

COMMITTEE OF THE WHOLE JUNE 19, 2012

**OFFICIAL PLAN AMENDMENT FILE OP.08.005
ZONING BY-LAW AMENDMENT FILE Z.08.022
2159645 ONTARIO INC., C/O LIBERTY DEVELOPMENT CORPORATION
WARD 3 – NORTHEAST CORNER OF WESTON ROAD AND REGIONAL ROAD 7**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.08.005 (2159645 Ontario Inc., c/o Liberty Development Corporation) BE APPROVED, to amend the "Corporate Centre Corridor" policies of OPA #500, as amended by OPA #663 (The Avenue 7 Land Use Future Study); specifically to permit a maximum density of 4.46 FSI (Floor Space Index), a maximum building height of 33 storeys or 102 m, and a maximum gross floor area of 12,000m² for a retail use within a single unit.
2. THAT Zoning By-law Amendment File Z.08.022 (2159645 Ontario Inc., c/o Liberty Development Corporation) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands from C2 General Commercial Zone subject to Exception 9(246) to C9 (H) Corporate Centre Zone with the Holding Symbol "(H)" in order to permit all the uses permitted in the C9 Corporate Centre Zone as shown on Attachment #10, and to permit the site-specific zoning exceptions identified in Table 2 of this report to implement the conceptual site plan shown on Attachment #4.
3. THAT the Holding Symbol "(H)" shall not be removed from the subject lands zoned C9(H) Corporate Centre Zone until such time that the following conditions are addressed for the subject lands, to the satisfaction of the City:
 - a) site plan approval by Vaughan Council or other approval authority;
 - b) the water supply and sewage servicing capacity has been identified and allocated to the subject lands by the City of Vaughan; and,
 - c) the Owner shall carry out the Environmental Site Assessment clearance to completion, up to and including the satisfactory registration of the Record of Site Condition (RSC), the proof of which requires two (2) documents, a hard copy of the RSC signed by a Qualified Person and the Acknowledgement Form from the Ministry of Environment (MOE). The complete Environmental Site Assessment (ESA) will include the ESA Phase 2, which will then determine the requirement of an ESA Phase 3 (a Remediation Plan), and finally the subsequent Remediation Plan Implementation Report. The approval of a Site Development Application will be conditional on, if required, the review and approval of the Remediation Plan. However, the review and approval of the Remediation Plan Implementation Report and the RSC will be a condition of site plan approval of Site Development File DA.11.117 and will be required prior to the issuance of any building permit.
4. THAT should the implementing Official Plan Amendment for File OP.08.005 (2159645 Ontario Inc., c/o Liberty Development Corporation) be approved by the Region of York (approval authority), that the Region of York be requested to endorse a modification to the City of Vaughan Official Plan 2010 (VOP 2010), adopted by Vaughan Council on September 7, 2010, as modified on September 27, 2011 and April 17, 2012, specifically Schedules 13 and 13R to establish the site-specific policies identified in Recommendation 1 above, specifically a density of 4.46 FSI and a maximum building height of 33 storeys on the subject lands.

5. THAT policies and provisions in the site-specific Official Plan and Zoning By-law Amendments include density bonussing conditions, but not limited to, public art, cash contributions for community benefits, and enhanced streetscaping that will be agreed to through an executed density bonussing agreement between the Owner and the City of Vaughan and satisfied at the site plan stage.

Contribution to Sustainability

The sustainable features for the proposed development of the subject lands will be determined at the Site Development stage.

Economic Impact

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

Communications Plan

On January 8, 2010, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands and an expanded 600m notification area shown on Attachment #2. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 2, 2010 and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on February 16, 2010 with a resolution that a Ward 3 Community meeting be held with the applicant, residents and City Staff to discuss the concerns expressed by the deputants at the Public Hearing. Deputations and written submissions were received from the following:

- a) Mr. Peter Weston, on behalf of the applicant;
- b) Mr. Clifford Korman, Kirkor Architects & Planners, 20 Martin Ross Avenue, Toronto, M3J 2K8, and a written submission;
- c) Mr. Adriano Volpentesta;
- d) Ms. Rosanna Defrancesca, East Woodbridge Community Association, 87 Michelle Drive, Woodbridge, L4L 9B9;
- e) Mr. Giulio Baldassara, 253 Misty Meadow Drive, Woodbridge, L4L 3V6;
- f) Ms. Laila Morkos, 44 Summerwood Court, Woodbridge, L4L 9A3;
- g) Mr. Sal Dominicus, 57 Russet Way, Woodbridge, L4L 5B7;
- h) Mr. Alfio Magnanelli, 1 Marconi Avenue, Woodbridge, L4L 7A4;
- i) Ms. Carla Oliveira, 109 Father Ermanno Crescent, Woodbridge, L4L 7C9;
- j) Mr. Robert Settino, 206 Green Manor Crescent, Vaughan, L4L 9R9;
- k) Mr. Alessandro Gallo, 84 Ambassador Crescent, Woodbridge, L4L 5L7;
- l) Ms. Marisa MacGillivray, 11 Olive Green Road, Vaughan, L4L 7L3;
- m) Written submission from Miss Savina Fiorini, 41 Tumbleweed Court, Vaughan, L4L 8Y5 dated January 18, 2010; and,
- n) Written submission from Mr. David A. McKay, MHBC Planning, 7050 Weston Road, Suite 230, Woodbridge, L4L 8G7, dated February 1, 2010.

The following is a summary of the concerns expressed from the deputants at the February 2, 2010 Public Hearing, based on the conceptual site plan shown on Attachment #4:

a) Traffic

There was a concern by the residents that the development proposal will negatively impact the safety of pedestrians and cyclists and that the existing transportation network would not support the intensity of the development. Furthermore, there were concerns that the traffic generations from the development proposal would affect the response time of emergency services.

b) Building Height and Density

At the February 2, 2010 Public Hearing, the concerns from the deputants respecting building heights and density involved limiting building heights to 14-storeys. There were concerns that the proposed heights would conflict with the flight paths for Pearson International Airport, and that the proposed building height would accommodate a population that would be too dense for the area. There was a suggestion that the permitted density on the subject lands should be capped at 2.5 FSI (Floor Space Index) and that retail space should be a maximum of 9,270 m² (25,000 sq.ft.). Though the subject lands are in the immediate outskirts of the Vaughan Metropolitan Centre (VMC) proper, there was concern that developments of this density and height should be limited to the VMC area.

c) Quality of Life

There are three main concerns respecting quality of life. The first concern is the temporary impact of construction resulting from dust and debris and traffic impacts on the existing transportation network. The second concern is the long-term effects of the quality of life of the surrounding area with a lack of low-density residential and commercial presence and the effects on pedestrian and cyclist safety. The third concern is the lack of play areas for children and whether daycares would be introduced into the development.

On December 20, 2011, the Owner submitted Site Development File DA.11.117 for the subject lands which addresses the main issues described above, which will be discussed later in this report. Site Development File DA.11.117 will be subject to a subsequent technical report to a future Committee of the Whole meeting.

Request to Process Development Applications in Advance of the Secondary Plan

The Vaughan Development Planning and Policy Planning Departments prepared a report that recommended Official Plan Amendment File OP.08.005 and Zoning By-law Amendment File Z.08.022 continue to be processed by City Staff in advance of the required Secondary Plan for the Weston Road and Regional Road 7 area pursuant to Section 10.1.1.10 of the City of Vaughan Official Plan (VOP) 2010. The report recommendation was adopted by the Committee of the Whole on April 12, 2011, which was subsequently approved by Vaughan Council on May 3, 2011 with the following recommendations, in part:

- "i) That the applicant supply a comprehensive traffic study, which will encompass the traffic movement within a radius not less than one (1) kilometre of the proposed land;*
- ii) That upon completion of the traffic study, the applicant agree to attend one (1) Special Committee of the Whole meeting for the purpose of civic engagement as well as at least one (1) Ward 3 Community meeting;*
- iii) That Council give staff direction to attend the community meeting and request the attendance of regional staff; and,*
- iv) That the City notify the community contained within Highway 7 to Langstaff Road and Pine Valley Drive to Weston Road for the Special Committee of the Whole meeting."*

Required Civic Engagement Meetings

1. Ward 3 Community Meeting

A Ward 3 Community meeting was held by the Local Councillor on April 26, 2012, to discuss the overall merit of the revised development proposal, as submitted through File DA.11.117, as shown on Attachments #4 to #9. The following groups were represented at the Ward 3 Community meeting:

- a) York Region Transportation and Community Planning Department;
- b) Vaughan Development Planning Department;
- c) Vaughan Development/Transportation Engineering Department;
- d) Weston Consulting Group;
- e) Kirkor Architects;
- f) Liberty Development;
- g) Bratty and Partners;
- h) Cole Engineering; and,
- i) East Woodbridge Community Association.

The following is a summary of the issues that were noted at the Ward 3 Community meeting (April 26, 2012):

a) Signalized intersection at Weston Road and Northview Boulevard

Representatives of the East Woodbridge Community Association expressed the requirement for the proposed signalized intersection at Northview Boulevard and Weston Road, which would alleviate traffic from Northview Boulevard going south on Weston Road. Weston Road is a Regional Road and it was noted by Cole Engineering that the signalized intersection would have to be approved by the Region of York Transportation and Community Planning Department. York Region is currently reviewing the merit for a signalized intersection, which will be considered as part of the Site Plan process.

In the event that York Region does not approve the signalized intersection at Weston Road and Northview Boulevard, Cole Engineering advised that through their transportation modeling, the existing intersection at Weston Road and Chrislea Road can accommodate the additional traffic generated from the development proposal.

b) Bus Rapid Transit

Cole Engineering presented their findings respecting the existing and proposed transit elements of the development proposal. It was noted that the development proposal is accessible to seven (7) existing transit lines, including:

- i) VIVA Orange;
- ii) YRT10: York University-Woodbridge;
- iii) YRT77: Highway 7-Centre Street;
- iv) TTC35D – Jane Street;
- v) TTC165 – Weston Road North;
- vi) TTC37D – Islington Avenue; and,
- vii) Brampton ZUM 501.

It was also noted that the subject lands will benefit from the planned Bus Rapid Transit (BRT) stop at the intersection of Weston Road and Regional Road 7. The representatives of the East Woodbridge Community Association were interested in the design and timing of the planned BRT. The BRT was described as a transit priority corridor along Regional Road 7 with stops that are platform based and within the centre

median of Regional Road 7. The first phase of the BRT in this area will encompass bus lanes by 2015 to 2017, with a future second phase that would incorporate light rail.

c) May 1, 2012 Special Committee of the Whole

In response to the May 3, 2011 Vaughan Council direction, a Special Committee of the Whole meeting for the purpose of civic engagement was held on May 1, 2012. Discussions on improvements to the required area-wide transportation study presentation involved, among other things, more details on the design of the BRT and predicted trip generations. The outcome of the May 1, 2012 Special Committee of the Whole is discussed below.

2. Special Committee of the Whole – Comprehensive Transportation Study

At the Special Committee of the Whole meeting held at the City of Vaughan on May 1, 2012, a report from the Vaughan Development/Transportation Engineering Department was considered in response to the Comprehensive Transportation Study prepared by Cole Engineering. The meeting provided an opportunity for civic engagement on the Comprehensive Transportation Study prepared by Cole Engineering for the Weston Road and Regional Road 7 vicinity. Seven (7) existing bus routes continue to serve the vicinity of the subject lands, along with the planned future Bus Rapid Transit (BRT) route along Regional Road 7, which will provide an express transit service to the Vaughan Metropolitan Centre and the future Spadina Subway Extension. Cole Engineering presented that as part of the Comprehensive Transportation Study, an interim analysis of the Liberty Development proposal recommended infrastructure improvements with the provision of opening Northview Boulevard at Weston Road to a full signalized intersection as well as the provisions for a right-in and right-out movement to Weston Road, and a right-out movement to Regional Road 7 at the location of the existing privately owned right-in access.

The study investigated the need for Travel Demand Management (TDM) plans, which are designed to increase accessibility by providing a balance of transportation alternatives and encouraging active travel modes to help promote higher levels of travel convenience. Cole Engineering noted that TDM opportunities do not work in isolation, but instead works together synergistically as one integrated plan specifically focused to the study area and requires cooperation between all interest groups.

The study analyzed development potential in the immediate vicinity in the 2021 and 2031 horizons and concluded that the intersections and roadways are able to operate in the 2031 horizon similar to the 2021 horizon (with or without a future Highway 400 overpass to the south of the subject lands) scenario, given that all of the transit initiatives are in place by full build-out of the Secondary Plan Area.

The East Woodbridge Community Association (EWCA) expressed four (4) issues respecting the development proposal:

- a) concern over whether the proposed accesses to and from the subject lands would accommodate the traffic generated from the development proposal;
- b) the proposed signalized intersection at Weston Road and Northview Boulevard would result in a total of three (3) signalized intersections in a short distance from Regional Road 7 to Blue Willow Drive, which is located north of the subject lands;
- c) a clear timeframe of the installation of the BRT line along Regional Road 7; and,
- d) a clear emphasis of the importance of the future network of roads as outlined in the study, which includes a series of connections and a ring road around Weston Road and Regional Road 7 at the 2031 horizon, which EWCA stresses is a significant contributor to the success of the Secondary Plan Area.

The meeting concluded with the acknowledgement that the traffic generation and the proposed signalized intersection at Weston Road and Northview Boulevard would be reviewed in detail at the site plan stage (File DA.11.117), in consultation with the York Region Transportation and Community Planning Department and the Vaughan Development/Transportation Engineering Department. The planned BRT was confirmed to be within the timeframe of 2015 to 2020. The future road connections by the 2031 horizon were assumed given current data and assumptions and that those road connections would have to be reviewed again in the future as traffic conditions and travel patterns change.

Purpose

The Owner has submitted the following applications for the subject lands, municipally known as 7777 Weston Road, shown on Attachments #1 and #2:

1. Official Plan Amendment File OP.08.005, to amend the “Corporate Centre Corridor” policies of OPA #500 as amended by OPA #663 (The Avenue 7 Land Use Future Study), as follows:

Table 1: Official Plan Amendment File OP.08.005		
	Official Plan Policy OPA #500, as amended by OPA #663	Proposed Amendment to OPA #500, as amended by OPA #663
a.	Section 3.4.3 d) Policies: “It is the intent of the City to achieve an average Floor Space Index of 1.5 on all lands designated “Corporate Centre Corridor”, although it is anticipated that development density may range from a minimum of 0.75 to a maximum of 2.5 Floor Space Index.”	<ul style="list-style-type: none"> ▪ Notwithstanding Section 3.4.3 d), the maximum permitted density on the subject lands shall be a Floor Space Index of 4.46.
b.	Section 3.3.3 g) Policies, in part: “Building heights shall be specifically regulated in the Zoning By-law (25m)”	<ul style="list-style-type: none"> ▪ Notwithstanding Section 3.3.3 g) Policies, the maximum building height on the subject lands shall be 102 m (33-storeys).
c.	Section 3.4.2 v) Permitted Uses: “retail uses of all types, excluding those retail uses and retail warehouses with Gross Floor Areas exceeding 9,290 m ² (100,000 square feet) in a single unit or building”	<ul style="list-style-type: none"> ▪ Notwithstanding Section 3.4.2 v), retail uses of all types shall be permitted on the subject lands, excluding those retail uses with Gross Floor Areas exceeding 12,000m² (129,167 square feet) in a single unit.

2. Zoning By-law Amendment File Z.08.022, to amend Zoning By-law 1-88, specifically to rezone the subject lands from C2 General Commercial Zone subject to Exception 9(246) to C9 (H) Corporate Centre Zone with the Holding Symbol “(H)” in order to permit all of the uses permitted in the C9 Zone as identified on Attachment #10, and to permit the site-specific zoning exceptions identified in Table 2 of this report to implement the conceptual site plan shown on Attachment #4, consisting of the following:

- a) 1.94 ha site area;
- b) total Gross Floor Area: 86,421 m² (Residential: 61,447 m²; Retail: 12,935 m²; Office: 12,039 m²);
- c) two residential towers (30-storeys and 33-storeys);
- d) one 6-storey residential podium located along the east property line;
- e) 781 residential apartment units;
- f) one 9-storey office tower; and,
- g) 1,334 provided parking spaces.

Background - Analysis and Options

On April 23, 2008, the former Owner (1483969 Ontario Limited) submitted Official Plan and Zoning By-law Amendment applications (Files OP.08.005 and Z.08.022) to facilitate the development of three high density residential condominium buildings ranging from 24 to 32 storeys with a total of 1,050 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, as shown on Attachment #3. The Development Planning Department prepared a technical report for consideration by the Committee of the Whole on June 23, 2009. On that date, the former Owner submitted a written request to Vaughan Council to adjourn the applications "sine die", which the Committee adopted and the Committee's decision was ratified by Vaughan Council on June 30, 2009.

On November 27, 2009, the Development Planning Department received a revised proposal for the property from the current Owner (2159645 Ontario Inc., c/o Liberty Development Inc.), as shown on Attachments #4 to #9. The revised proposal was considered at the February 2, 2010 Public Hearing with a resolution that a Ward 3 Community meeting be held with the applicant, residents and City Staff to discuss the concerns expressed by the deputants, as summarized in the "Communications Plan" section of this report.

On September 7, 2010, Vaughan Council adopted VOP 2010, which identified the subject lands as being located within a Required Secondary Plan Area. The Policy Planning and Development Planning Departments prepared a report to the April 12, 2011 Committee of the Whole recommending that the subject files continue to be processed by City Staff in advance of the required Secondary Plan for the Weston Road and Regional Road 7 area, pursuant to Section 10.1.1.10 of the City of Vaughan Official Plan 2010, which the Committee adopted and Council approved on May 3, 2011.

On December 20, 2011, the Owner submitted Site Development File DA.11.117, which is currently under review and will be subject to a future technical report to the Committee of the Whole.

Location

The relatively flat, 1.94 ha subject lands, shown on Attachments #1 and #2, are located on the north east corner of Weston Road and Regional Road 7, municipally known as 7777 Weston Road, City of Vaughan. The property is considered a through lot with frontages along Weston Road (approximately 110m), Regional Road 7 (approximately 120m), and Northview Boulevard (approximately 125m). The subject lands were previously occupied by a motor vehicle sales establishment and are currently used for the selling and installation of tires.

Land Use Policies/Planning Considerations

The Development Planning Department has reviewed the Official Plan Amendment Application to permit increased density and building heights on the subject lands, in light of the following land use policies:

a) Provincial Policy Statement (PPS)

The PPS provides broad based policy direction on matters of Provincial interest related to land use planning and development. The PPS also promotes cost-effective development standards to minimize land consumption and servicing costs, while facilitating public transit supportive developments. It supports and encourages intensification and redevelopment to accommodate an appropriate range and mix of employment opportunities, housing and other land uses that make more efficient use of land and public infrastructure. The proposed mixed-use residential development supports intensification of the site and accommodates a range of uses, including residential, office and commercial uses, which are appropriate for the area. The development will provide additional accommodation choices while utilizing the existing municipal infrastructure efficiently through compact form and densities. The proposed development conforms to the goals, objectives and policies of the PPS.

b) Provincial Growth Plan - Places to Grow

The policies of the Growth Plan are intended to guide the development of land in the Greater Golden Horseshoe; encourage compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and, direct growth to settlement areas that offer municipal water and wastewater systems. Moreover, the Growth Plan outlines opportunities to make better use of land and infrastructure by directing growth to existing urban areas, stating in part:

“This Plan envisages increasing intensification of the existing built-up areas, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields.”

The Growth Plan identifies the subject lands as located within a built-up area and adjacent to an urban growth centre (Vaughan Metropolitan Centre). The Growth Plan encourages intensification throughout the built-up area and includes infill development and the development of underutilized lots. Intensification, a mix of uses and transit supportive densities are encouraged for new developments to promote reduced dependence on the automobile and provide pedestrian-friendly urban environments. The Growth Plan encourages that population and employment growth be accommodated by reducing dependence on the automobile through the development of mixed-use transit supportive, pedestrian-friendly urban environments, providing convenient access to intra and inter-city transit, and encouraging the development of complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space, and easy access to local stores and services. The subject lands will be serviced by the planned Regional Road 7 Bus Rapid Transit Route with access to the Vaughan Metropolitan Centre Subway Station.

The proposed mixed-use development is supported by municipal water and wastewater systems, public transit, and would provide an alternative housing form that maximizes the use of land along with opportunities for employment opportunities throughout the mixed-use development. The proposed development is consistent with the goals of the Growth Plan.

c) Region of York Official Plan (June 1, 2008)

The in-effect Region of York Official Plan designates the subject lands as within a “Regional Centre” of the “Urban Area”. The Regional Plan encourages within regional centres a density target of 2.5 FSI. The Owner proposes a density of 4.46 FSI. As noted in the “Regional Implications” section of this report, the Region of York will be the approval authority for the subject Official Plan Amendment, should Vaughan Council

approve Official Plan Amendment File OP.08.005 and adopt an implementing Official Plan Amendment document.

The Regional Official Plan encourages a broad range of housing types within efficient and mixed use compact communities at an overall transit-supportive density. The range of housing includes different forms, types and tenures to satisfy the needs of the Region's residents. The Regional Plan identifies that the housing stock in the Region is primarily detached units. The housing market is faced with demands for a broader variety of housing forms to meet the needs of different households.

The Regional Official Plan also identifies the Regional Road 7 corridor as a "Regional Corridor" and the Weston Road corridor as a "Local Corridor". Regional Road 7 is also identified as a Regional Rapid Transit Corridor. The subject lands are located at the junction of these two corridors. The policies pertaining to corridors encourage mixed uses and high densities, supported by high quality public transit services. The subject lands are suitable for more intensive, mixed-use development being located along a proposed bus rapid transit corridor, close proximity to the Vaughan Metropolitan Centre Subway Station, being at the junction of a regional and local corridor, and currently available for redevelopment.

The Regional Plan further encourages pedestrian scales, safety, comfort and mobility, the enrichment of the existing area with an attractive building, landscaping and public streetscapes. The proposed mixed-use development and the associated amenity areas enhance the streetscape. Furthermore, the Regional Plan recognizes that there is a strong relationship between transportation and urban form. A mixed-use, compact and higher density urban form encourages and supports a higher level of transit services while helping to reduce the overall parking demand and trip length required for work, shopping, school, and other destinations. With the exception of density, the proposed development is consistent with the in-effect Regional Official Plan policies.

d) Region of York New Official Plan (September 7, 2010)

On September 7, 2010, York Region received the Ministry of Municipal Affairs and Housing approval of Region York's new Official Plan, approved in December 2009, subject to modifications. Consistent with the City's new Official Plan, the new Regional Plan no longer identifies the subject lands as being within a Regional Centre (VMC area), but continues to identify that the subject lands are within the "Urban Area" along a "Regional Corridor" and a "Local Corridor", consistent with the policies of the in-effect Regional Plan.

e) City of Vaughan Official Plan

The subject lands are designated "Corporate Centre Corridor" and "Transit Stop Centre" by OPA #500 (Corporate Centre Plan) as amended by OPA #663 (The Avenue 7 Land Use Future Study), being the current in-effect Official Plan for these lands. The development proposal does not conform to the policies of the Official Plan respecting density, height, and gross floor area (GFA) with respect to retail uses in a single unit or building. The Official Plan currently permits a maximum density of 2.5 FSI, establishes a maximum building height of 25 metres on the subject lands and permits a maximum GFA of 9,290m² for a retail use within a single unit or building, whereas the applicant is proposing a maximum density of 4.46 FSI, a maximum building height of 102m (33 storeys), and a maximum GFA of 12,000m² for a retail use within a single unit or building.

In light of the Provincial and Regional policies encouraging intensification and providing developments that are mixed-use, compact developments with densities that encourage public transit and provides opportunities for a mix of housing types and employment

opportunities in the community, the approval of an Official Plan Amendment can be supported.

f) Vaughan Official Plan (VOP) 2010

The subject lands are designated “High-Rise Mixed-Use” by the new City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010, as modified on September 27, 2011 and April 17, 2012, and is pending approval from the Ontario Municipal Board. As noted earlier, the subject lands are located within the Secondary Plan area for Weston Road and Regional Road 7, which the Policy Planning Department is undertaking, and the maximum permitted heights and density (FSI) will be determined through the study for this designation and area. The Owner is proposing a maximum building height of 102m (33 storeys) and FSI of 4.46.

The “High-Rise Mixed-Use” designation is generally located within Intensification Areas (Primary Centre) and provides for a mix of residential, retail, community and institutional uses. The subject lands are located within an Intensification Corridor where there are predominately existing commercial and retail uses along Weston Road and Regional Road 7. The Owner proposes a mixed-use development that offers the opportunity to combine residential, commercial and office uses on the subject lands, which is supported by the Development Planning Department, given the local area context. The development proposal conforms to VOP 2010, with the exception of the proposed building height (102 m or 33-storeys) and density (4.46 FSI).

Should Vaughan Council approve the subject Official Plan Amendment, the Region of York is requested to modify the City of Vaughan’s Official Plan 2010 to facilitate a site-specific policy on the subject lands designated “High-Rise Mixed-Use” to permit an FSI of 4.46 and maximum building height of 102m (33-storeys). A condition to this effect has been included in the recommendation of this report.

Zoning

The subject lands are currently zoned C2 General Commercial Zone by Zoning By-law 1-88 and subject to Exception 9(246), which only permits the former automotive sales establishment. The proposed mixed-use development consisting of apartment residential units and office and retail uses are not permitted. The Owner proposes to rezone the subject lands to C9 (H) Corporate Centre Zone with the Holding Symbol “(H)” to allow for the uses in the C9 Corporate Centre Zone, as well as, the institutional uses permitted in all Commercial Zones, with the following exceptions:

- a) a Veterinary Clinic shall not be permitted on the subject lands;
- b) a Retail Store use shall be permitted with a gross floor area up to 12,000m², whereas Zoning By-law 1-88 limits retail stores to 9,290m²;
- c) a Retail Warehouse with a gross floor area of less than 9,290m², provided the use is located within the podium area and is not within a single building;
- d) the deletion of Block Townhouse Dwelling as a permitted use;
- e) the deletion of Tavern as a permitted use; and,
- f) the “Service or Repair Shop” definition will include only the servicing or repairing of small household appliances and home computers.

The Development Planning Department supports the range of commercial uses proposed on the subject lands, as shown on Attachment #10. An increase in the maximum retail store size from 9,290m² to 12,000m² would allow for additional flexibility to locate an appropriate tenant in the

retail area. The deletion of a Veterinary Clinic use is appropriate given the predominantly residential and mixed use nature of the development within a prestigious setting along Weston Road and Regional Road 7. In consultation with the Owner, the retail warehouse use permission remains, provided the use is located within the podium area and not within a single building. This would also allow flexibility for the Owner to locate an appropriate tenant. The deletion of a Block Townhouse Dwelling as a permitted use is warranted as the Owner proposes a mixed use apartment residential and commercial development. Furthermore, the deletion of a Tavern use is appropriate as it would eliminate redundancy as this use is no longer defined in the Liquor License Act and has been identified with eating establishment uses, which are permitted on the subject lands. With respect to compatibility of the proposed commercial, office and residential uses, the Owner concurs with the Development Planning Department that the definition of "Service or Repair Shop" will only include the servicing or repairing of small household appliances and home computers.

The proposed rezoning of the subject lands will also require the necessary zoning exceptions to the C9 Corporate Centre Zone as noted in Table 2 below to implement the conceptual development proposal shown on Attachments #4 to #9, inclusive. The property is defined as a through lot by Zoning By-law 1-88.

Table 2: Zoning By-law Amendment File Z.08.022			
	By-law Standard	By-law 1-88 C9 Zone Requirements	Proposed Exceptions to C9 Zone
a)	Minimum Yard Setbacks	Front Yard Setback: 3m Exterior Side Yard Setback: 3m	Front (Weston Road): 2m Exterior (Northview Blvd.): 0m
b)	Minimum Setback to all Daylight Triangles	3m	0m
c)	Minimum Setback from Front Lot Line to Portions of Building Below Grade	1.8m	0m
d)	Maximum Building Height	25m	Building "A": 93m (30-storeys) Building "B": 102m (33-storeys) Building "C": 38m (9-storeys) Podium "C2": 12m (2-storey)
e)	Minimum Parking Requirement	<u>Residential Use:</u> 781 units @ 1.5 spaces / unit = 1,172 <u>Residential Visitor Spaces:</u> 781 units @ 0.25 spaces / unit = 195 <u>Retail Use:</u> 6 spaces / 100m ² GFA @ 12,935m ² = 776 spaces <u>Office Use:</u> 3.5 spaces / 100m ² GFA @ 12,039m ² = 421 spaces	<u>1-Bedroom Units:</u> 0.85 spaces / unit @ 549 units = 467 <u>2-Bedroom Units:</u> 0.95 spaces / unit @ 232 units = 220 <u>Residential Visitor Spaces:</u> 0.15 spaces / unit @ 781 units = 117 <u>Retail Uses:</u> 3 spaces / 100m ² GFA @ 12,935m ² = 388

Table 2: Zoning By-law Amendment File Z.08.022			
	By-law Standard	By-law 1-88 C9 Zone Requirements	Proposed Exceptions to C9 Zone
		Total Spaces = 2,564	<u>Office Uses</u> : 2 spaces / 100m ² GFA @ 12,039m ² = 241 Total Spaces = 1,433
f)	Minimum Parking Space Size	2.7m by 6.0m	2.7m by 5.8m
g)	Minimum Parking Space Size, Barrier-Free	3.9m by 6.0m (stand alone) 3.2m by 6.0m (adjacent to another)	3.9m by 5.8m (stand alone) 3.2m by 5.8m (adjacent to another)
h)	Maximum Residential Density	Based on a lot area of 19,392m ² = 67m² per unit (289 residential units)	Based on a lot area of 19,392m ² = 25m² per unit (781 residential units)
i)	Minimum Landscape Strip Width	6.0m along a lot line which abuts a street line	2m abutting Weston Road; 3m abutting Regional Road 7; 2.5m abutting Northview Blvd.
j)	Definition of a Lot	“Lot” – means a parcel of land fronting on a street separate from any abutting land to the extent that a Consent contemplated by Section 49 of the Planning Act, R.S.O. 1983 would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of the lot.	“Lot” – means the subject lands be deemed to be one Lot, regardless of the number of buildings constructed thereon, the creation of separate units and/or lots by way of plan of condominium, consent, or other permissions, and any easements or registrations that are granted, shall be deemed to comply with the provisions of the By-law.
k)	Maximum Gross Floor Area of a Retail Store	Retail Store with a gross floor area of less than 9,290m ²	Retail Store with a gross floor area of less than 12,000m ²

The proposed exceptions to the C9 Corporate Centre Zone of Zoning By-law 1-88, listed in Table 2 above, are identified in the following categories. The Development Planning Department can support the proposed zoning by-law exceptions, for the reasons noted below.

a) Building Setbacks

The Owner proposes to reduce the front and exterior side yard setbacks along with the setbacks to the daylight triangles required by Zoning By-law 1-88. The reduction of the minimum 3m setback from Weston Road (front yard) and Northview Boulevard (exterior side yard), and to all site triangles to 0m, respectively, would facilitate the creation of a better physical relationship between the pedestrian and built form that is more typical of an urban environment.

Exceptions to the portions of the underground parking garage below grade are required to provide the underground parking structures which can be facilitated, and has been accommodated for many similar projects. This exception minimizes large surface parking areas, and provides opportunities for increased landscaping and provisions for other street-related uses.

As a result, the exceptions related to building setbacks can be supported by the Development Planning Department.

b) Building Heights

The Owner is proposing to increase the maximum permitted building height from 25m to 102m (33-stories). In a letter dated April 5, 2012 by Schaeffer Dzaldov Bennett Ltd., Ontario Land Surveyors, it was identified that the proposed building heights do not affect the flight depths of Pearson International Airport.

In addition to the policies and principles of the PPS and the Growth Plan, more intense developments are supported in York Region's Official Plan which identifies the subject lands as being an intensification area since it is located on a Regional Corridor. Regional Corridors focus on existing and planned rapid transit where the highest densities and mixed uses are located. The VOP 2010 further identifies the subject lands as within a Primary Centre where developments are at densities that are supportive of public transit. OPA #500 identifies the intersection of Weston Road and Regional Road 7 as a "Transit Stop Centre", with the intention to connect the local transit system (the planned Bus Rapid Transit Route) along Regional Road 7 and to the subway extension that is planned for opening in December 2015.

The proposed increase in allowable building height with the intent to increase density on the subject lands are supported by the policies and principles of the PPS, the Growth Plan, and the Region and the City Official Plans, and therefore, can be supported by the Development Planning Department.

c) Parking

The Owner has submitted a parking justification study, dated May 10, 2012, by Cole Engineering in support of the proposed parking standards for the development proposal. Table 2 shows the required and proposed parking ratio for the subject lands. The subject lands are strategically located with a developing rapid transit area and intensification corridor that provides the following attributes:

- a) Primary Centre – typically developed with mixes of residential and non-residential uses;
- b) Primary Intensification Corridor – plays an important role in linking various centres and are linear places of activity in their own right that accommodates mixed-use intensification; and,

- c) Bus Rapid Transit and Regional Transit Hub – will encourage and facilitate the shift of travel preference when located in close proximity to areas of intensification.

These attributes present the opportunity to reduce vehicular reliance as an excessive parking supply imposes environmental costs, contradicts community development objectives for more liveable and walkable communities, and it tends to increase driving and discourages the use of alternative modes of transportation. Furthermore, the policies of OPA #500 consider opportunities for shared parking in mixed-use developments within the “Corporate Centre Node” area. The study examined shared parking spaces in order to take advantage of the different peaking characteristics of the residential, retail and office uses. The study concluded that the office peak parking demands occur during the day while the residential visitors’ peak parking demands occur in the evenings and on the weekends when the office parking is not in use. Retail uses are expected to be ancillary to the development or be used extensively by those already living or working in the proposed development. The retail parking demands typically peak during the noon hour, when residential visitor parking demands are low, and during the evenings when office parking demands are low.

The study suggests the Owner’s intent to provide car sharing options, such as AutoShare and ZipCar, provides the opportunity for short term car rentals to those who do not own a car located on site. The Vaughan Development/Transportation Engineering Department will incorporate these elements through the Transportation Demand Management (TDM) conditions of the future site plan approval. The study concludes with the following reduced parking standards:

- 1-Bedroom @ 0.85 spaces per unit;
- 2-Bedroom @ 0.95 spaces per unit;
- Residential Visitor @ 0.15 spaces per unit;
- Retail @ 3.0 spaces per 100m² of GFA; and,
- Office @ 2.0 spaces per 100m² of GFA.

The Vaughan Development/Transportation Engineering Department has reviewed the parking justification study and concurs with the findings and supports the reduced parking requirements

- d) Maximum Residential Density

The proposed plan includes a reduction in the maximum residential density from 67m² per unit to 25m² per unit. Given a lot area of 19,392m² and based on the 67m² per unit requirement in By-law 1-88, a total of 289 residential units are permitted as of right on the subject lands. The development proposal is for 781 residential units, which is an increase in residential density that is equivalent to 25m² per unit. The proposed increase in density is supported by the Provincial and Regional policies, and therefore, can be supported by the Development Planning Department.

- e) Landscape Widths

The Development Planning Department has no objection to the proposed width reductions of the landscape strips along the street lines from the required 6m in Zoning By-law 1-88 to 2m along Weston Road, 3m along Regional Road 7, and 2.5m along Northview Boulevard. The landscape strip reduction facilitates a compact built form that is supportive of the proposed intensification and urbanization of the subject lands.

f) Definition of a Lot

The proposed exception to the definition of a “lot” is required to ensure that for zoning purposes, the subject lands are deemed to be one lot. Given the nature of the proposed mixed-use development, which includes an intricate complex with high density structures connected with a common podium, this exception is appropriate.

e) Maximum Gross Floor Area of a Retail Store

The proposed increase of the gross floor area of a retail store use from 9,290m² to 12,000m² can be supported to give the Owner maximum flexibility to secure appropriate tenants for the retail component of the proposed mixed-use development.

f) Holding Symbol Provision

If the applications are supported, the implementing Zoning By-law will zone the subject lands C9(H) Corporate Centre Zone with the addition of the Holding Symbol “(H)” to ensure the following are addressed:

- i) site plan approval by Vaughan Council or other approval authority;
- ii) the water supply and sewage servicing capacity has been identified and allocated to the subject lands by the City of Vaughan;
- iii) the applicant shall carry out the Environmental Site Assessment clearance to completion, up to and including the satisfactory registration of the Record of Site Condition (RSC), the proof of which requires two (2) documents, a hard copy of the RSC signed by a Qualified Person and the Acknowledgement Form from the Ministry of Environment (MOE). The complete Environmental Site Assessment (ESA) will include the ESA Phase 2, which will then determine the requirement of an ESA Phase 3 (a Remediation Plan), and finally the subsequent Remediation Plan Implementation Report. The approval of a site plan application will be conditional on, if required, the review and approval of the Remediation Plan. However, the review and approval of the Remediation Plan Implementation Report and the RSC will be a condition of the site plan approval and will be required prior to the issuance of any building permit.

A condition to this effect has been included in the recommendation of this report.

Density Bonussing

Policies and provisions respecting density bonussing will be included in the site-specific Official Plan and Zoning By-law Amendments and will be satisfactorily implemented through a density bonussing agreement between the Owner and the City of Vaughan at the site plan stage. Density bonussing may include, but not be limited to, public art, cash contributions for community benefits, and enhanced streetscaping. A condition to this effect has been included in the recommendation section of this report.

Site Plan Approval

Should Council approve the Official Plan and Zoning By-law Amendment Applications, the subject lands will be developed through the Site Development Application process, which is subject to approval by Vaughan Council. The Owner has already submitted Site Development File DA.11.117, which is currently under review by the City. As a condition of site plan approval, the Owner shall provide detailed digital drawings that are geo-referenced in accordance with the requirements of the City of Vaughan and that a Letter of Credit be submitted, in addition to all the

site plan requirements, in support of the City's initiative for a 3D modeling of all intensification areas. It is also noted that a physical model of the proposed development may be required to be provided at the site plan stage. The Site Plan process will require approvals from the Region of York, the Ministry of Transportation, and the City.

Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has provided the following comments:

a) Environmental Site Assessment (ESA)

As part of a condition of the removal of the Holding Symbol "(H)" on the subject lands, the City will require documented proof of the registration of the Record of Site Condition (RSC) with the Environmental Site Registry of the Ministry of the Environment (MOE), which includes the acknowledgement from the MOE and a signed RSC by a qualified person. A condition to this effect has been included in the recommendation section of this report.

b) Comprehensive Transportation Study

A presentation by Cole Engineering on the Comprehensive Transportation Study was received at the May 1, 2012 Special Committee of the Whole meeting. A summary of the details of the meeting has been included in the "Communications Plan" section of this report.

c) Servicing

The City shall confirm that adequate water supply and sewage treatment capacity are available to accommodate the proposed development and have been allocated thereto through Council resolution prior to the approval of the Site Development File DA.11.117.

Ministry of Transportation

The subject lands are located within the Ministry of Transportation's area of Permit Control, and therefore, a Building and Land Use Permit as well as a possible Sign Permit will be required by the Owner prior to any grading and construction on the property. The Ministry has reviewed the Traffic Impact Study and has provided the following comments:

a) The Owner proposes to convert the existing Regional Road 7 right-in access at the internal connection to also provide an outbound right movement. This portion of Regional Road 7 is designated as Controlled Access Highway and the Ministry will not permit this new right-out access. The current right-in access encroachment from Regional Road 7 was permitted in the past to serve existing traffic and provide access to the existing development. The Ministry is reviewing the Traffic Analysis and plans to determine whether or not to continue to permit this right-in access to exist. With respect to this issue, the Ministry offers the following comment regarding the latest Traffic Impact Study that was submitted:

i) The traffic analysis for the Highway 400/ Regional Road 7 ramp terminals was based on turning movement counts from surveys conducted by the traffic consultant in November 2011. The counts appear to be significantly lower than the MTO counts, which were undertaken in November 2010. The Ministry recommends that MTO traffic counts be used for analyzing both the east and west ramps in the Traffic Impact Study, as it represents a worst case scenario.

b) The Ministry has also requested further information on the following:

- i) background growth rate of <0.1% indicated in the Traffic Impact Study as the value does not appear to be in keeping with the historical growth and land use in the area;
 - ii) explanation on how the pass-by and internal capture trips were estimated to reflect a 30% reduction for the site generated traffic volumes under the retail land-use in the Traffic Impact Study; and,
 - iii) explanation of the reason for the proposed widening of Regional Road 7, east of the right-in access and for a detailed plan showing the lane configuration covering the entire section from the Highway 400 N-EW ramp terminal up to the Regional Road 7 and Weston Road intersection.
- c) The Ministry requires the private road at the east limits of the subject lands be located as far north from Regional Road 7 as possible.

The Owner will be required to satisfy the requirements of the Ministry of Transportation at the site plan approval stage. A condition of approval in this respect will be included in a recommendation of the future site plan report (File DA.11.117) to the Committee of the Whole.

Vaughan Real Estate Division

Vaughan Real Estate Division has advised that for residential high-density development, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, or a fixed unit rate per unit, whichever is higher, in accordance with the Planning Act and the City's Cash-in-lieu Policy; and, 2% shall be paid for the commercial component in accordance with Section 42 of the Planning Act. A condition of approval in this respect will be included in a recommendation of the future site plan report (File DA.11.117) to the Committee of the Whole.

Relationship to Vaughan Vision 2020/Strategic Plan

This staff report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Manage Growth & Economic Well-being".

Regional Implications

The subject lands are designated "Urban Area" by the York Region Official Plan where Regional Road 7 is recognized as a Regional Corridor and a Regional Rapid Transit Corridor, and Weston Road is a Regional Road and recognized as a Local Corridor. Regional Corridors have the potential to provide more intensive and mixed-use forms of development that are served by transit. Rapid transit service that is planned for Regional Road 7 and Weston Road is identified as a Transit Priority Network by the York Region Transportation Master Plan Update.

With respect to Comprehensive Transportation Study, Region of York Community Planning has advised the City that while the study was not informed by the pending secondary plan process, York Region agrees in principle that the Weston Road and Regional Road 7 area will intensify significantly over the planned area (2031).

The Region's Infrastructure Planning Department had identified potential traffic operational issues that need to be addressed, through the site plan process, regarding the proposed right-in and right-out access onto Weston Road and the signalization of the intersection of Weston Road and Northview Boulevard. Furthermore, conveyance of lands abutting Regional Road 7 and Weston Road is required to accommodate future road widenings, free of all costs and encumbrances, including:

- a) a widening across the full frontage where it abuts Regional Road 7 of sufficient width to provide a minimum of 22.5m from the centreline of construction of Regional Road 7;
- b) a widening across the full frontage where it abuts Weston Road of sufficient width to provide a minimum of 21.3m from the centreline of construction of Weston Road;
- c) additional widening along the frontage of the site for grading slopes, intersection turning lanes, traffic signals and appurtenances, and daylighting triangles at access points to be specifically identified at the site plan stage by the Transportation Services Department; and,
- d) additional construction easement along the Regional Road 7 frontage of the site for construction of the vivaNext Regional Road 7 Transitway to be specifically identified at the site plan stage.

York Region Transit has identified the need for a Transportation Demand Management program to increase transit modal share, and for the development to reinforce Transit-Oriented Development Guidelines to provide high level pedestrian amenities and easy pedestrian access to the intersection of Regional Road 7 and Weston Road to support the planned transit infrastructure at the key intersection.

The Region's comments regarding Transportation Demand Management, road widenings, and traffic operational issues will be addressed through the site plan approval process (File DA.11.117). The Region of York will be the approval authority for the subject Official Plan Amendment, should Vaughan Council approve Official Plan Amendment File OP.08.005, since Regional Exemption from the approval of the Amendment for the development was not approved by the Region's Development Review Committee. The Region will also provide additional comments through the site plan approval process.

Conclusion

The Owner has submitted Official Plan Amendment File OP.08.005 to amend the "Corporate Centre Corridor" policies of OPA #500, as amended by OPA #663 (The Avenue 7 Land Use Future Study), specifically to permit a maximum density of 4.46 FSI (Floor Space Index), a maximum building height of 33 storeys or 102 m, and a maximum gross floor area of 12,000m² for a retail use within a single unit or building. The Owner has also submitted a Zoning By-law Amendment File Z.08.022 to rezone the subject lands from C2 General Commercial Zone to C9 (H) Corporate Centre Zone with the Holding Symbol "(H)" and to permit the site-specific zoning exceptions identified in Table 2 of this report to facilitate the development of the conceptual site plan, shown on Attachment #4.

The Official Plan and Zoning By-law Amendment applications propose to implement a mixed-use residential, commercial and office development that meets the objectives of the Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (the Growth Plan) by providing the opportunity for a mixed-use development that offers an alternative housing type and higher densities that are compact, pedestrian-friendly and transit-oriented that support the City's initiative to facilitate the planned Bus Rapid Transit route along Regional Road 7 that will link to the Spadina Subway extension terminus located at the Vaughan Metropolitan Centre station.

The Development Planning Department is satisfied that the proposed high-density, mixed-use development, as shown on Attachment #4 is appropriate and compatible with the existing and permitted uses in the surrounding area. The Development Planning Department can support the approval of Official Plan Amendment File OP.08.005 and Zoning By-law Amendment File Z.08.022, subject to the recommendations in this report.

Attachments

1. Context Location Map
2. Location Map
3. Original Conceptual Site Plan
4. Conceptual Site Plan
5. Conceptual West Elevations
6. Conceptual South Elevations
7. Conceptual North Elevations
8. Conceptual East Elevations
9. Conceptual Rendering
10. Proposed C9 Commercial Zone Uses

Report prepared by:

Stephen Lue, Planner, ext. 8210
Christina Napoli, Senior Planner, ext. 8483
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Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

GRANT UYEHAMA
Director of Development Planning

/LG



Context Location Map

Location: Part of Lot 6,
Concession 5

Applicant: 2159645 Ontario Inc.
C/O Liberty Development Corporation
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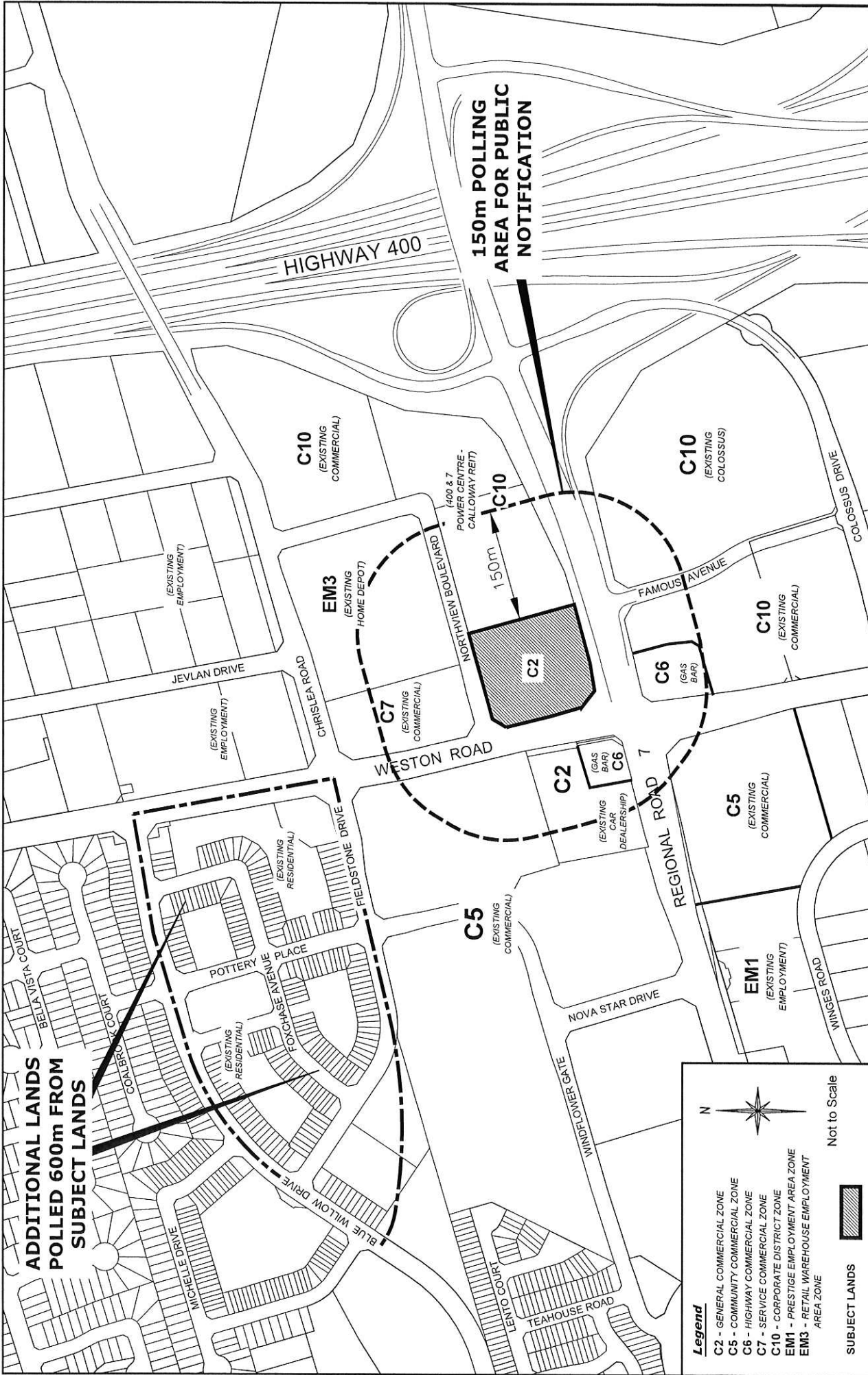
Development Planning Department

Attachment

Files: Z.08.022 &
OP.08.005

Date:
April 20, 2012

1



Development Planning Department

Location Map

Location: Part of Lot 6, Concession 5
Applicant: 2159645 Ontario Inc.
C/O Liberty Development Corporation
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Not to Scale

ORIGINAL 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.

ORIGINAL 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.

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

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

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

BUILDING A:
2 STOREY COMMERCIAL
CONNECTED TO TOWER A

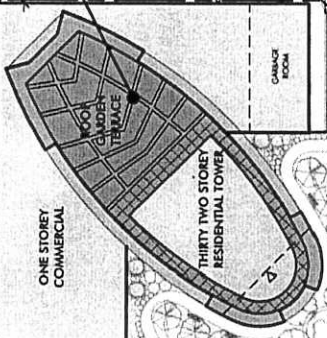
LANDSCAPED
PIAZZA

REGIONAL ROAD 7

NORTHVIEW BOULEVARD

WESTON ROAD

LANDSCAPED
PODIUM



UNDERGROUND
PEDESTRIAN
CONCOURSE
TO TRANSIT STOP
CINEMA COMPLEX

SUBJECT LANDS

**Original Proposed Concept Site Plan
(June 3, 2009 Public Hearing)**

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



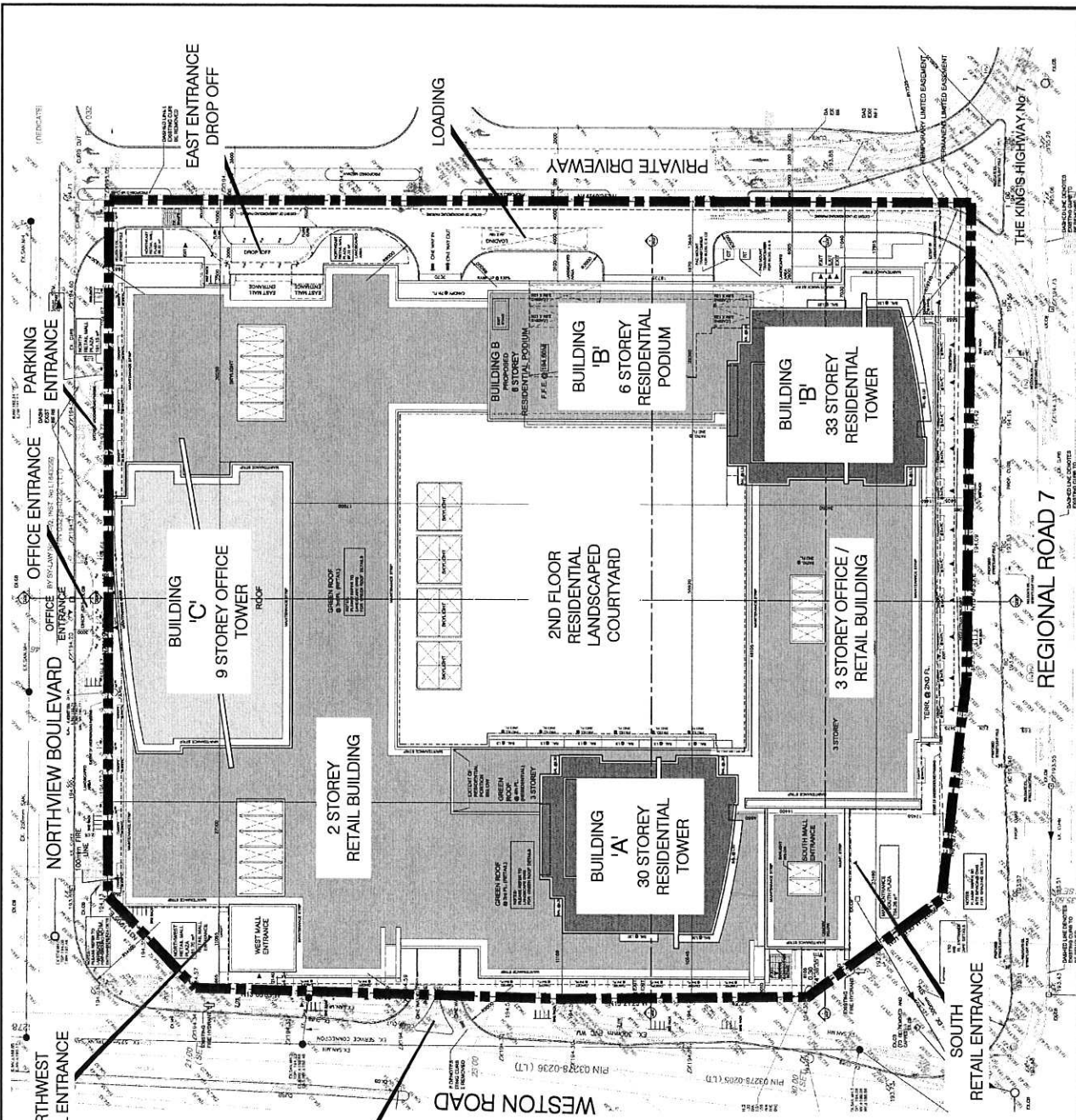
Development Planning Department

Attachment

Files: Z.08.022 &
OP.08.005
Date:
April 20, 2012



Not to Scale



PROPOSED RIGHT-IN
RIGHT-OUT PARKING
ENTRANCE

PROPOSED OFFICIAL PLAN AMENDMENT

To amend the Official Plan, specifically the Corporate Centre Corridor, policies of OPA No. 500 as amended by OPA No. 663 to permit a maximum density of 4.46 FSI (Floor Space Index), a maximum building height of 33 storeys or 102m, and a maximum gross floor area of 12,000m² for a retail use within a single unit.

PROPOSED ZONING BY-LAW AMENDMENT

To amend Zoning By-Law 1-88 to rezone the Subject Lands from C2 General Commercial Zone to C9(H) Corporate Centre Zone with the Holding Symbol '(H)' to permit the uses identified in Attachment No. 10, and to permit the site-specific zoning exceptions identified in Table 2 of this report.

--- SUBJECT LANDS

Conceptual Site Plan

Location:
Part of Lot 6, Concession 5

Applicant:
2159645 Ontario Inc. C/O Liberty Development Corporation
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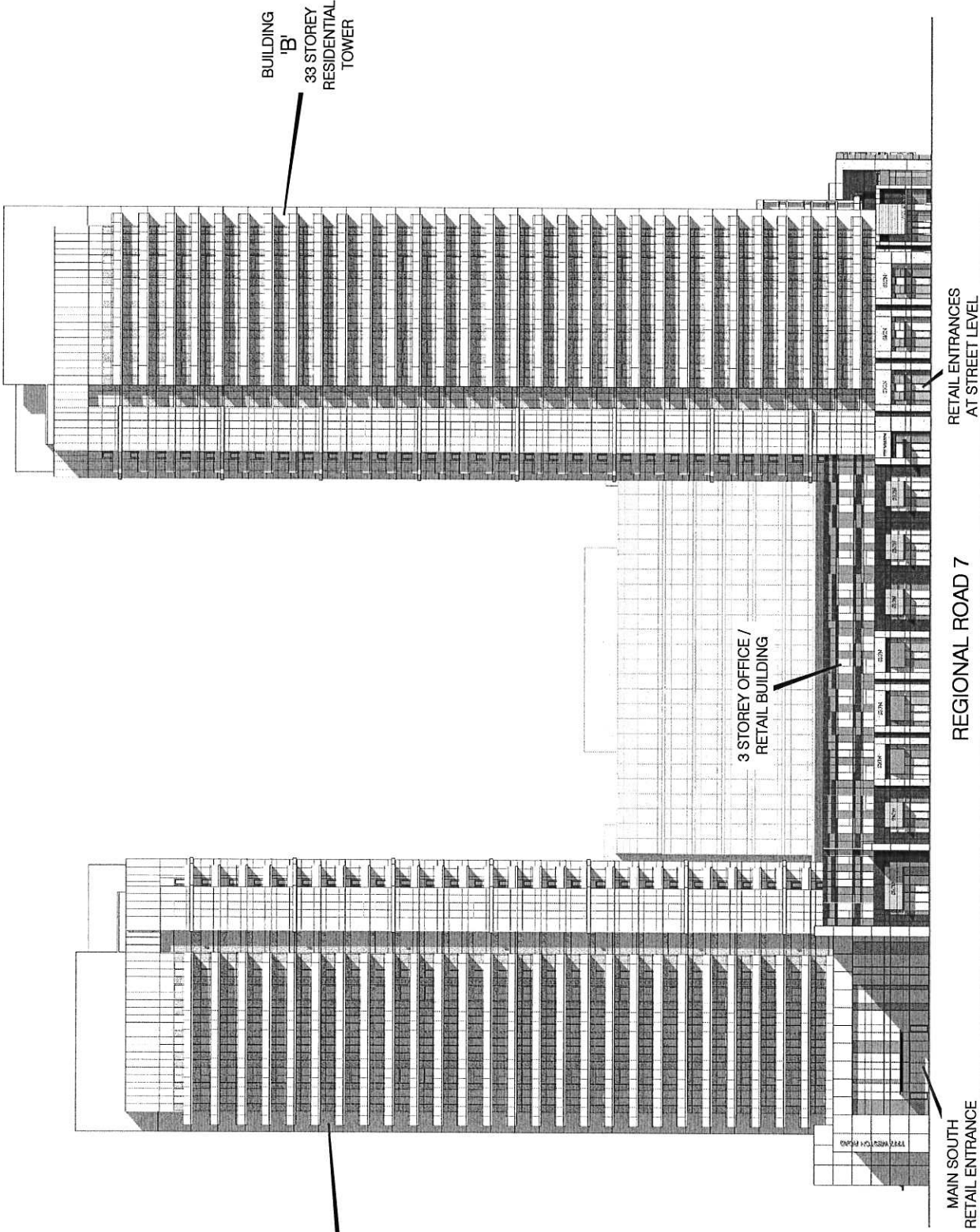
Development Planning Department

Attachment

Files: Z.08.022 &
OP.08.005

Date:
April 20, 2012

4



BUILDING 'B'
33 STOREY
RESIDENTIAL
TOWER

BUILDING 'A'
30 STOREY
RESIDENTIAL
TOWER

3 STOREY OFFICE /
RETAIL BUILDING

MAIN SOUTH
RETAIL ENTRANCE

REGIONAL ROAD 7

RETAIL ENTRANCES
AT STREET LEVEL

Not to Scale

Conceptual South Elevations

Location:
Part of Lot 6, Concession 5

Applicant:
2159645 Ontario Inc. C/O Liberty Development Corporation
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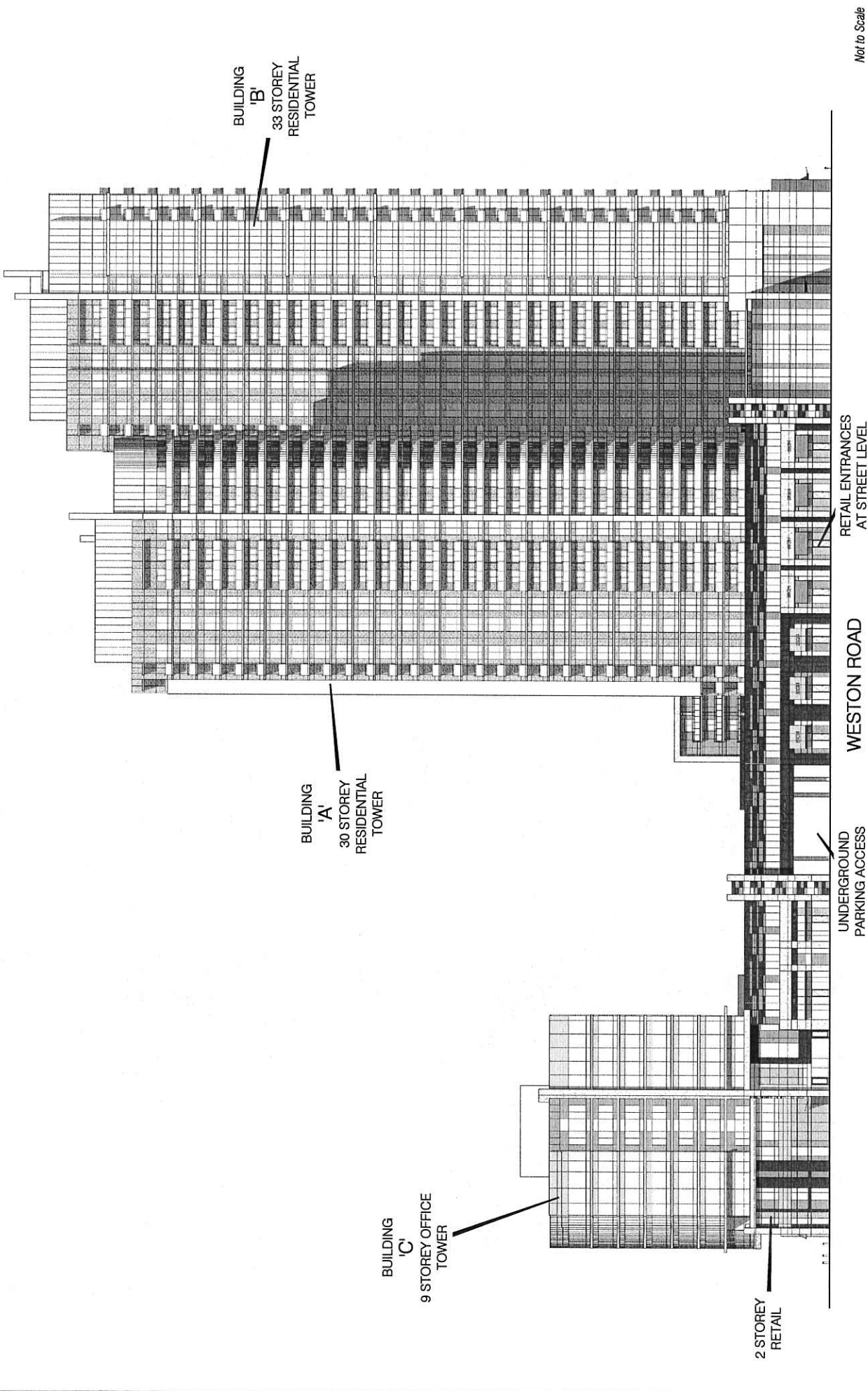


Development Planning Department

Attachment 5

Files: Z.08.022 &
OP.08.005

Date:
April 20, 2012



Conceptual West Elevators

Location:
Part of Lot 6, Concession 5

Applicant:
2159645 Ontario Inc. C/O Liberty Development Corporation
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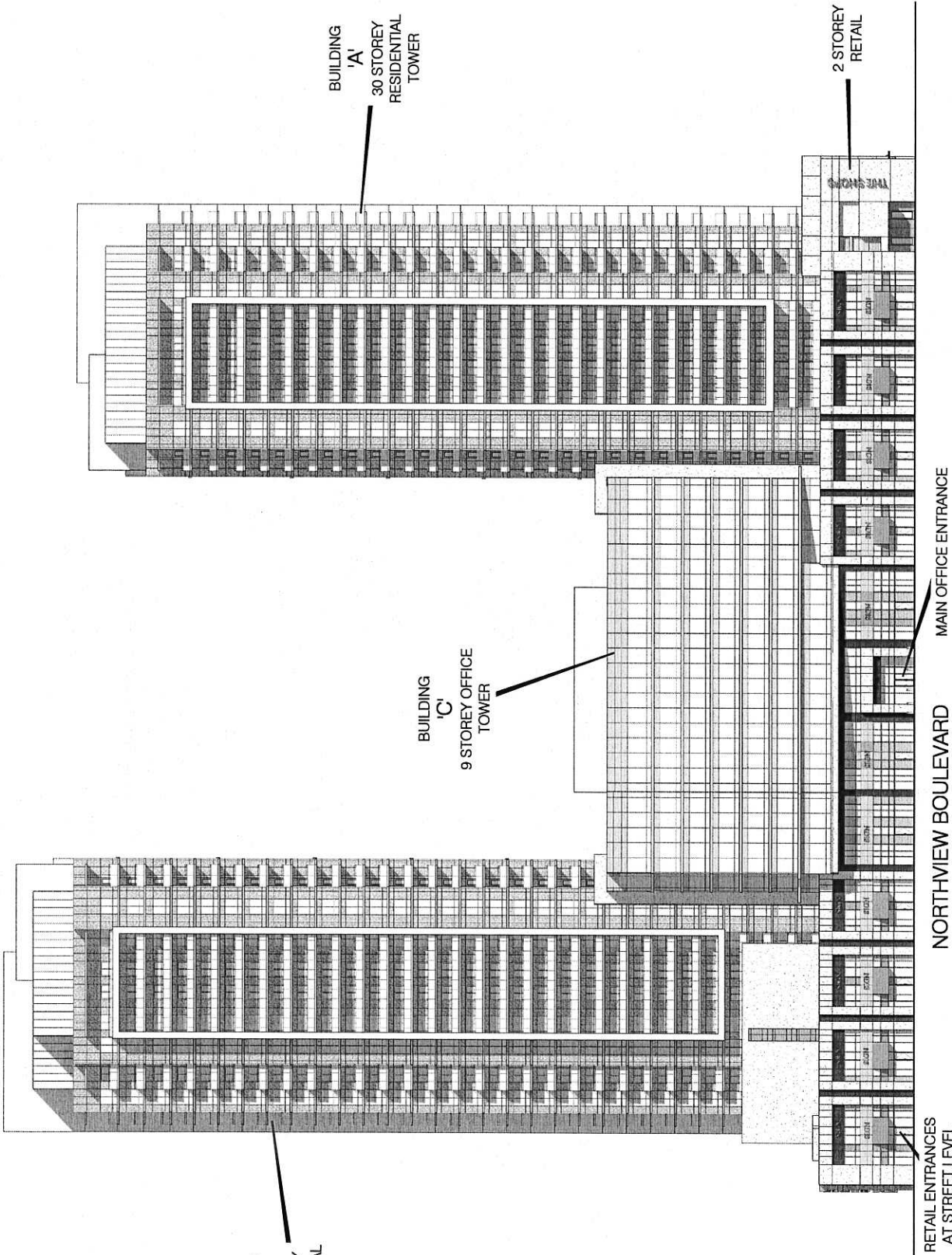
Development Planning Department

Attachment

Files: Z.08.022 &
OP.08.005

Date:
April 20, 2012

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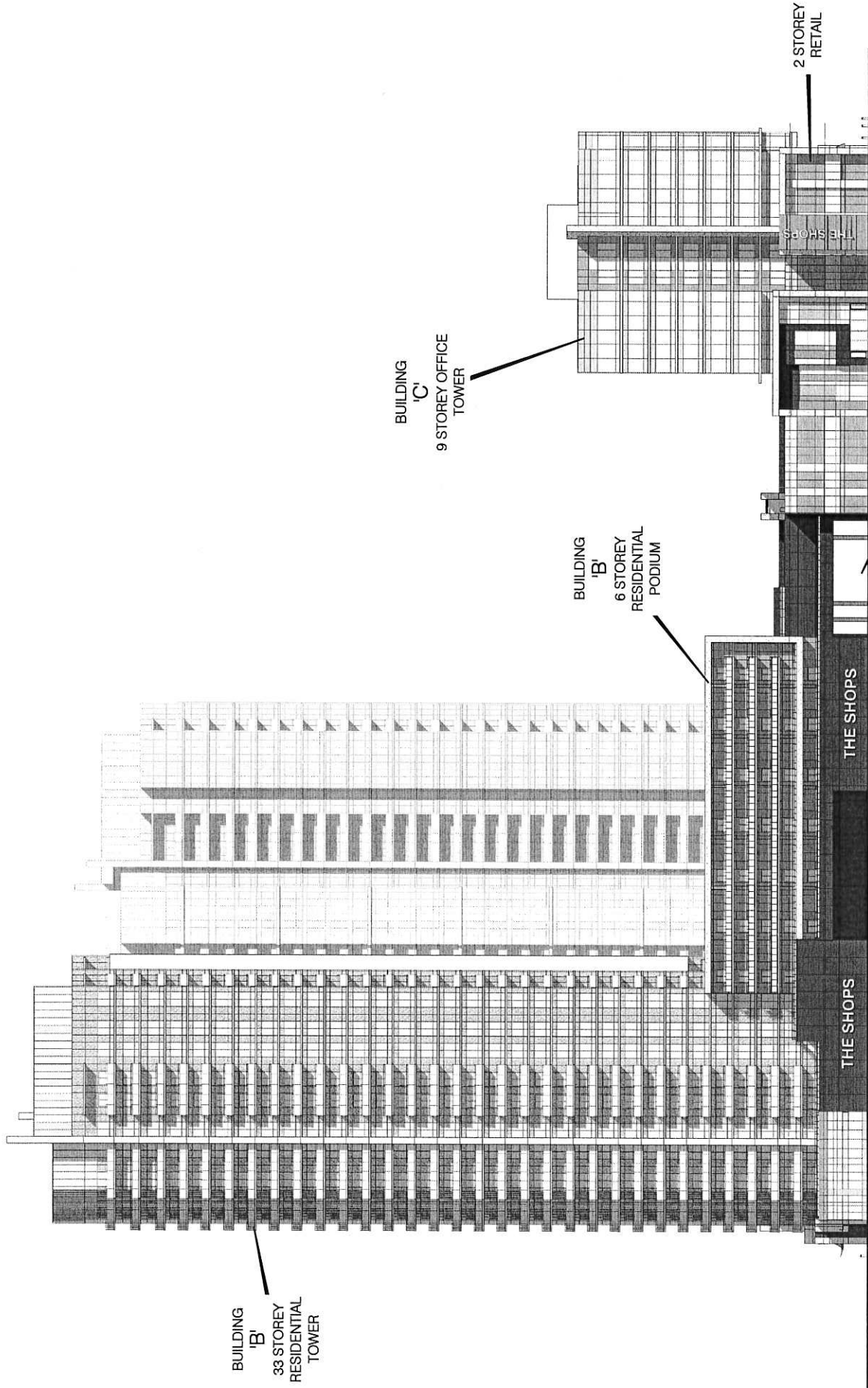


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Conceptual North Elevations

Location:
 Part of Lot 6, Concession 5
 Applicant:
 2159645 Ontario Inc. C/O Liberty Development Corporation
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BUILDING 'B'
33 STOREY
RESIDENTIAL
TOWER

BUILDING 'C'
9 STOREY OFFICE
TOWER

BUILDING 'B'
6 STOREY
RESIDENTIAL
PODIUM

2 STOREY
RETAIL

THE SHOPS

THE SHOPS

PRIVATE DRIVEWAY
UNDERGROUND
PARKING ACCESS

Not to Scale

Conceptual East Elevators

Location:
Part of Lot 6, Concession 5

Applicant:
2159645 Ontario Inc. C/O Liberty Development Corporation
NA\DF\1 ATTACHMENTS\2.08.022\op.08.005b.dwg

Attachment

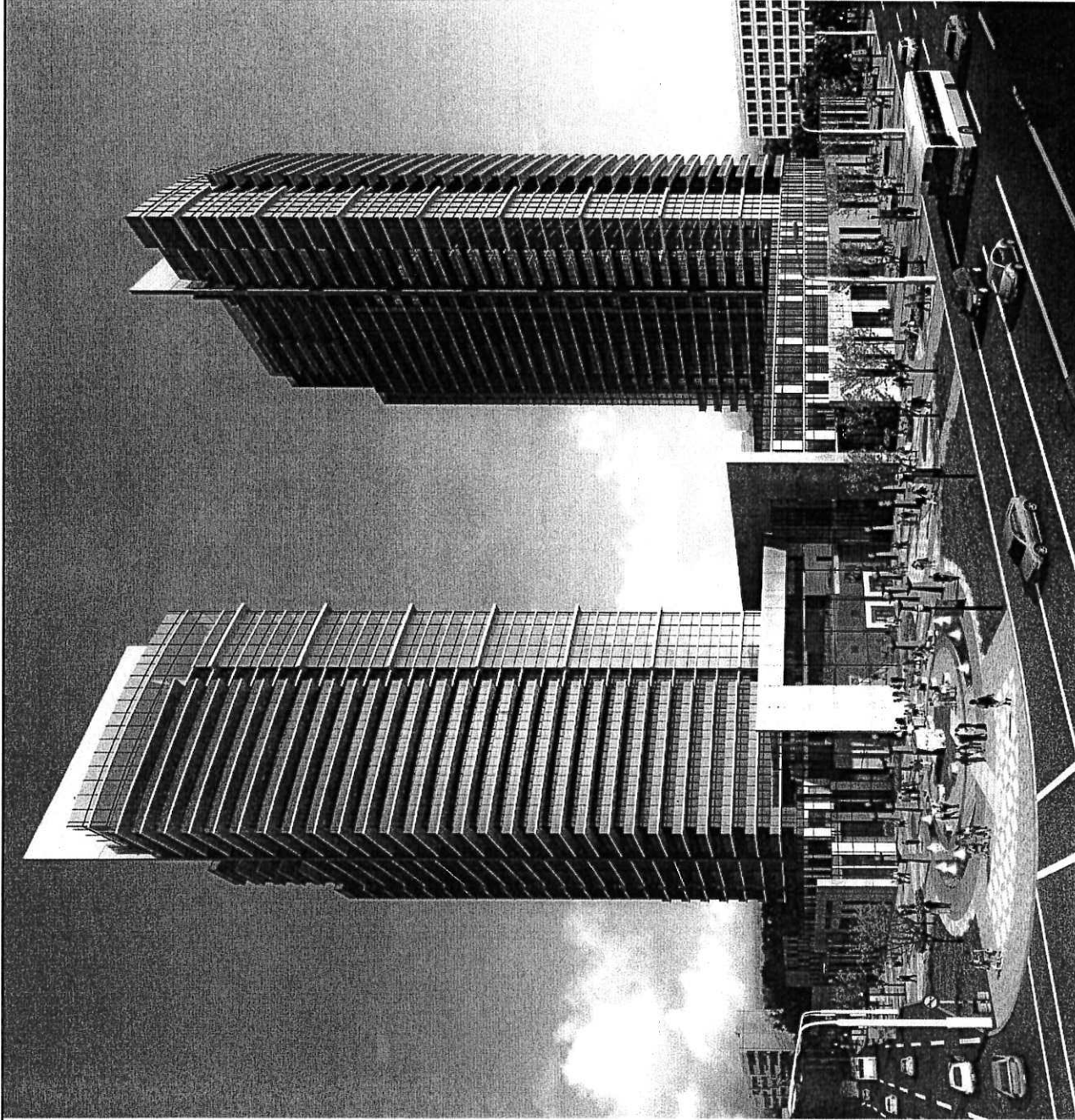
Files: 2.08.022 &
OP.08.005

8

Date:
April 20, 2012



Development Planning Department



Not to Scale

Conceptual Rendering

Location:
Part of Lot 6, Concession 5

Applicant:
2159645 Ontario Inc. C/O Liberty Development Corporation
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Attachment

Files: Z.08.022 &
OP.08.005

Date:
April 20, 2012



Development Planning Department

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- a) Church or Synagogue
- b) Community Centre
- c) Day Nursery
- d) Post Office
- e) Public, Technical or Private School
- f) Public Library
- g) Office Building
- h) LCBO Outlet
- i) Brewers Retail Outlet
- j) Business and Professional Office
- k) Hotel, Convention Centre
- l) Banquet Hall, including an eating establishment provided that said eating establishment does not exceed 20% of the GFA of the banquet hall
- m) Car Rental Service
- n) Club or Health Centre
- o) Eating Establishment with or without Outdoor Patio
- p) Eating Establishment, Convenience with or without Outdoor Patio
- q) Eating Establishment, Take-Out
- r) Bank or Financial Institution
- s) Mixed Use Development
- t) Personal Service Shop
- u) Pharmacy
- v) Photography Studio
- w) Print Shop
- x) Place of Entertainment including a multi-screen cinema complex
- y) Retail Store with a gross floor area of less than 12,000 m²
- z) Supermarket with a gross floor area of less than 9,290 m²
- aa) Retail Warehouse with a gross floor area of less than 9,290 m², provided the use is located within the podium area and is not within a single building
- bb) Apartment Dwelling
- cc) Place of Amusement
- dd) Technical School
- ee) Video Store
- ff) Recreational Uses
- gg) Service or Repair Shop with a maximum gross floor area of 600 m², provided that the use is limited to only the servicing or repairing of small household appliances and home computers
- hh) Office and Stationary Supply, Sales, Service and Rental

Not to Scale

Proposed C9 Commercial Zone Uses

Location:
Part of Lot 6, Concession 5

Applicant:
2159645 Ontario Inc. C/O Liberty Development Corporation
N:\UPT\1 ATTACHMENTS\Z-V-08-022op_08-005b.dwg



Development Planning Department

Attachment

Files: Z.08.022 &
OP.08.005

Date:
April 20, 2012

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