3, 2008.

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachments #1 and #2:

1. An Official Plan Amendment Application (File OP.08.005), specifically to amend the "Corporate Centre District" policies of OPA #500 (Corporate Centre Plan), as amended by OPA #663 (The Highway 7 futures Land Use Study), to:
 - i) increase the maximum permitted Floor Space Index (FSI) from 2.5 to 5.0; and,
 - ii) increase the maximum building height from 25m to 114m.
2. A Zoning By-law Amendment Application (File Z.08.022) to amend By-law 1-88, to rezone the subject lands from C2 General Commercial Zone to C9 Corporate Centre Zone and to permit the necessary zoning exceptions required to implement the concept plan shown on Attachment #5.

The applications would facilitate the development of the property with three high density residential condominium buildings, as shown on Attachment #5, including: Tower A (28-storeys), Tower B (32-storeys), and Tower C (24-storeys), totaling 1050 residential units, ground and second floor commercial and office uses, surface and underground parking, and a landscaped podium with an outdoor garden and water features are also proposed, as shown on Attachments #5 to #9 inclusive.

Background - Analysis and Options

The subject lands shown on Attachment #2 are located on the northeast corner of Regional Road 7 and Weston Road, municipally known as 7777 Weston Road, in Part of Lot 6, Concession 5, City of Vaughan.

Land Use Policies/Planning Considerations

The subject lands are designated "Corporate Centre Corridor" by OPA #500 (Corporate Centre Plan) as amended by OPA #663 (The Highway 7 Futures Land Use Study) and are zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(246). The proposed high density residential development does not conform to the Official Plan and Zoning By-law, and therefore, amendments are required. The surrounding land uses are shown on Attachment #2.

The Development Planning Department has reviewed a Planning Justification Report prepared by Weston Consulting Inc., and the Official Plan Amendment application to permit a maximum density/Floor Space Index (FSI) of 5.0 and a maximum building height of 114m, on the subject lands, in light of the following land use policies:

a) Provincial Policy Statement (PPS) and Places to Grow

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest related to land use planning and development. The following policies of the PPS manage and direct land use to achieve efficient development and land use patterns within settlement areas:

- i) Section 1.1.3.2 (in part): Land use patterns within settlement areas shall be based on:
 - a) densities and a mix of land uses which:
 - 1) efficiently use land and resources;
 - 2) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion; and,
 - b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.
- ii) Section 1.1.3.3: Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- iii) Section 1.1.3.5: Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.
- iv) Section 1.4.3 (in part): Planning authorities shall provide an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:
 - b) permitting and facilitating:
 - 1. all forms of housing required to meet the social, health, and well-being requirements of current and future residents, including special needs requirements; and,
 - 2. all forms of residential intensification and redevelopment in accordance with policy 1.1.3.3.

- v) Section 1.6.1: Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost effective manner to accommodate projected needs. Planning for infrastructure and public service facilities shall be integrated with planning for growth so that these are available to meet current and projected needs.
- vi) Section 1.6.5.4: A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.

In addition to the policies of the PPS, the Province's *Places to Grow: The Growth Plan for the Greater Golden Horseshoe (GGH)*, which outlines the framework for implementing the Provincial vision for building stronger, prosperous communities by better managing growth to 2031 contains the PPS policies noted above and identifies the Vaughan Corporate Centre as an Urban Growth Centre and states the following:

- i) Section 2.2.3 6 (in part): All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will:
 - e) recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification; and,
 - g) identify the appropriate type and scale of development in intensification areas.

The Corporate Centre Plan (OPA #500) as amended by the Highway 7 Land Use Futures Study Plan (OPA #663) identify and include policies that promote intensification. The Official Plan permits high-density residential development in both the Corporate Centre Node and Corporate Centre Corridor designations. These permissions take into account the existing commercial building stock and the planned provincial infrastructure for the Vaughan Corporate Centre's future subway station, located between Edgeley Boulevard and Jane Street, north of Regional Road 7, and will accommodate projected residential and employment needs. Within this context, the Official Plan establishes a minimum development density/intensification target of 0.75 FSI to a maximum of 2.5 FSI for lands designated Corporate Centre Corridor and a maximum building height of 25m for lands designated Corporate Centre Node.

Subject to the comments and recommendation in this report, the applications have regard for the PPS and are consistent with the *Places to Grow Plan* in that they would promote the intensification of the subject lands on a Regional Corridor where significant infrastructure in the form of public transit and road improvements are planned. However, in the context of the City's Official Plan policies, the proposal is inconsistent with the established scale of development identified by OPA #663 for the lands designated Corporate Centre Corridor. Local official plans are considered the most important vehicle for implementing and identifying the appropriate scale of development in intensification areas. A discussion of the appropriate density for the subject lands that the Development Planning Department can support is outlined in the next section of the report.

b) City Official Plan Amendment OPA #663 and the City's Focus Area Study: Vaughan Corporate Centre

On April 23, 2008, the date the applications were received, the lands were designated "Corporate Centre District" by OPA #500 (Corporate Centre Plan), which did not permit residential uses, however, permitted a wide range of non-residential uses including, but not limited to, retail, commercial, civic, office and prestige industrial uses, and therefore, an application to amend the Official Plan was required at that time to facilitate the proposed development.

On August 1, 2008, the Regional Municipality of York approved the City's OPA #663 (The Highway 7 Land Use Future Study), which re-designated the property to "Corporate Centre Corridor" with a "Transit Stop Centre" overlay, which permits high density residential uses and establishes a maximum density of 2.5 FSI on the lands. Therefore, an amendment to the official plan is no longer required with respect to the proposed residential use, however, remains necessary for the proposed FSI of 5.0 and building height of 114m.

Development within the area designated "Corporate Centre Corridor" must be compatible with development on adjacent lands designated "Corporate Centre Node" and "Corporate Centre District" (OPA #663, subsection 3.4.1.d). The property is located adjacent to lands designated "Corporate Centre District" to the north; lands designated Corporate Centre Corridor to the east and west; and, the lands identified as the Corporate Centre Node are located further east, beyond Highway #400, as shown on Attachment #3. The Corporate Centre District designation does not permit residential uses and establishes a maximum net density of 0.6 floor space index and a maximum building height of 15m for all uses except office buildings and theatres. The Corporate Centre Node designation permits residential uses and establishes a maximum building height of 25m, except for development located on "Gateway Sites", shown on Attachment #4, where the maximum permitted building height is unrestricted.

The proposal to permit a maximum density/FSI of 5.0 and a maximum building height of 114m is inconsistent with the objectives and development policies of OPA #663, which establishes a maximum FSI of 2.5 for the subject lands. The proposal is incompatible with the as-of-right permissions for the adjacent lands, exceeding the maximum FSI of 0.6 and the maximum building height of 15m, permitted in the adjacent Corporate Centre District designation to the north. Furthermore, the property is not identified as a "Gateway Site" by the official plan and therefore, the building height is restricted on the lands. The Corporate Centre Node has been identified as the focus area for high order land uses in the City of Vaughan by OPA #500.

The City is currently undertaking a focused area study of the Vaughan Corporate Centre (VCC) and has commissioned Urban Strategies Inc. to re-examine the current official plan policies governing the VCC; namely, OPA #500 and OPA #663. The Official Plan Review Committee and the City's consultants through the VCC focus review may potentially recommend modifications to the policies that currently apply to the subject lands. The VCC focus review is expected to be completed by the end of 2009. Any increase in density and building height proposed prior to the completion of the Vaughan Corporate Centre Focus Area Review shall be contemplated by the Official Plan Review Committee. Should it be determined through the review that additional density and height permissions are warranted on the subject lands, these permissions will be permitted without further amendment to the official plan, but will be subject to a zoning by-law amendment application. Otherwise, the implementing Official Plan Amendment will include site-specific policies for the lands to permit increased density and height, as noted in the recommendation section of this report. If approved, the appropriate uses and development standards will be implemented by way of an approved site development application and a site-specific zoning by-law.

c) Region of York, Ministry of Transportation and Vaughan Engineering: Traffic Impact Study

The Official Plan Amendment Application (File OP.08.005) was considered at the Regional Municipality of York's Development Review Committee on May 29, 2008. While the Regional Planning Department is generally supportive of intensification along Regional corridors, it was concluded at the meeting, that further consideration of traffic, site circulation and access was required for the proposed development.

The applicant has submitted a Traffic Impact Study in support of the proposed development prepared by Cole Engineering, which was circulated to the York Region Transportation Services Branch, the Ministry of Transportation and the Vaughan Engineering Department for review and comment. The study proposes a signalized intersection at Weston Road and Northview Boulevard and recommends that two access points are necessary to serve the proposed development including, a full movement access onto Northview Boulevard and a right-in/left-out access onto the abutting private road to the east, as shown on Attachment #7. The Region has advised that the Regional Road 7 and Weston Road intersection is at capacity and operating at a Level "F", therefore any additional traffic volume must be re-routed away from the intersection.

The study also recommends the removal of the existing centre median on Weston Road to facilitate a traffic signal at Weston Road and Northview Boulevard, as shown on Attachment #7. This recommendation is not supported by the Region and it is recommended that the current right-in/right-out movements at Northview Boulevard be maintained. Traffic analysis and observations by the Region confirm that the existing southbound Weston Road left turn and through queues to Regional Road 7 extend into and beyond the proposed intersection at Northview Boulevard. The proposed signalized intersection would cut into the existing southbound dual left turn lanes on Weston Road thereby reducing the available storage for left turning vehicles. Currently, it is not uncommon for southbound left turning vehicles to wait up to three cycles of lights at Weston Road and Regional Road 7 before being able to perform the left turn movement.

The proposed high density residential development together with current Regional Road 7 operational and capacity constraints raises concerns regarding the proposed site access for the Ministry of Transportation (MTO). The MTO has advised that the existing right-in access to the adjacent easterly property (which the applicant has access) from Regional Road 7 was allowed by the Ministry only to serve the existing commercial site traffic. The proposed residential uses may adversely impact the existing Highway #400 off-ramp immediately east of the subject lands, and the future residential traffic queue will begin to block the North-West off-ramp, therefore, the Ministry may close and remove the existing right-in access.

The study recommends that dedicated retail parking areas are not required for the proposed development as the proposed retail uses (3,462m²) can be considered ancillary to the proposed residential and office uses and are not expected to attract visitors. The study also recommends that the City's By-law 1-88 parking space requirement for apartment dwelling units be reduced from 1.5 spaces/unit to 1 space/unit. The Vaughan Engineering Department does not support either recommendation.

Given the concerns raised by the Region, MTO and the Vaughan Engineering Department, the proposed FSI of 5.0 for residential, retail and office uses along with the proposed building height of 114m cannot be supported by the Development Planning Department at this time.

Zoning

The subject lands are currently zoned C2 General Commercial Zone by By-law 1-88, subject to Exception 9(246), which permits an automotive sales establishment. An amendment to By-law 1-88 is required to rezone the property to C9(H) Corporate Centre Zone with the addition of the

- v) Council may consider increases in density and building height, subject to Section 37 of the *Planning Act*, in return for community benefits, including but not limited to: public squares; public art; other non-profit art; cultural, community or institutional facilities; parkland dedication and/or cash-in-lieu of parkland for park improvements; streetscape improvements on public lands; local improvements to transit facilities, including rapid and surface transit and surface and subsurface pedestrian connections to transit facilities; land for other municipal purposes; and, other local improvements identified through Community Improvement Plans, Secondary Plans, or other implementation plans or studies.

The City will assess the request for additional density and building height based on these criteria, which shall be approved to the satisfaction of the City and/or external agency(ies) prior to the increased density and height being permitted. If approved, these policies shall not be interpreted to imply that the increased density and height are unlimited. If the increases are warranted and granted by Council, they shall respect the hierarchy of density and height established by the governing City, Regional and Provincial policies in place at the time of consideration of the development.

Site Plan Control and the Holding Symbol "(H)"

The Development Planning Department recommends that, if approved, the subject lands be zoned with the addition of the Holding Symbol "(H)" in order to facilitate a comprehensive review of a development proposal for the site. The site will be zoned C9(H) Corporate Centre Zone.

In addition, in accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on March 31, 2008, servicing allocation capacity for the proposed development has not been reserved or assigned potential future capacity at this time. Therefore, servicing capacity is unavailable to support the proposed residential development. The City intends to undertake an annual review of the status of the available and unused servicing capacity and related Distribution Protocol. The availability of servicing allocation capacity for the applications will be revisited at this time based on the status of the subject development application. A Functional Servicing Report must be submitted for review and approval in support of the development applications, to demonstrate that the proposed development can be serviced in accordance with all City of Vaughan Engineering Department Design Standards and Criteria.

The Holding Symbol may be removed in whole or in part when a site plan is approved by Vaughan Council pursuant to Section 41 of the Planning Act, and upon water and sanitary servicing capacity being identified and allocated by Council. A Zoning By-law Amendment application would be required to lift the Holding Symbol "(H)" from the subject lands and to permit any additional zoning exceptions that may be required to implement any approved site plan.

Relationship to Vaughan Vision 2020/Strategic Plan

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 has reviewed the Official Plan and Zoning By-law Amendment Applications along with the supporting studies and reports. The Regional implications have been included in the Land Use Policies/Planning Considerations' section of this report.

Conclusion

The Development Planning Department has reviewed the Official Plan and Zoning By-law Amendment Applications to permit high density residential uses, a maximum density of 5.0 FSI

(Floor Space Index) and a maximum building height of 114m in accordance with the applicable policies of the Province, Region of York, the City's Official Plan, the requirements of the Zoning By-law, and the area land use context. These applications are considered to be inconsistent with the City's Official Plan and Zoning By-law, would result in traffic concerns as identified by the Region of York and the Ministry of Transportation, and may result in development that is not consistent with the existing VCC or results of the Vaughan Corporate Centre Focused Area Study.

The Development Planning Department can support a maximum FSI of 2.5 and a maximum building height of 25m, which are as-of-right permissions granted by the governing official plan (OPA #663) and the implementing C9(H) Zone, respectively. The Development Planning Department has proposed a framework for the consideration of additional density and building height to be included in the Official Plan without further amendment to the plan, based on a number of criteria including but not limited to, the submission of a complete Site Development Application, a Planning Justification Report, Traffic Study and bonusing in exchange for community benefits, which shall be reviewed to satisfaction of the City and/or appropriate external agencies.

The Development Planning Department can support the Zoning By-law Amendment Application to rezone the property from C2 General Commercial Zone to C9 Corporate Centre Zone in accordance with the requirements of By-law 1-88 and with a permitted FSI of 2.5 as permitted by the current Official Plan. The Development Planning Department is also recommending that the lands be zoned with the Holding Symbol "(H)", which shall be removed (in whole or in part) upon approval of a Site Development Application and the identification of servicing capacity by Council. The Development Planning Department can support the endorsement of the applications to amend the Official Plan and Zoning By-law, subject to the recommendations and the conditions of approval set out in this report.

Attachments

1. Context Location Map
2. Location Map
3. OPA #663-Land Use Plan
4. OPA #500-Transportation Plan
5. Applicant Proposed Concept Site Plan
6. Applicant Proposed Concept Podium Level Plan
7. Applicant Proposed Concept Street Level Plan
8. Applicant Proposed Concept Underground Plan
9. Applicant Proposed Concept Elevations

Report prepared by:

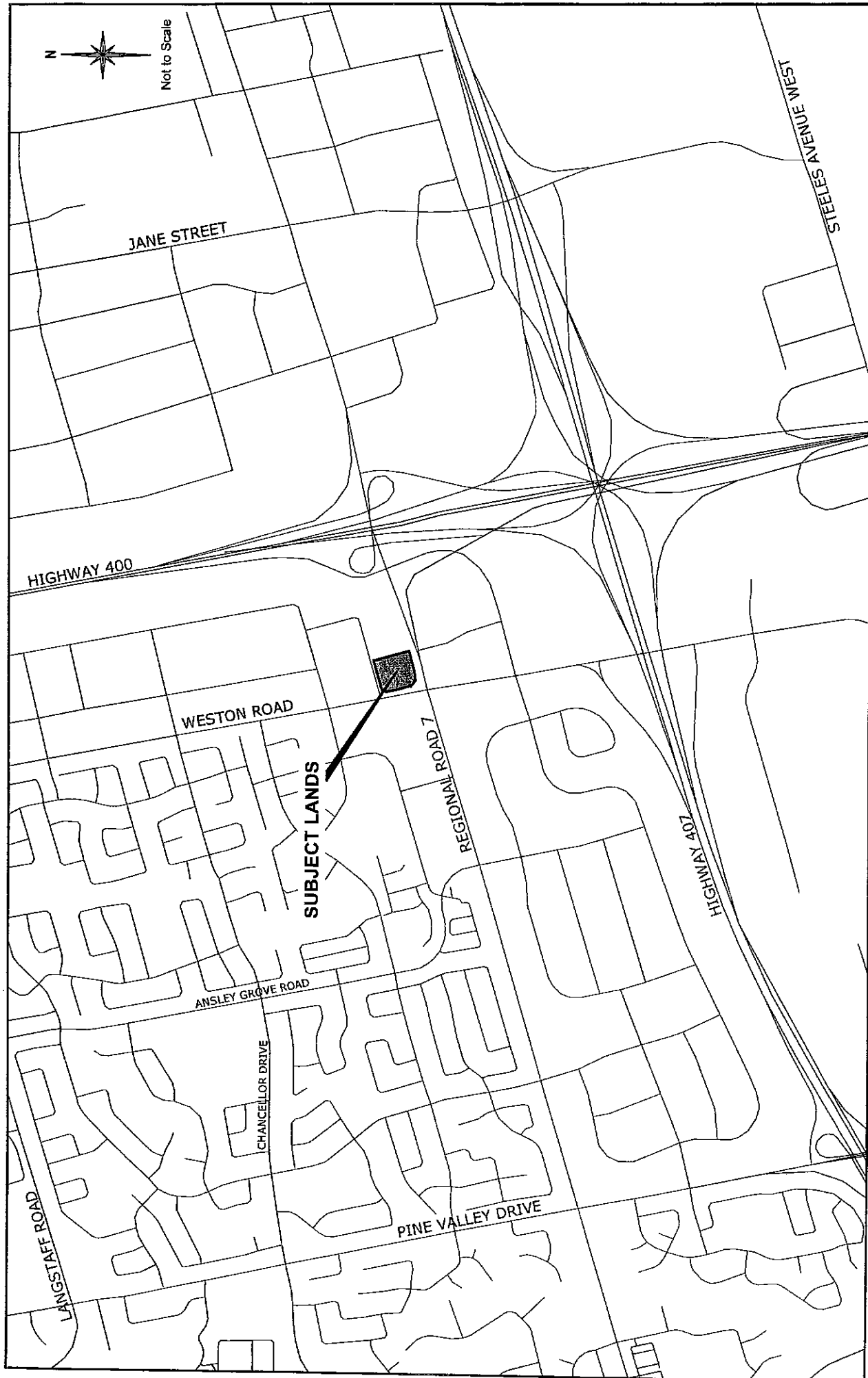
Christina Napoli, Planner, ext. 8483
Carmela Marrelli, Senior Planner, ext. 8791

Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

GRANT UYHEYAMA
Director of Development Planning

/LG



Context Location Map

Location: Part of Lot 6,
Concession 5

Applicant: 1483969 Ontario Limited /
C.O. Franco Palladini

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The City Above Toronto

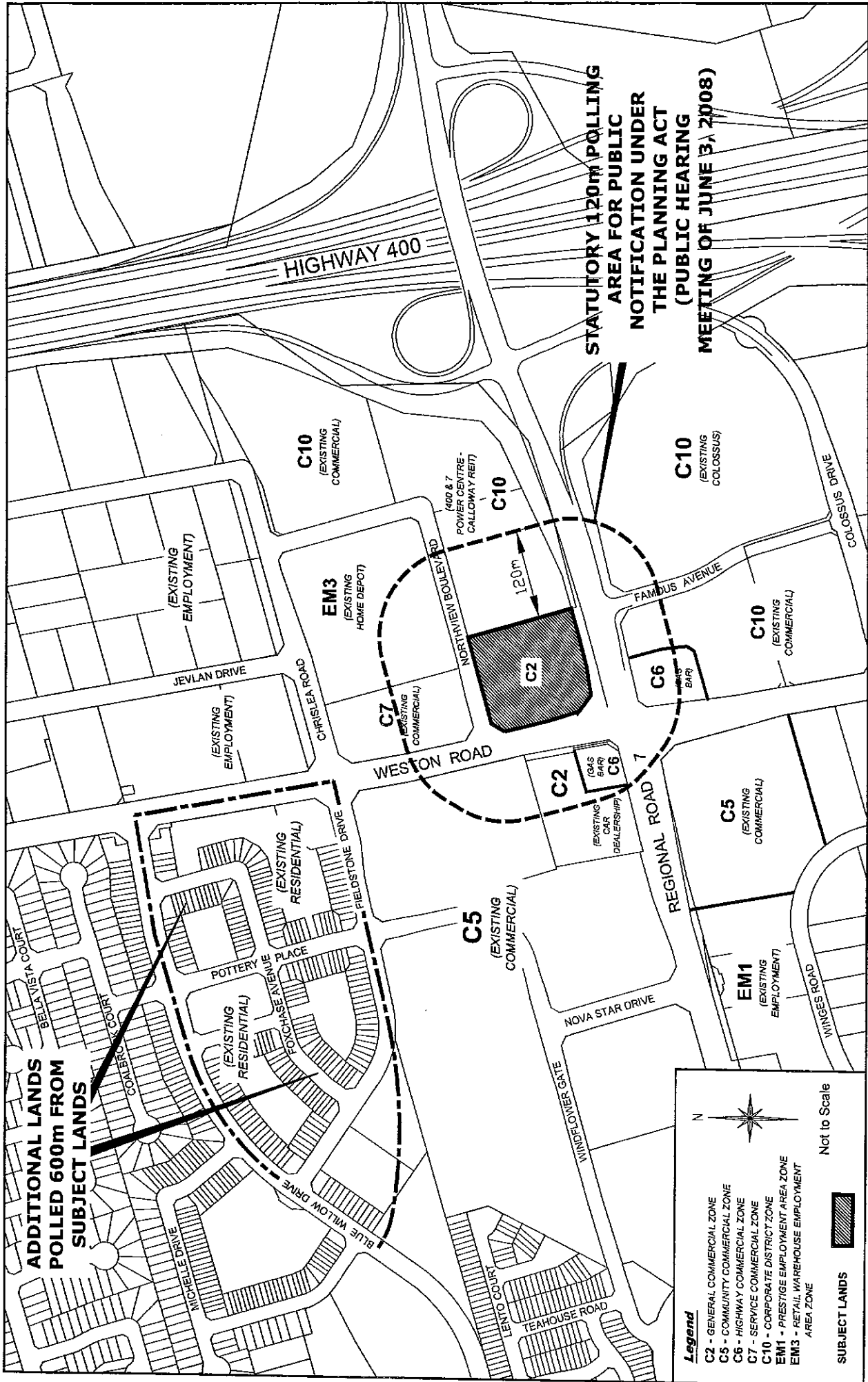
Development Planning Department

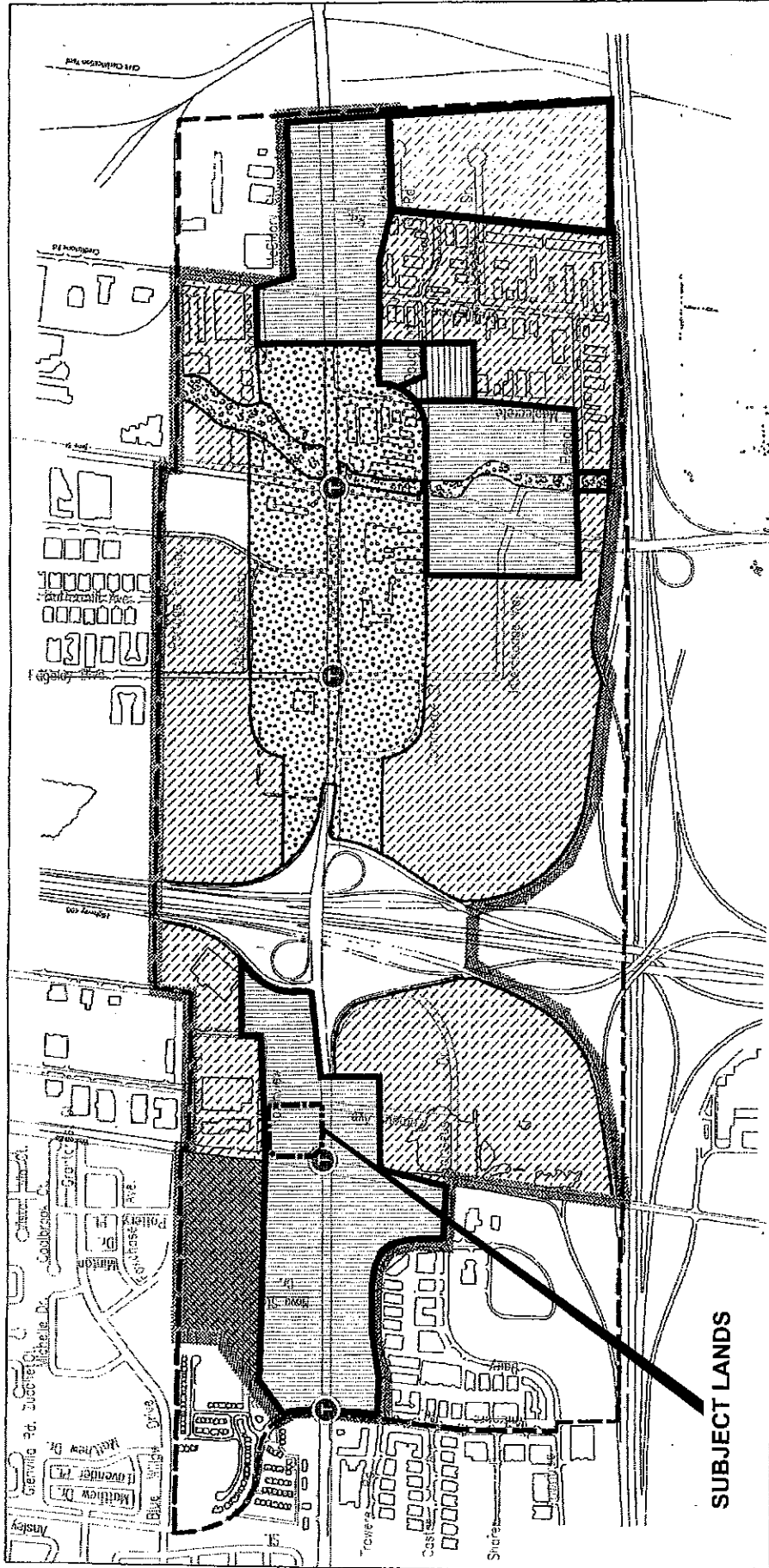
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OP.08.005

Date:
June 16, 2009


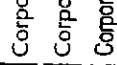
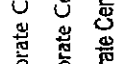
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





SUBJECT LANDS

Vaughan Corporate Centre Secondary Plan Amendment No. 500

-  Corporate Centre Node
-  Corporate Centre District
-  Corporate Centre Corridor

-  Valley Lands
- Lands identified as the major commercial centre of the Woodbridge Community within the Corporate Centre District

-  Vaughan Corporate Centre Secondary Plan Area Boundary
-  Study Area Boundary
-  Lands redesignated by this amendment (See Map -----)
-  Public Open Space
-  Transit Stop Centres

The Planning Partnership • duToit Allsopp Hillier • McCormick Rankin • Arthur Andersen • CH2M Hill • Storrie

Schedule A - Land Use Plan

Not to Scale

**OPA # 663 -
Land Use Plan**

Applicant: 1483969 Ontario Limited /
C.O. Franco Palladini

Location: Part of Lot 6,
Concession 5



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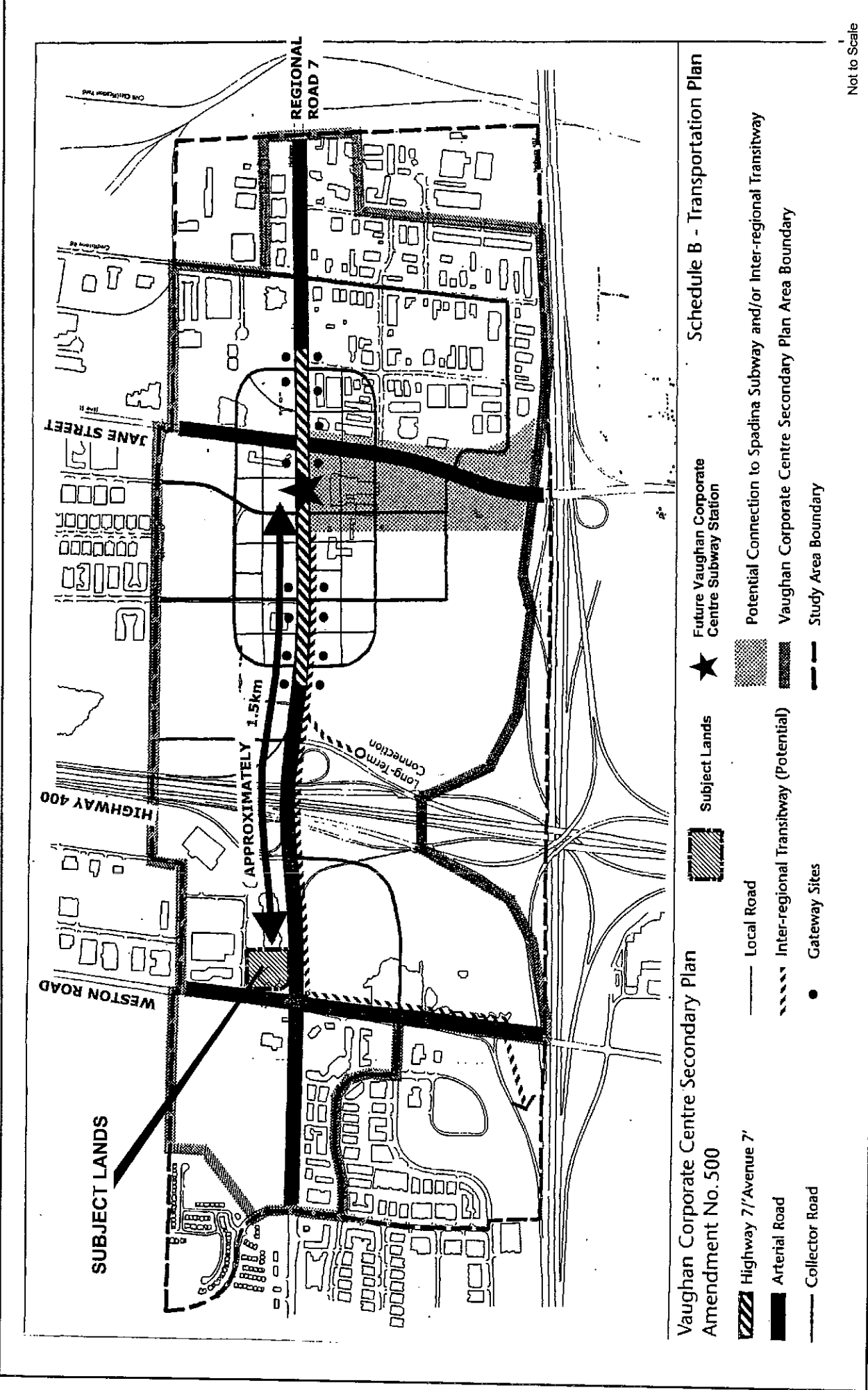
Development Planning Department

Attachment

Files: Z.08.022 &
OP.08.005

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Date:
June 16, 2009

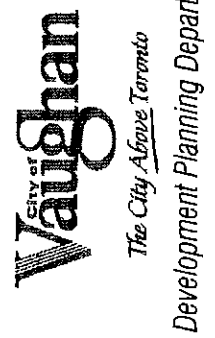


Schedule B - Transportation Plan

Not to Scale

Vaughan Corporate Centre Secondary Plan Amendment No. 500

■ Subject Lands
 — Local Road
 - - - Inter-regional Transitway (Potential)
 ● Gateway Sites
 ■ Future Vaughan Corporate Centre Subway Station
 ■ Potential Connection to Spadina Subway and/or Inter-regional Transitway
 - - - Vaughan Corporate Centre Secondary Plan Area Boundary
 - - - Study Area Boundary



OPA # 500 - Transportation Plan

Applicant: 1483969 Ontario Limited / C.O. Franco Palladini
 Location: Part of Lot 6, Concession 5

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Not to Scale

RESIDENTIAL TOWER A:
28 STOREYS WITH
ROOF TOP TERRACE &
COMMERCIAL USES
AT GRADE

PROPOSED ZONING BY-LAW AMENDMENT

Amend Zoning By-Law to:

1. Rezone the Subject Lands from C2 General Commercial Zone to C9 Corporate Centre Zone.

PROPOSED OFFICIAL PLAN AMENDMENT

Amend the Official Plan to:

1. Increase the Maximum Floor Space Index (FSI) from 2.5 to 5.0;
2. Increase the Maximum Building Height from 25m to 114m.

BUILDING A:
2 STOREY COMMERCIAL
CONNECTED TO TOWER A

LANDSCAPED
PIAZZA

REGIONAL ROAD 7

Applicant Proposed Concept Site Plan

Location: Part of Lot 6,
Concession 5

Applicant: 1483969 Ontario Limited /
C.O. Franco Palladini

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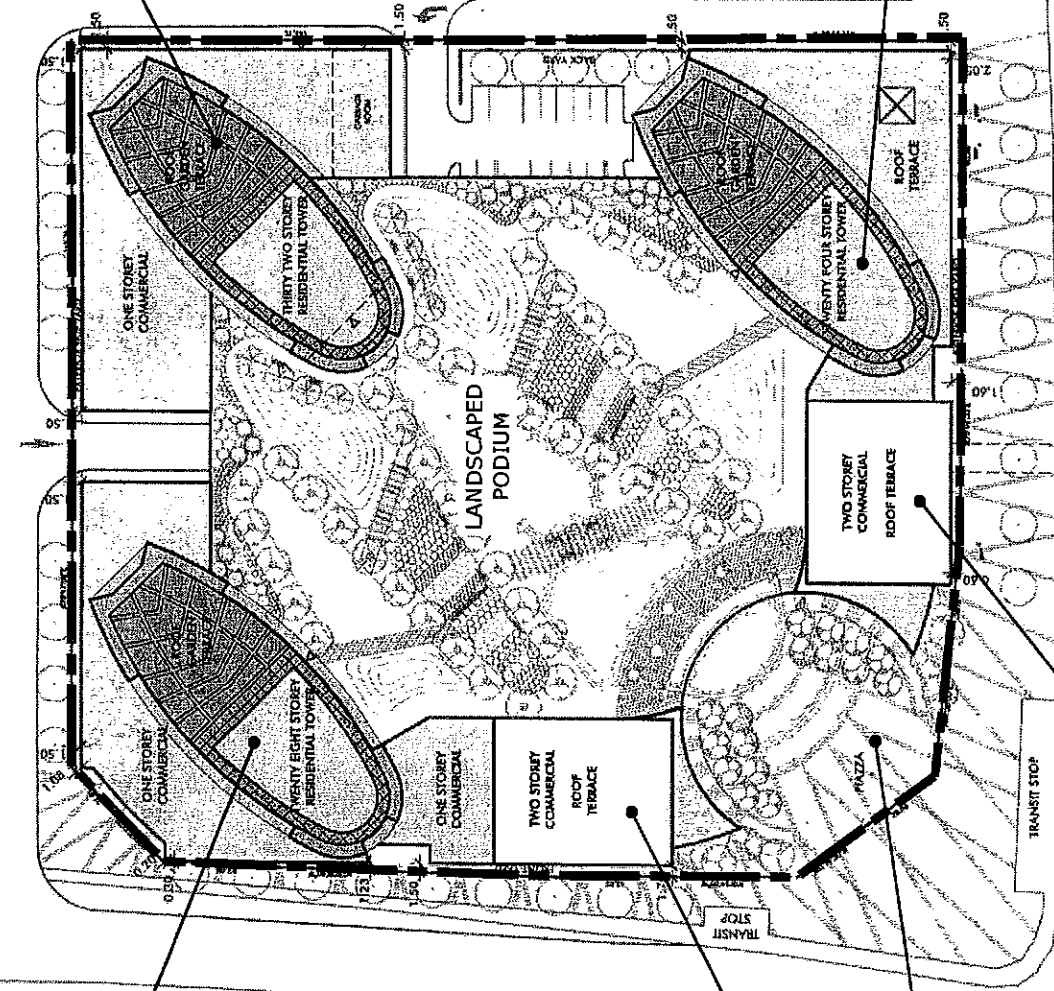
NORTHVIEW BOULEVARD

RESIDENTIAL TOWER B:
32 STOREYS WITH
ROOF TOP TERRACE &
COMMERCIAL USES
AT GRADE

TOTAL NUMBER OF
UNITS FOR TOWERS
"A", "B", and "C"
is 1050.

RESIDENTIAL TOWER C:
24 STOREYS WITH
ROOF TOP TERRACE

SUBJECT LANDS



BUILDING C:
2 STOREY COMMERCIAL WITH ROOF TOP
TERRACE & CONNECTED TO TOWER C



The City Above Toronto

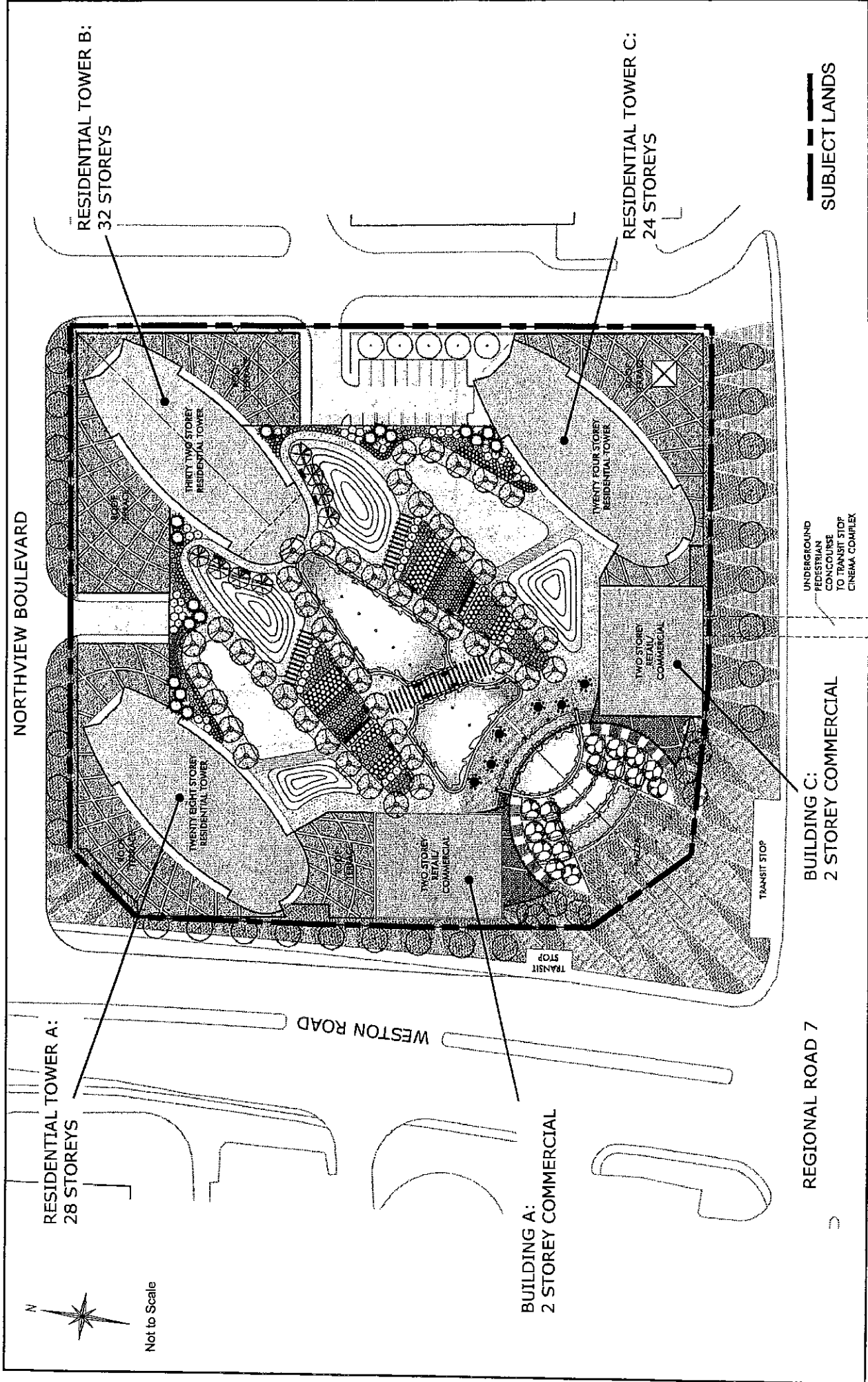
Development Planning Department

Attachment

Files: Z.08.022 &
OP.08.005

Date:
June 16, 2009

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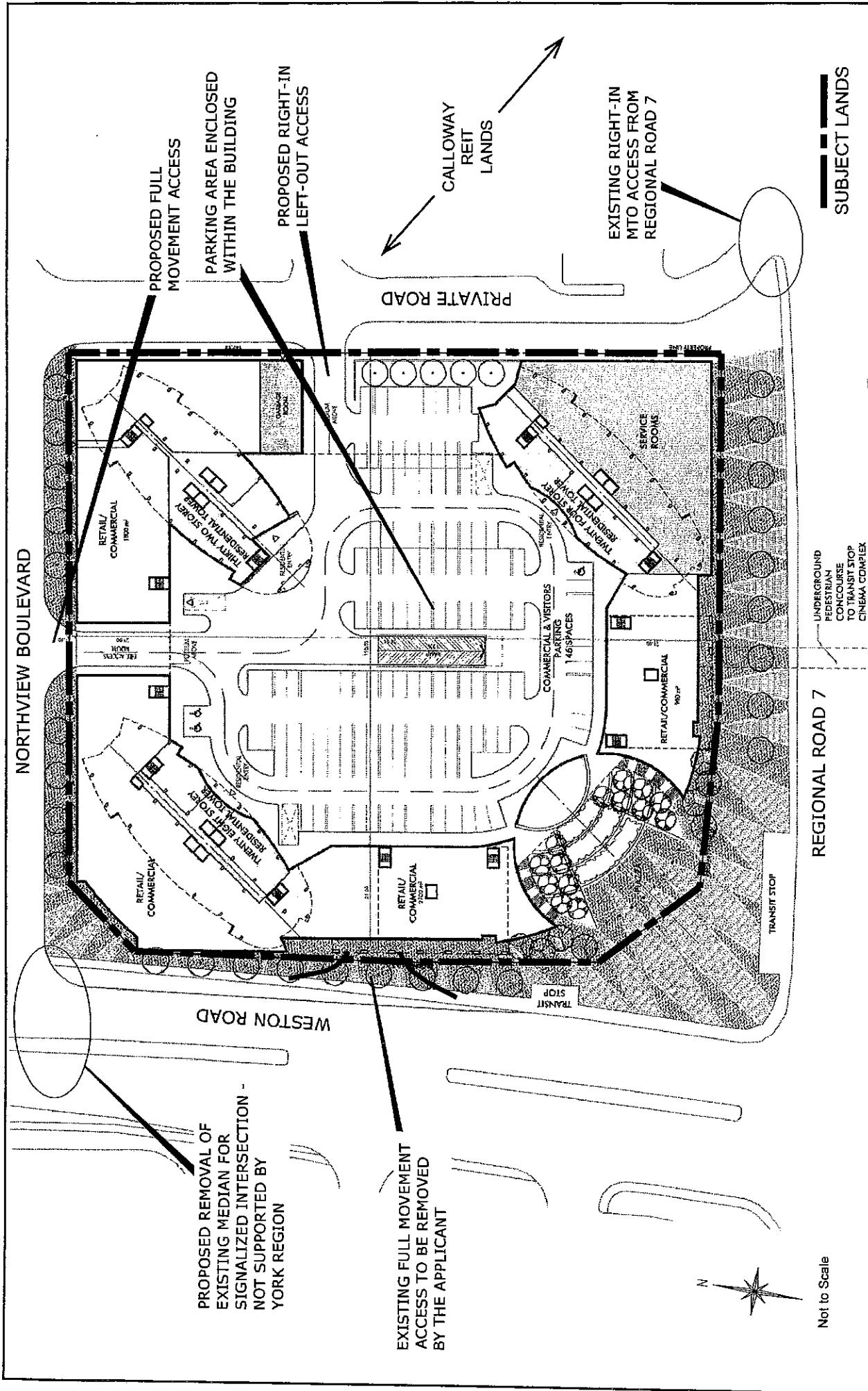


SUBJECT LANDS

UNDERGROUND
PEDESTRIAN
CONCOURSE
TO TRANSIT STOP
CINEMA COMPLEX

BUILDING C:
2 STOREY COMMERCIAL

REGIONAL ROAD 7

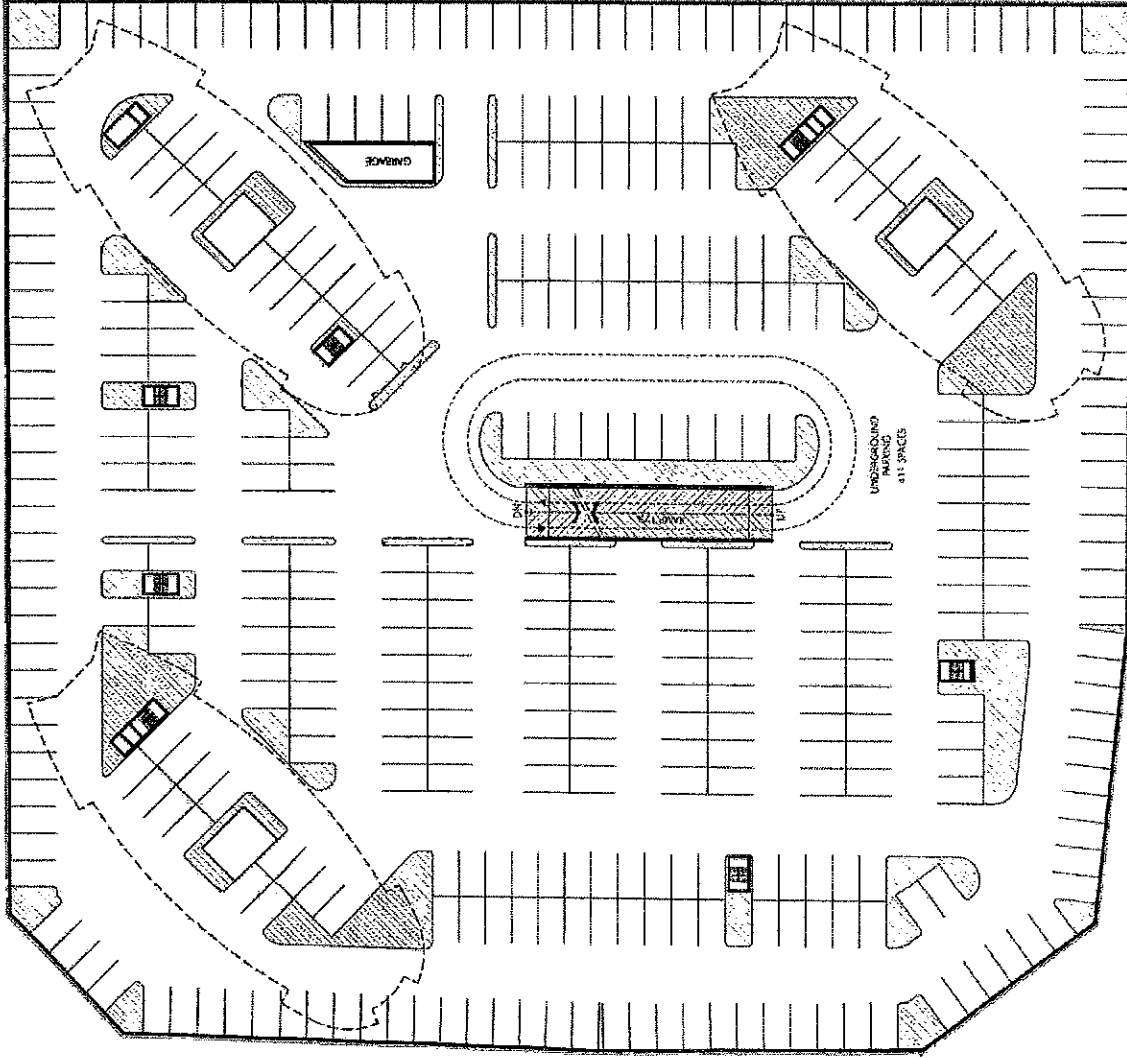


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NORTHVIEW BOULEVARD

WESTON ROAD

REGIONAL ROAD 7



Not to Scale

PARKING

PARKING SPACES

411 SPACES

Applicant Proposed Concept Underground Parking Plan

Applicant: 1483969 Ontario Limited /
C.O. Franco Palladini

The City Above Toronto
Development Planning Department

Attachment

Files: Z.08.022 &
OP.08.005

8

Date:
June 16, 2009

