

CITY OF VAUGHAN

**EXTRACT FROM COUNCIL MEETING MINUTES OF JULY 13, 2010**

Item 1, Report No. 38, of the Special Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on July 13, 2010.

**1 OFFICIAL PLAN AMENDMENT FILE OP.08.010  
ZONING BY-LAW AMENDMENT FILE Z.08.039  
CICCHINO HOLDINGS LTD.  
WARD 1  
(Referred Item)**

**The Special Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning, dated June 15, 2010, be approved;
- 2) That the following be approved:
  1. That the implementing zoning by-law amendment be in the form of a site plan by-law and shall incorporate all zoning details to reflect the conceptual site plan shown on Attachment #3 to this report; and
  2. That the implementing Official Plan Amendment also include appropriate policies to secure development consistent with the conceptual site plan shown on Attachment #3 to this report;
- 3) That the site plan and architectural elevations be subject to public consultation prior to approval and the application be dealt with in its entirety at a Special Committee of the Whole evening meeting;
- 4) That the following deputations and written submissions be received:
  - a) Mr. Alan Young, Weston Consulting Group Inc., 201 Millway Avenue, Unit 19, Woodbridge, L4K 5K8, representing the applicant;
  - b) Mr. Tim Sorochinsky, Millwood-Woodend Ratepayers Association, 275 Millwood Parkway, Woodbridge, L4L 1A6, and written submission dated June 6, 2010;
  - c) Mr. John Harvey, 63 Thicket Trail, Woodbridge, L4H 1Y1, and written submission;
  - d) Ms. Elvira Caria, Vellore Woods Ratepayers Association, 15 Bunting Drive, Woodbridge, L4H 2E7, and written submission dated July 6, 2010;
  - e) Mr. Peter Pallotta, 254 Maria Antonia Road, Woodbridge, L4H 2Z4; and
  - f) Mr. Savino Quatela, 134 Grand Valley Blvd., Maple, L6A 3K6; and
- 5) That the coloured renderings submitted by the applicant be received.

Council, at its meeting of June 29, 2010, adopted the following (Item 31, Report No. 29):

- 1) That this matter be referred to a Special Committee of the Whole Meeting on July 6, 2010 at 7:00 p.m.; and
- 2) That the Clerk advise the applicant of this meeting.

Report of the Commissioner of Planning, dated June 15, 2010.

**Recommendation**

The Commissioner of Planning recommends:

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1. THAT Official Plan Amendment File OP.08.010 (Cicchino Holdings Ltd.) BE APPROVED, specifically to amend the “Village Core” designation policies of OPA #650 (Vellore Village District Centre Plan) for the subject lands shown on Attachment #5, to permit a high density residential and commercial development proposed on Attachment #3, as follows:
  - a) permit a maximum of 2 residential apartment buildings, with a maximum height of 12-storeys;
  - b) permit block townhouses with a maximum height of 2-storeys;
  - c) permit commercial uses within a maximum 3-storey building with at-grade retail uses, not to exceed a Gross Floor Area of 2,473m<sup>2</sup>, and which may include:
    - i) personal and business services;
    - ii) business or professional offices;
    - iii) retail stores, excluding a department store and supermarket; and,
    - iv) eating establishment, which may include an outdoor patio;
  - d) prohibit drive-through facilities on the subject lands;
  - e) permit a maximum net residential density of 135.5 units/ha (a maximum of 500 units on the subject lands); and,
  - f) permit a maximum Floor Space Index (FSI) of 1.58 (based on a net lot area of 36,899m<sup>2</sup> and a residential and commercial Gross Floor Area of 58,179.22m<sup>2</sup>);
2. THAT the implementing Official Plan Amendment respecting the policies for the “Village Core” designation include, but not be limited to, the following provisions:
  - a) provide for the calculation of net residential density to include the land area occupied by the combined residential and commercial uses, driveways, parking, local roads, arterial road widenings, landscaping, and amenity areas, but shall exclude all other uses;
  - b) require that the multi-storey buildings, which include apartment dwellings, be tiered with a stepping down of heights at the corners of the buildings and along streets, and be oriented towards the streets, and have the rooftop mechanical equipment integrated into the roof building form, and that the fronts of the block townhouse dwellings be oriented towards the public streets and private internal “Urban Square”;
  - c) require that the commercial buildings (Building “1a” and Building “1b”) be a minimum height of 2 storeys, up to a maximum height of 3 storeys at the northeast intersection of Major Mackenzie Drive and Street “B”, where the 2<sup>nd</sup> storey for Building “1a” may be architectural;
  - d) enhanced architectural design treatments for the commercial and residential buildings, particularly at the lower levels of the buildings, which are to include articulated facades, overhead canopies, and a variation in window trim;
  - e) enhanced building elevations for buildings sited along and/or facing a street, and that a main entrance to the commercial buildings must be visible from Major Mackenzie Drive and face the street directly or along a side façade, and buildings may have more than one entrance;
  - f) prohibit loading/unloading areas between a building and a street;

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- g) require that buildings be close to the street, and screen the surface parking from the street with landscaping;
  - h) require a landscaped “Forecourt” at the northwest intersection of Major Mackenzie Drive and Weston Road, that is a gateway to connect the pedestrian walkway leading to the residential uses, and the “Urban Square”;
  - i) require on-site internal open space with the provision of an “Urban Square”;
  - j) require landscaping, street furniture, and lighting, with emphasis on the “Forecourt” at the northwest intersection of Major Mackenzie Drive and Weston Road with the pedestrian walkway, and the “Urban Square”;
  - k) policies to support pedestrian and bicycling activities, and an adequate supply of secure bicycle parking close to transit stops, building entrances and open spaces;
  - l) prepare Urban Design and Architectural Design Briefs, prior to the approval of a Site Development application, to the satisfaction of the City, to address the following:
    - i) a comprehensive design scheme to be approved by the City, laying out the general orientation and configuration of the residential apartments and townhouses, commercial buildings and structures, and parking areas, together with access points, traffic circulation, pedestrian circulation, landscaping, and buffering;
    - ii) the proposed pedestrian walkway to include primary building entrance materials, streetscaping, signage, lighting, street furniture, bicycle parking, and lay-by parking; and,
    - iii) building setbacks, minimum and maximum heights, compatible lighting, visual screening, landscaping, and planting and/or fencing between commercial and residential areas;
  - m) require that sustainable community objectives be implemented through neighbourhood designs that support cycling and walking, ensures neighbourhood connectivity to the broader community, and provides transit opportunities, water and energy efficiencies, energy alternatives and green building design and site development; and,
  - n) require that prior to the approval of any Site Development application, the Owner shall submit a Record of Site Condition acknowledged by an Officer of the Ministry of the Environment.
3. THAT Zoning By-law Amendment File Z.08.039 (Cicchino Holdings Ltd.) BE APPROVED, specifically to rezone the subject lands from A Agricultural Zone to RA3 (H) Apartment Residential Zone with the Holding Symbol “(H)” to facilitate the development of two (2), 12-storey apartment buildings, 70 block townhouse dwelling units, and a 3-storey, 2,473m<sup>2</sup> commercial building on the subject lands shown on Attachment #3.
4. THAT the implementing Zoning By-law include the following:
- a) permit a maximum of 500 residential units, specifically 430 residential apartment units and 70 block townhouse units on the subject lands;

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- b) permit only the following commercial uses within a maximum 3-storey commercial building, with at-grade retail uses, to a maximum GFA of 2473m<sup>2</sup>:
    - i) personal and business services;
    - ii) business or professional offices;
    - iii) retail stores, excluding a department store and supermarket; and,
    - iv) eating establishment, which may include an outdoor patio;
  - c) prohibit drive-through facilities on the subject lands;
  - d) permit the zoning exceptions to the RA3(H) Apartment Residential Zone identified in Table 1 of this report;
  - e) provide zoning provisions for a landscaped “Forecourt” that is a gateway to connect the pedestrian walkway leading to the residential uses and the “Urban Square”; and,
  - f) any necessary zoning exceptions required to implement the Site Plan Concept.
5. THAT the Holding Symbol “(H)” shall not be removed from the subject lands zoned RA3(H) Zone until such time that the following conditions are addressed for the subject lands or portion of the subject lands (Phase) thereof, to the satisfaction of the City:
- a) the water supply and sewage servicing capacity has been identified and allocated to the subject lands or portion of the subject lands (Phase) thereof by the City of Vaughan;
  - b) the approval of a site plan for the subject lands or portion of the subject lands (Phase) thereof, including the location and details pertaining to the infiltration trench for the subject lands, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City; and,
  - c) the City is provided with written clearance from the Trustee for the Block 40 South Plan that the Owner of the subject lands has entered into and signed the Block 40 South Cost Sharing Agreement.
6. THAT the Owner shall contribute their proportionate share towards the provision of major community and infrastructure facilities such as schools, parks, greenways, roads and road improvements, external services and stormwater management facilities. Property owners will be required to enter into one or more agreements as a condition of development approval, providing for the equitable distribution of the costs of the land and community facilities. The Trustee for Block 40 South shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 40 South Developers’ Group Agreement.

#### **Contribution to Sustainability**

The sustainable features for the development of the subject lands shown on Attachment #3 will be determined at the Site Development Stage for the subject lands or portion of the subject lands (Phase) thereof.

#### **Economic Impact**

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

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#### Communications Plan

On December 19, 2008, a Notice of Public Hearing was circulated to: all property owners within 120m of the subject lands; the lands bounded by Canada Drive and Stanton Avenue to the north, Ashberry Boulevard and Davos Road to the south, Fossil Hill Road to the west, and Highway #400 and Vellore Woods Boulevard to the east; and, to the Millwood Woodend Ratepayers' Association and Vellore Woods Ratepayers' Association, as shown on Attachment #2. The recommendation to receive the Public Hearing report of January 13, 2009, and for the applicant to meet with the local community to review the applications, was ratified by Council on February 3, 2009.

Through the Public Hearing Notice, the City received correspondence from the Millwood Woodend Ratepayers Association, Rimwood Estates Homeowners Association, Vellore Woods Ratepayers' Association and residents outlining issues related to the residential density being too high, increased traffic, and insufficient services such as schools, parks and transit to accommodate the additional residents. The applicant has indicated that they have met with the ratepayers to discuss the proposal. The proposal was modified as follows:

- 2, 12-storey buildings instead of 2, 22-storey buildings for apartment dwellings;
- 14, 2-storey buildings for block townhouses dwellings instead of 4, 8-storey buildings for apartment dwellings and 2, 3-storey buildings for live/work uses; and,
- 500 total dwelling units instead of 632 dwelling units.

Recommendations are provided in this report to be included in the implementing Official Plan and Zoning By-law Amendments respecting specific permitted uses, maximum height of buildings and number of units, as well as, urban design requirements respecting a "Forecourt" with a pedestrian walkway, and enhanced architectural details and building elevations to encourage a pedestrian-oriented presence along the street, which will be required at the Site Plan stage.

#### 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.08.010) to amend the "Village Core" policies in OPA #650 (Vellore Village District Centre Plan) for the subject lands as follows:
  - i) to specifically permit apartment dwelling units in buildings not to exceed 12-storeys; block townhouse dwelling units in buildings not to exceed 2-storeys; and commercial buildings (i.e., eating establishment, retail, and business and professional office uses) not to exceed 3-storeys; and,
  - ii) to permit a residential density of 135.5 units per net residential hectare for a total of 500 units, whereas a maximum of 100 units per net residential hectare is currently permitted (subject to specific provisions).
2. A Zoning By-law Amendment Application (File Z.08.039) to amend By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone to RA3 Apartment Residential Zone, with the following exceptions:
  - i) to specifically permit apartment dwelling units in buildings not to exceed 12-storeys; block townhouse dwelling units not to exceed 2-storeys; and, commercial buildings (i.e. eating establishment, retail, and business or professional office and retail uses) not to exceed 3-storeys, whereas the RA3 Apartment Residential Zone permits only apartment dwelling units;

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- ii) to include specific commercial uses as follows: an eating establishment (including convenience and take-out); bank or financial institution; business or professional offices; club or health centre; place of entertainment; personal service shop; retail store; service or repair shop; and video store;
- iii) to permit minimum yard setbacks of 2.5 m along Major Mackenzie Drive and 6 m along Weston Road, instead of minimum front and exterior side yard setbacks of 7.5 m, respectively;
- v) to provide a 2.5 m wide landscape strip adjacent to street lines rather than the required minimum 6 m wide landscape strip adjacent to street lines; and,
- viii) to deem the subject lands to be one lot regardless of the number of buildings and units, and the creation of any new lot by plan of condominium, part-lot control, consent and any easement or restrictions that are given.

Site Statistics

The development statistics for the proposal shown on Attachment #3, is as follows:

Lot Area: 4.28 ha (Gross)  
-0.07 ha Arterial Road Widening  
-0.52 ha Local Roads  
3.69 ha (Net)

Frontage: 170 m (Major Mackenzie Drive)  
Depth: 180 m (Weston Road)  
Coverage: 43.92% (36,899 m<sup>2</sup> Lot Area /16,164.42 m<sup>2</sup> GFA)  
Landscaping: 3,749.99 m<sup>2</sup> (Apartment & Commercial Uses, excludes Private Open Space)  
Paved Area: 5,264.28 m<sup>2</sup>  
Snow Storage: 740 m<sup>2</sup>

<u>Residential Buildings</u>	<u>Storeys</u>	<u>Units</u>	<u>Amenity Space</u>
Apartment Building 2	12 (40 m)	197	2,973 m <sup>2</sup>
Apartment Building 3	12 (40 m)	233	3,344 m <sup>2</sup>
Block Townhouses	2 (11 m)	70	4,673 m <sup>2</sup>
Total		500	10,990 m <sup>2</sup>

Gross Floor Area

Eating Establishment 424.22 m<sup>2</sup>  
Business or Professional Office 1,365.48 m<sup>2</sup>  
Retail Stores 682.74 m<sup>2</sup>  
Total Commercial GFA: 2,472.44 m<sup>2</sup>

Total Residential GFA: 55,706.78 m<sup>2</sup>

Residential Density = 135.5 units per hectare  
Estimated Number of Residents = 1032 people  
Estimated Employment = 71 jobs

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<u>Parking Provided</u>		<u>Private Open Space</u>	
Block Townhouses	140 Spaces	Forecourt	715.90 m <sup>2</sup>
Surface Block Townhouses (Visitors)	14 Spaces	Urban Square	5,696.03 m <sup>2</sup>
Surface Apartment	21 Spaces	Parkette	624.59 m <sup>2</sup>
Surface Commercial	40 Spaces	Walkways	<u>240.27 m<sup>2</sup></u>
Underground Apartment-3 Levels	667 Spaces	Total:	7,276.27 m <sup>2</sup>
Underground Commercial-1 Level	<u>90 Spaces</u>		
Total On-site	972 Spaces		

Lay-By Parking (If approved within the Regional R.O.W at Weston Road and Major Mackenzie Drive) 25 Spaces - Not to be used in parking calculations

#### Supporting Documents

The following supporting reports were submitted for the applications:

- i) *Vellore Village District Centre North Land Use Study*, dated October 2008 by Bousfields Inc. and Weston Consulting Group Inc.;
- ii) *Planning Justification Report - Cicchino Holdings Ltd*, dated July 2008 by Weston Consulting Group Inc.;
- iii) *Piazza Navona Urban Design Guidelines*, dated November 2009 by Sweeney Sterling Finlayson & Co Architects Inc., and Weston Consulting Group Inc.;
- iv) *Architectural Drawings Booklet*, dated November 2009 and revised April 2010 by Architectural Design Co. Inc.;
- v) *Functional Servicing Report - Mixed Use Development*, dated October 2008, and revised November 2009 and April 29, 2010 by Valdor Engineering Inc.;
- vi) *Weston Rd. and Major Mackenzie Dr. Mixed Use Development Traffic Impact Study*, dated July 2008 and revised April 29, 2010 by Paradigm Transportation Solutions Ltd.; and
- vii) Report of the Phase I Environmental Site Assessment, dated March 2009 by Coundec Consultants Limited.

#### Background - Analysis and Options

The subject lands shown on Attachments #1 and #2 are located at the northwest corner of Weston Road and Major Mackenzie Drive, in Part of Lot 21, Concession 5, City of Vaughan (Ward 1). The 4.28 ha property has 180 m of frontage along Weston Road and 170 m of frontage along Major Mackenzie Drive and consists of agricultural lands.

The subject lands are designated "Vellore Village Centre" by OPA #600, as shown on Attachment #7, and more particularly, "Village Core" with the "Main Street Retail" and "Gateway" overlay designations by OPA #650 (Vellore Village District Centre), as shown on Attachment #8. The lands are zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(33), which permits agricultural uses, as shown on Attachment #2. The subject lands are not part of the Block 40 South Plan, however, will be utilizing services installed by the Block 40 South landowners group, and the Owner will be required to enter into a cost-sharing agreement. The surrounding land uses are shown on Attachment #2.

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Land Use Policies/Planning Considerations

The Vaughan Development Planning Department has reviewed the proposed Official Plan and Zoning By-law Amendment applications to redesignate and rezone the subject lands shown on Attachment #3, in light of the following land use policies:

a) Provincial Policy Statement and Places To Grow

The *Provincial Policy Statement* (PPS) identifies the subject lands as being within a Settlement Area. The Development Planning Department has determined that the proposal will meet the objectives of providing for a range of land uses in a manner that promotes efficient land use and development patterns to support a livable and healthy community.

The “Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns” Policy 1.1 of the PPS supports the efficient development of land and land uses as follows (in part):

“1.1.1 Healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet the long-term needs;”

“1.1.3.2 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...;”

The “Housing” Policy 1.4 of the PPS further supports the proposal with respect to the City providing a range of housing types and densities, as follows (in part):

“1.4.3. Planning authorities shall provide for a range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed...;”

In addition, the “Long-Term Economic Prosperity” Policy 1.7.1 of the PPS also provides the policy framework to support the proposal within the District Centre, as follows (in part):



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“1.7.1. Long-term economic prosperity should be supported by:

- b) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets...;”

In conjunction with the PPS, the Province’s *Growth Plan for the Greater Golden Horseshoe* (Places to Grow) also includes policies to support the development of the proposal, as indicated in the following policies, specifically the “Designated Greenfield Area” Policy 2.2.7 in accordance with the following:

“2.2.7.1 New development taking place in designated Greenfield areas will be planned, designated, zoned and designed in a manner that -

- a) contributes to creating complete communities;
- b) creates street configurations, densities and an urban form that supports walking, cycling, and the early integration and sustained viability of transit services;
- c) provides a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods;
- d) creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.”

The proposal to modify the “Village Core” designation policies to provide specific policies to permit a multi-unit residential and commercial development with apartment and block townhouse dwelling units at a residential density of 135.5 units/ha which is higher than the maximum allowable residential density of 100 units/ha, supports the PPS and Places to Grow by providing for a range of housing types and densities. The provision for a “Forecourt” piazza at the northwest intersection of Major Mackenzie Drive and Weston Road, and the at-grade retail stores and eating establishment uses at the northeast corner of Major Mackenzie Drive and Street “B” are geared towards developing a people-oriented development that is in keeping with the intent of the PPS and Places to Grow policies as discussed in this report. Further, the higher densities support transit use, and institutional uses such as elementary and secondary schools, and parks, along with pedestrian and bicycling pathways that are being proposed for the surrounding community.

b) Region of York Official Plan

The subject lands are designated “Urban Area” by the Regional Official Plan which permits a range of residential, commercial, industrial and institutional uses. Major Mackenzie Drive and Weston Road are recognized as “Local Corridors” in the Regional Official Plan, and have the potential for more intensive and mixed-use developments that can be supported by public transit. The proposal is in keeping with the objectives of the Region’s Official Plan.

The Region has advised that the proposal is in keeping with the Region’s recently adopted December, 2009 Official Plan with respect to ensuring accessibility to all people, providing for a minimum of 40% of all residential development to occur within the built-up area, in accordance with the policies of Places to Grow and implementing the Regional Corridor policies respecting development located within the Local Corridor, where transit is existing or planned.

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c) Vaughan Official Plan (OPA #600)/Vellore Village District Centre Plan (OPA #650)

The subject lands are designated “Vellore Village Centre” by OPA #600, as shown on Attachment #7 and more particularly “Village Core” with the “Main Street Retail” and “Gateway” overlay designations along Major Mackenzie Drive and Weston Road by OPA #650 (Vellore Village District Centre), as shown on Attachment #8. The proposed development does not conform to the official plan policies with respect to the uses, density, and height, and therefore, an amendment to the policies of OPA #650 are necessary.

The City of Vaughan’s overall vision for the Vellore Village District Centre is to create a compact, mixed-use development comprised of commercial, residential, park, and institutional uses in a human-scaled urban form that facilitates pedestrian and transit access in the community. The development of a pedestrian-oriented District Centre is OPA #650’s primary goal for the area, which would be achieved by the implementation of design principles that include:

- i) shaping an identity for the community by the formation of visually significant buildings, mass and functions, as well as compact urban form;
- ii) establishing a grid road pattern to take pressure off the Weston Road and Major Mackenzie Drive intersection, encourage pedestrian activities, and provide an identifiable and supportable urban structure;
- iii) promoting a main street, human-scale, and compact urban form and streetscape that includes various comfortable pedestrian environments such as, urban squares and parks. The urban form should provide a measured transition of density and land use from the village core to surrounding residential neighbourhoods;
- iv) providing support for transit by proposing a mix of higher order residential and commercial forms of development within a street network grid; and,
- v) encouraging a variety of land uses by including provisions of incremental growth over time, in keeping with the needs of the market and the residents of Vellore community.

The “Village Core” for the Official Plan will be amended with respect to the following, as shown on Attachment #8:

- a) permit 2 residential apartment buildings, with a maximum height of 12-storeys;
- b) permit block townhouses with a maximum height of 2-storeys;
- c) permit commercial uses within a maximum 3-storey building with at-grade retail uses, not to exceed a Gross Floor Area of 2473m<sup>2</sup>, and which may include:
  - i) personal and business services;
  - ii) business or professional offices;
  - iii) retail stores, excluding a department store and supermarket; and,
  - iv) eating establishment, which may include an outdoor patio;
- d) prohibit drive-through facilities on the subject lands;
- e) permit a maximum net residential density of 135.5 units/ha and/or a maximum of 500 units on the subject lands; and,
- f) permit a maximum FSI of 1.58 (based on a net lot area of 36,899m<sup>2</sup> and a residential and commercial Gross Floor Area of 58179.22m<sup>2</sup>).

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The proposed policies for the implementing urban design and architectural requirements of the Official Plan will include, but not be limited to the following, as shown on Attachment #5:

- a) the apartment buildings shall be tiered with the stepping down of heights at the corners of the buildings and along streets, and be oriented towards the streets with the rooftop mechanical equipment integrated into the roof building form. The front of the block townhouse buildings shall be oriented towards the streets and private internal “Urban Square”;
- b) commercial buildings shall have a minimum height of 2-storeys, with a maximum height of 3-storeys at the northeast corner of Major Mackenzie Drive and Street “B”, where the 2<sup>nd</sup>. storey for Building “1a” may be architectural;
- c) enhanced architectural design treatments for the commercial and residential buildings, particularly at the lower levels of the building, which are to include articulated facades, overhead canopies, and a variation in window trim;
- d) enhanced building elevations for buildings sited along and/or facing a street, and that a main entrance to the commercial buildings must be visible from Major Mackenzie Drive, and face the street directly or along a side façade, and, buildings may have more than one entrance;
- e) providing a landscaped “Forecourt” at the northwest corner of Major Mackenzie Drive and Weston Road, that is a gateway to connect to the “Urban Square” located internally within the development, in the Village Core” designation;
- f) requiring on-site internal open space with the provision of an “Urban Square”;
- g) providing landscaping, street furniture and lighting, with emphasis on the “Forecourt” and “Urban Square”; and,
- h) providing for buildings to be close to the street, and screening the surface parking from the street with landscaping.

The Village Core policies include provisions where an increase to the maximum allowable density of 100 units/ha may be permitted, and may include the exchange of public benefits for an increased density. The following demonstrates how the proposal has addressed the increased density policies in order to be in keeping with the intent of the Village Core policies, as shown on Attachment #5:

Village Core Policies Provide	Proposal Provides
a) The stepping down in building height and density to adjacent residential and mixed-use areas	Tiered buildings of 6-storeys (20 m), to 8-storeys, to 12-storeys (40m maximum) along Weston Road and Major Mackenzie Drive for Buildings 2 and 3 for the apartment dwellings
Village Core Policies Provide	Proposal Provides
b) The appropriate relationships to the street and pedestrian realm	Tiered buildings along Weston Road and Major Mackenzie Drive  At-grade retail and eating establishment uses along Major Mackenzie Drive, with the requirement of a minimum of one main entrance facing Major Mackenzie Drive

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| c) | Substantial high quality landscaped open space | A 715.9 m <sup>2</sup> landscaped “Forecourt” that is a gateway connecting the pedestrian walkway leading to the residential uses and the “Urban Square” |
| d) | Increased on-site open space                   | A 5,696.03 m <sup>2</sup> on-site private internal open space or “Urban Square”;   |
| e) | Underground parking                            | Underground parking for 757 parking spaces for the commercial and apartment uses   |

The proposal to amend the Official Plan to allow for residential use, specifically buildings for apartment and block townhouse dwellings and commercial uses (specifically eating establishment, retail, and business and professional office uses), provides a wider range of land uses within a designated urban area, and is in accordance with the policies of the PPS and Places To Grow. In addition, the proposal provides community benefits which support the increased density and the objectives of establishing a pedestrian environment in accordance with the Village Core policies. The Development Planning Department is satisfied that the proposal and requested modifications to the Official Plan are appropriate for the community.

#### Zoning

The property is zoned A Agricultural Zone by By-law 1-88, subject to Exception 9(33), as shown on Attachment #2, which does not permit the proposed residential and commercial development as shown on Attachment #3, and therefore, an amendment to By-law 1-88 is required.

The subject lands are proposed to be rezoned from A Agricultural Zone to RA3(H) Apartment Residential Zone with the Holding Symbol “(H)”, and include the following exceptions:

- i) permit a maximum of 2 apartment buildings with a maximum height of 12-storeys (40 m) and 430 residential units;
- ii) permit a maximum of 70 block townhouse dwellings units with a maximum of 6 dwelling units in a row, with a maximum height of 2-storeys (11 m);
- iii) permit a maximum 3-storey, 2473m<sup>2</sup> commercial building with at-grade retail uses, and the following uses:
  - i. personal and business services;
  - ii. business or professional offices;
  - iii. retail stores, excluding a department store and supermarket; and,
  - iv. one (1) eating establishment, which may include an outdoor patio;
- iv) prohibit drive-through facilities;
- v) prohibit open storage with any use;
- vi) require that the buildings be tiered with a stepping down of heights at the corners of the buildings and along streets, be oriented towards the streets, and have the rooftop mechanical equipment integrated into the roof building form;

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- vii) provide commercial buildings with a minimum height of 2-storeys (11 m) up to maximum height of 3-storeys at the northeast corner of Major Mackenzie Drive and Street “B”, where the 2<sup>nd</sup>. storey for Building “1a” may be architectural;
- viii) requiring enhanced building elevations for buildings sited along and/or facing a street, and that a main entrance to the commercial buildings must be visible from Major Mackenzie Drive and face the street directly or along a side façade, and buildings may have more than one entrance; and,
- vix) providing a landscaped “Forecourt” at the northwest corner of Major Mackenzie Drive and Weston Road, that is a gateway to connect to the “Urban Square” located internally within the development.

Proposed Exceptions

The zoning exceptions to the RA3(H) Apartment Residential Zone with Holding Symbol “H” of By-law 1-88 that are required to facilitate the proposal, but not limited to, are as follows:

Table 1: Proposed Zoning Exceptions

	<b>By-law Standard</b>	<b>By-law 1-88 Requirements for the RA3(H) Apartment Residential Zone</b>	<b>Proposed Exceptions to the RA3(H) Apartment Residential Zone</b>
a)	Definition for a Lot	Means a parcel of land that fronts onto a street	Means a parcel of land that is deemed to be one lot regardless of the number of buildings and units, and the creation of any new lot by plan of condominium, part-lot control, consent and any easement or restrictions that are given
b)	Definition for Mixed Use Development	Means a building containing business and professional offices, retail store or retail warehouse, and residential uses in combination	Means both residential and commercial uses on the subject lands, however, the residential and commercial may or may not be combined within the same building
c)	Minimum Lot Area	80 m <sup>2</sup> /unit	36,899 m <sup>2</sup>

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d)	Minimum Front Yard	7.5 m	Major Mackenzie Drive:  Buildings 1a & 1b - 2.5 m  Building 2 - 2.5 m, for the 1 <sup>st</sup> 6-storeys, not to exceed 20 m in height  Building 2 - 6 m, for the storeys between 8 to 12 storeys, not to exceed 40 m in height
e)	Minimum Rear Yard	7.5 m	North - Street "A": 4.5 m
f)	Minimum Interior Yard	New Standard	End Unit - Block Townhouses: 2.0 m
g)	Minimum Exterior Yard	7.5 m	East - Weston Road:  Building 3 - 6 m, for the 1 <sup>st</sup> 6-storeys, not to exceed 20 m in height  Building 3 - 9 m, for the storeys between 8 to 12 storeys, not to exceed 40 m in height
			West - Street "B":  Building 1a - 2.5 m  Block Townhouse Buildings – 4.5 m
h)	Maximum Lot Coverage	Not Applicable	44%
i)	Floor Space Index (FSI)	Does not exist	1.58 FSI (Net)

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j)	Maximum Gross Floor Area	Not Applicable	Business or Professional Offices -1365.48 m <sup>2</sup>  Eating Establishment - 424.22 m <sup>2</sup> Retail Stores - 682.74 m <sup>2</sup>
k)	Maximum Building Height	44 m	Building 1a - 2 storeys, not to exceed 11 m, where the 2 <sup>nd</sup> . storey may be architectural  Building 1b - 3 storeys, not to exceed 13.5 m  Buildings 2 & 3 - 12 storeys, not to exceed 40 m  Block Townhouse Buildings - 2-storeys, not to exceed 11 m
l)	Minimum Amenity Area	85, 1-Bedroom Apartments: 20 m <sup>2</sup> / unit = 1700 m <sup>2</sup>  296, 2-Bedroom Apartments (includes 1 Bedroom + Den): 55 m <sup>2</sup> /unit = 16,280 m <sup>2</sup>  50, 3-Bedroom Apartments (includes 2 Bedroom + Den): 90 m <sup>2</sup> /unit = 4500 m <sup>2</sup> 70, 3 Bedroom Block Townhouses: 90 m <sup>2</sup> /unit = 6300 m <sup>2</sup> Total = 28,780 m <sup>2</sup>  Breakdown of the 28,780 m <sup>2</sup> Amenity Area by Building:  Building 2 - 10,310 m <sup>2</sup>  Building 3 - 12,170 m <sup>2</sup>  70 Block Townhouse Buildings - 6300 m <sup>2</sup>	Building 2 - 2970 m <sup>2</sup>  Building 3 - 3340 m <sup>2</sup>  70 Block Townhouse Buildings, 65 m <sup>2</sup> /unit = 4550 m <sup>2</sup>  Private Urban Square - 5695m <sup>2</sup>  Private Parkette - 624.59 m <sup>2</sup>  Total = 17,179.59 m <sup>2</sup>

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	<b>By-law Standard</b>	<b>By-law 1-88 Requirements for the RA3(H) Apartment Residential Zone</b>	<b>Proposed Exceptions to the RA3(H) Apartment Residential Zone</b>
m)	Minimum Landscaping Area Abutting Street Line	6 m	<p>North - Street "B": 4.5 m</p> <hr/> <p>East - Weston Road: 6 m</p> <hr/> <p>West - Street "B": Buildings 1a &amp; 1b - 2.5 m Block Townhouse Buildings – 4.5 m</p>
n)	Minimum Landscaping Area Abutting Periphery of an Outdoor Parking Area	3 m	Commercial Parking Area: 0 – 2.5 m (north of Buildings 1a and 1b)
o)	Location of an Outdoor Patio accessory to an Eating Establishment	An outdoor patio accessory to an eating establishment is not permitted in any yard between a building and a Residential Use	Permit an outdoor patio, accessory to an eating establishment in the west exterior yard between Building 1a and Street "B"
p)	Storage Requirements for All Refuse and Recycling Containers	Does not exist	All refuse and recycling containers shall be stored internally within a building
q)	Minimum Loading Spaces	2 external spaces	4 spaces, which may be located internally in a building
r)	No Loading and/or Unloading Between a Building and a Street	As Described	No loading and/or unloading between a building and a street, however, loading and/or unloading may occur internal to a building; all loading shall be screened from any residential use



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	<b>By-law Standard</b>	<b>By-law 1-88 Requirements for the RA3(H) Apartment Residential Zone</b>	<b>Proposed Exceptions to the RA3(H) Apartment Residential Zone</b>
s)	Minimum Yard for Underground Parking	New Standard	Major Mackenzie Drive - 2.5 m Weston Road - 6 m Street "B"- 2.5 m
t)	Minimum Parking Areas for Multiple Family Dwellings	An outdoor parking area shall be screened from the street and any adjacent premises	An outdoor parking area, whether for Residential or Commercial Use shall be screened from the street and any adjacent premises
u)	Minimum Parking Requirements:	<u>Total Required</u> 1017	<u>Total Provided</u> 972 ("**" denotes that an exception is not required)
	Apartment Dwelling	<u>Buildings 2 &amp; 3</u> 755 spaces required (Units - 646 / Visitors - 109) 430 units proposed 1.5 Parking Spaces/Unit + 0.25 Visitor Parking Spaces/Unit	<u>Buildings 2 &amp; 3</u> 667 spaces proposed 430 units proposed 1.3 Parking Spaces/Unit + 0.25 Visitor Parking Spaces/Unit
	Block Townhouse Dwelling	<u>Buildings 4 - 17</u> 123 spaces required (Units - 105 / Visitors - 18) 70 units proposed (1.5 Parking Spaces/Unit + 0.25 Visitor Parking Spaces/Unit)	<u>Buildings 2 - 17</u> 154 spaces proposed 70 units proposed (1.95 Parking Spaces/Unit + 0.25 Visitor Parking Spaces/Unit) (*exception not required, but parking noted)
	Business or Professional Office (Regulated Health Professional -Medical Office/Clinic)	<u>Building 1b (2<sup>nd</sup>. &amp; 3<sup>rd</sup>. Floors)</u> 30 parking spaces required 6 practitioners proposed (5 parking spaces/practitioner)	<u>Building 1b (2<sup>nd</sup>. &amp; 3<sup>rd</sup>. Floors)*</u> 30 parking spaces proposed 6 practitioners proposed (5 parking spaces/practitioner) (*exception not required, but parking noted)

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	<b>By-law Standard</b>	<b>By-law 1-88 Requirements for the RA3(H) Apartment Residential Zone</b>	<b>Proposed Exceptions to the RA3(H) Apartment Residential Zone</b>
	Eating Establishment	<p align="center"><u>Building 1a (1<sup>st</sup> Floor)</u></p> <p>68 parking spaces required 424.22 m<sup>2</sup> of GFA proposed (1 parking space for every four persons comprised in the designed maximum capacity, OR 16 spaces/100 m<sup>2</sup> GFA, whichever is greater)</p>	<p align="center"><u>Building 1a (1<sup>st</sup> Floor) *</u></p> <p>68 parking spaces proposed 424.22 m<sup>2</sup> of GFA proposed (1 parking space for every four persons comprised in the designed maximum capacity, OR 16 spaces/100 m<sup>2</sup> GFA, whichever is greater) (*exception not required, but parking noted)</p>
	Retail Store	<p align="center"><u>Building 2</u></p> <p>41 spaces required 682.74 m<sup>2</sup> of GFA proposed (6 parking spaces/100 m<sup>2</sup>)</p>	<p align="center"><u>Building 2 *</u></p> <p>41 spaces proposed 682.74 m<sup>2</sup> of GFA proposed (6 parking spaces/100 m<sup>2</sup>) (*exception not required, but parking noted)</p>

The proposed RA3(H) Apartment Residential Zone is the typical zoning category used when the predominant use is for multi-storey buildings containing apartment dwellings. Exceptions to the RA3(H) Apartment Residential Zone are required to permit the buildings for the block townhouse dwellings, eating establishment, business or professional office (regulated health professional) and retail uses. Based on the intent to create a pedestrian-oriented environment, the eating establishment use, which may include an outdoor patio, and at-grade retail uses to be in the commercial buildings. Drive-through facilities and open storage with any use, are not conducive for a pedestrian-oriented environment, and as such cannot be supported.

Exceptions to the minimum yard and the maximum height are required to facilitate the proposal. These exceptions are in keeping with the intent of the Village Core policies in order to bring buildings closer to the street line, while maintaining street-related buildings, with reduced yard requirements from 7.5 m to yards ranging between 2.5 m to 6 m, and tiered building heights from a reduced height of 44 m to heights of 2 storeys, not to exceed 11 m for Building “1a”; 3-storeys, not to exceed 13.5 m for Building “1b”; and, 12-storeys, not to exceed 40 m for Buildings 2 and 3.

Additional exceptions to address the location of loading and unloading, and to provide a landscaped “Forecourt” at the northwest corner of Major Mackenzie Drive and Weston Road leading to the “Urban Square” are to address the urban design requirements of the Village Core, together with enhanced architecturally designed buildings. The proposal will be implemented through the Site Plan process.

c) Parking

The reduction in the required number of parking spaces of 45 parking spaces from 1017 to 972, according to the Paradigm Transportation Solutions Ltd. Traffic Impact Report can be supported, due to the sharing of parking between apartment visitors and commercial users, as the demand

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for parking for these users occurs at different times of the day. Further, the subject lands are located along Major Mackenzie Drive and Weston Road, where the Region is proposing a rapid transit system on Major Mackenzie Drive, east of Weston Road, and HOV (high occupancy vehicles) transit lanes on Weston Road, south of Major Mackenzie Drive.

The reduction in parking supports the Region's objectives of encouraging public transit. The proposal provides for a total of 25 lay-by parking spaces along Major Mackenzie Drive and Weston Road. If these spaces are approved by the Region, there will be additional parking opportunities available for this area. The Development Planning Department can support the reduction in parking as the reduced number of parking spaces is minor in nature, and in exchange for the reduced parking, additional on-site private landscaped areas such as the "Urban Square" and "Parkette" are being provided.

The parking spaces proposed for the block townhouse dwellings and visitors are higher than the By-law requirement shown in Table 1 due to the location of the block townhouse dwellings from the commercial area. As the block townhouse dwellings are further away from the commercial area, the opportunity of sharing parking is lower compared to the apartment dwellings and commercial users sharing parking.

The Development Planning Department is satisfied that the requested rezoning from A Agricultural Zone to RA3(H) Apartment Residential Zone to facilitate the proposal shown on Attachment #3, and the requested additional uses and exceptions discussed above are appropriate for the development of the subject lands as discussed in this report.

#### b) Holding Symbol "(H)"

The subject lands will zoned with the Holding Symbol "(H)", which shall not be removed until such time that the following conditions are addressed for the subject lands or portion of the subject lands (Phase) thereof, to the satisfaction of the City:

- i) the water supply and sewage servicing capacity has been identified and allocated to the subject lands or portion of the subject lands (Phase) thereof by the City;
- ii) the approval of a site plan by Vaughan Council for the subject lands or portion of the subject lands (Phase) thereof, including the location and details pertaining to the infiltration trench for the subject lands, in consultation with the Toronto and Region Conservation Authority, to the satisfaction of the City; and,
- iii) the City is provided with written clearance from the Trustee for the Block 40 South Plan that the Owner of the subject lands shown on Attachments #1 and #2, has entered into and signed the Block 40 South Cost Sharing Agreement.

#### Urban Design/Landscaping

The Vaughan Development Planning Department has reviewed the proposal, and will require enhanced architectural design treatments for the commercial and residential buildings, particularly at the lower levels of the building sited along and/or facing a street. These façades must include a main entrance to the commercial buildings that is visible from Major Mackenzie Drive and face the street directly or along a side façade, in order to facilitate a street-related, pedestrian-oriented environment. To achieve this, the residential apartment buildings are to be tiered with a stepping down of heights at the corners of the buildings and streets. In addition, a landscaped "Forecourt" at the northwest corner of Major Mackenzie Drive and Weston Road, that is a gateway to connect to the "Urban Square" located internally within the development, will be required. A recommendation to this effect is included in this report to be incorporated into the implementing Official Plan and Zoning By-law amendments.

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##### Site Plan Approval

The subject lands are to be developed in phases, through Site Development Application approvals by Vaughan Council. At the Site Plan stage, details such as sustainability, landscaping, building elevations, stormwater management and servicing will be determined. The Site Plan process will require approvals from the Toronto and Region Conservation Authority, Region of York, and the City. The final plans through the Site Plan process must be approved to the satisfaction of the Development Planning Department.

##### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has no objections to the proposal and provides the following comments:

##### a) Environmental Site Assessment (ESA)

The ESA for the subject lands and applications has been approved by the Vaughan Engineering Department. However, as part of the future Site Plan process and prior to the approval of any Site Plan Application on the subject lands or Phase thereof, 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.

##### b) Development/Transportation

At the Site Plan stage, the site grading, servicing, stormwater management, lighting, noise and traffic/transportation plans and reports must be submitted for approval, a servicing agreement must be entered into, and daylighting triangles and 0.3 m reserves must be conveyed to the satisfaction of the Vaughan Development/Transportation Engineering Department.

##### Vaughan Parks Department

The Vaughan Parks Department has advised that the open space lands (i.e. "Urban Square" and "Parkette") within the proposal are not acceptable for parkland dedication, and are considered to be private amenity space. The Owner shall be required to pay cash-in-lieu of the dedication of parkland, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". This will be addressed as a condition of Site Plan approval.

##### Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that the Owner will be required to pay cash-in-lieu of the dedication of parkland equivalent at 5% or 1 ha per 300 units of the value of the subject lands, or a combination thereof, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". This will be addressed as a condition of Site Plan approval.

##### School Boards

The York Region District (Public) School Board and York Catholic District School Board have reviewed the proposal and advise that they have no objection to the proposal.

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#### Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the proposal, including the *Functional Servicing Report - Mixed Use Development*, dated October 2008, and revised November 2009 and April 29, 2010 by Valdor Engineering Inc., and advises that the TRCA concerns respecting the location and details pertaining to the infiltration trench must be addressed at the Site Plan stage.

#### Ministry of Transportation

The Ministry of Transportation has reviewed the proposal, and advises that the subject lands are outside of the Ministry's permit control jurisdiction, and therefore the Ministry has no comments on the proposal.

#### Canada Post Conditions

Canada Post has no objections to the proposal subject to the Owner installing and maintaining mail facilities and equipment to the satisfaction of Canada Post, which will be addressed at the Site Plan stage.

#### 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 proposal and has no objections to the proposed development provided the Regional concerns are addressed. The Region advises that the proposal supports the *Provincial Policy Statement* (PPS) objectives to build strong communities by promoting efficient land use and development patterns in the Vellore Village District Centre. The proposal also supports the Province's *Growth Plan for the Greater Golden Horseshoe* (Places to Grow) objectives to ensure that communities are complete with a mix of jobs and people, and supports intensification within the built up areas. Further, the proposal meets and exceeds the PPS density target of 50 residents and jobs combined per hectare. The development proposes 1,032 residents and 71 jobs at a density of approximately 258 residents and jobs combined per gross hectare. The subject lands conform to "Urban Area" designation of the Regional Official Plan, and is in keeping with the Region's recently adopted December 2010 Official Plan.

The Region's approved 2009 Transportation Master Plan Update proposes a rapid transit system on Major Mackenzie Drive, east of Weston Road, and HOV (high occupancy vehicles) transit lanes on Weston Road, south of Major Mackenzie Drive. The Region requires a 45 m wide right-of-way, both east and west of Weston Road, along Major Mackenzie Drive, and a 42.6 m wide right-of-way along Weston Road. The Owner will be required to convey a widening along the Major Mackenzie Drive and Weston Road frontages of 22.5 and 21.3 m, respectively, from the centreline of the roads. The road widening requirements must be addressed at the Site Plan stage.

Given the scale of the development, the Region needs to ensure that the transportation issues are addressed to ensure that there is no adverse effect on the Regional and local road network, and as such, the Region will be the approval authority for the amendment to the Official Plan. The Region will provide detailed comments at the Site Plan stage respecting road requirements, transit and vehicular access, and requires that the site plan, grading, servicing, stormwater management, lighting, noise, environmental/sustainability, and traffic/transportation plans and reports be submitted for approval to the satisfaction of the Region. The Owner will be required to enter into a Regional Site Plan Agreement.

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#### Conclusion

The Owner has submitted an Official Plan Amendment Application (File OP.08.010) to amend the “Village Core” policies in OPA #650 (Vellore Village District Centre Plan) to permit apartment dwelling units in buildings not to exceed 12-storeys, block townhouse dwelling units in buildings not to exceed 2-storeys, a residential density of 135.5 units per net residential hectare for a total of 500 units, and commercial buildings (i.e. eating establishment, retail, and business and professional office uses) not to exceed 3-storeys. The Owner has also submitted a Zoning By-law Amendment Application (File Z.08.039) to amend By-law 1-88, specifically to rezone the subject lands from A Agricultural Zone to RA3 Apartment Residential Zone, with the exceptions noted in Table 1 of this report to facilitate the development.

The Official Plan and Zoning By-law Amendment applications propose to implement a residential and commercial development, which meets the objectives of the *Provincial Policy Statement* (PPS) and *Growth Plan for the Greater Golden Horseshoe* (Places to Grow) by providing for a range and mix of uses, in a pedestrian-oriented and transit supportable development. The Official Plan and Zoning By-law will be amended to include policies and requirements to facilitate tiered buildings along Major Mackenzie Drive and Weston Road, with at grade retail and eating establishment uses to encourage pedestrian activity. Also, enhanced building elevations for buildings sited along and/or facing a street will be required, where a main entrance to the commercial buildings must be visible from Major Mackenzie Drive and face the street directly or along a side façade, and where buildings may have more than one entrance. A high level of landscaped open spaces will be provided, and a landscaped “Forecourt” at the northwest corner of Major Mackenzie Drive and Weston Road that is a gateway to connect to the privately-owned “Urban Square” located internally within the development.

The Development Planning Department is satisfied that the proposed residential and commercial development as shown on Attachment #3 is appropriate and compatible with the existing and permitted uses in the surrounding area and can be developed in a manner that is appropriate and compatible with the existing community. The Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment applications, subject to the recommendations in this report.

#### Attachments

1. Context Location Map
2. Location Map
3. Conceptual Site Plan
4. Proposed Underground Parking
5. Land Uses
6. Proposed Zoning
7. OPA 600 - Schedule “B” Vellore Urban Village 1
8. OPA 650 - Vellore Village District Centre Plan

#### Report prepared by:

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)