

Date January 18 , 2018
To Members of York Region Rapid Transit Corporation Board of Directors
Copy Bruce Macgregor, Christopher Raynor, Danielle Hutson, Michael Cheong
From Mary-Frances Turner, York Region Rapid Transit Corporation, President
Subject SmartREIT Limiting Distance Agreement Request
Ref: Edocs # 8089603

The purpose of this memorandum is to inform the YRRTC Board that SmartREIT is seeking a limiting distance agreement with York Region to expand the footprint of their tower development in Vaughan Metropolitan Centre (Attachment A).

SmartREIT has retained MHBC planning consultants to evaluate the impact of the limiting distance agreement on future development potential of the existing bus terminal lands. The findings of this evaluation are outlined in Attachment B.

Additional information about this request will be presented at the YRRTC Board Meeting on January 18, 2018. For more information on this memo and related attachments, please contact Raj Mohabeer, Design Chief, Infrastructure and Development, York Region Rapid Transit Corporation at 905-886-6767, Ext. 71028.

Mary-Frances Turner, President

Attachments: (2)

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December 14, 2017

Stephen Hollinger, P.Eng
Manager, Infrastructure and Development – Facilities and Terminals
York Region Rapid Transit Corporation
3601 Highway 7, 12th Floor
Markham, Ontario L3R 0M3

Dear Mr. Hollinger,

RE: YRRT Bus Terminal – Limiting Distance Agreement – Related File: DA.17.062

Further to our discussions, VMC Residences III GP Inc, as a General Partner and on behalf of VMC Residences III Limited Partnership, seeks an agreement with York Region Rapid Transit with respect to a Limiting Distance Agreement along the south frontage of the property known as 950 Portage Parkway in Vaughan, Ontario.

The proposed development consists of a 55-storey residential tower atop a 6-storey above grade parking garage. The site is oriented such that the residential tower is biased to the east side of the site, with parking deck on the west side to accommodate the proposed future subway extension tail track. A site plan has been attached for reference.

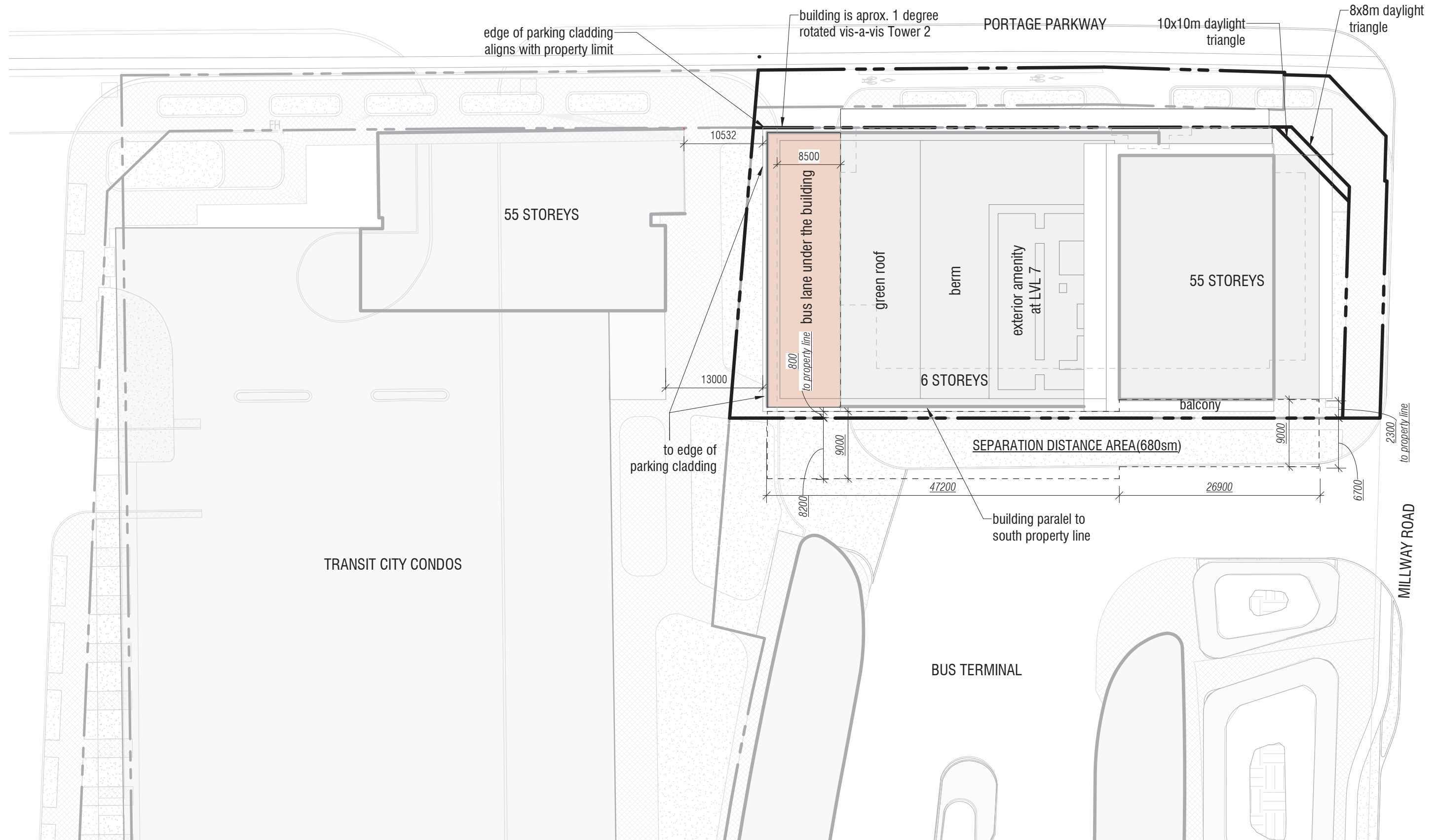
VMC Residences III Limited Partnership seeks a 9.0 meter separation distance from any future development along the south property line as detailed on the enclosed site plan. The 9.0 meter separate distance area is measured from the proposed development building face and extends south towards the YRRT Bus Terminal. The total distance that the separation distance area extends into the actual YRRT Bus terminal property itself is 6.7 meters. For clarity, neither party will construct within this proposed 9.0 meter separation distance area.

To assist in your review of this request, we have retained MHBC planning consultants to evaluate the impact this limiting distance agreement would have on the future redevelopment potential of the existing YRRT Bus Terminal lands. Please refer to the attached letter prepared by MHBC which confirms that the proposed 9.0 meter separation area will not restrict the redevelopment of the YRRT Bus Terminal lands due to the City of Vaughan Secondary Plan Urban Design policies including policies pertaining to tower separation. When considering the potential redesign of the Bus Terminal lands in relation to these policies and sound planning principles there would be little justification for any development occurring in the 9.0 meter separate distance area.

We kindly ask that you review the enclosed proposal and supporting documentation and look forward to resolving this issue expeditiously.

Regards,

Paula Bustard, M.PI, MCIP, RPP
Senior Vice President, Development
SmartCentres REIT
Email: pbustard@smartcentres.com



TRANSIT CITY - TOWER 3

950 PORTAGE PARKWAY

DECEMBER 14, 2017

Diamond Schmitt Architects

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December 11, 2017

Paula Bustard M.Pl, MCIP, RPP
Vice President Development
SmartREIT
700 Applewood Cres., Suite 200
Vaughan, ON, L4K 5X3

Dear Ms. Bustard:

**RE: YRRT BUS STATION – DEVELOPMENT POTENTIAL & SEPARATION DISTANCE FROM
TRANSIT CITY TOWER 3
OUR FILE 07132AT**

Further to our discussions, you have requested us to opine on the ability of the YRRT Bus Station to be redeveloped in the future and whether a separation distance (of up to 9 m) from Transit City Tower 3 will impact the ability of YRRT to redevelop in the future as a high density, mixed use development site. These separation distances are shown on the attached plans prepared by DSAI.

As you are aware both the YRRT Bus Station and Transit City Tower 3 are located within the Station Precinct of the VMC Secondary Plan with significant height and density permissions. The YRRT Bus Station is specifically identified on the VMC Secondary Plan schedules, such that any redevelopment of that parcel will require the continuation of said station as part of redevelopment plans. Further, the VMC Secondary Plan Policy 4.2.3 requires protection for the future subway extension north of its present location. Based on the TTC's design plans and Hatch's evaluation of a potential northerly subway extension, this would inhibit the majority of the development of the western portion of the YRRT Bus Station property without substantial structural reinforcement occurring over the current subway and extension.

Notwithstanding these potential restrictions, there appears to be sufficient lands available to achieve a two tower built form redevelopment of the YRRT Bus Station lands while respecting the required tower separation distance of 20 m (residential to office) and 25 m (residential to residential) as per Policy 8.7.18 of the VMC Secondary Plan. The tower placement would likely occur similar to that achieved for Transit City Towers 1 and 2, where the towers were offset from

each other and other existing / proposed tower built form. The above noted 9 m separation distance being requested would fall within the required tower separation distance from Transit City Tower 3, and therefore would not restrict the redevelopment of the lands accordingly for this built form. Lastly, given that the bus station would need to be incorporated into any redevelopment plans, an entrance from Millway Avenue to a future bus station would need to occur and would likely continue to be located at the northern end of the site, within the 25 m separation distance required (either open air or as part of a podium building).

Relative to podium separation, typically a separation distance of 11 m is utilized between podium and mid-rise buildings in order to achieve appropriate separation between windows on facing walls as well as to provide porosity between development sites. In this case, it would be appropriate and desirable to achieve this distance between the Transit City Tower 3 site and any future redevelopment of the YRRT Bus Station site for both of the above noted reasons, again similar to that achieved between the Transit City Tower 2 site and Transit City Tower 3 site (where a 10 to 13 m separation distance between podiums is planned).

Should you have any questions, please do not hesitate to contact us.

Respectfully submitted,

MHBC



David A. McKay, MSc, MCIP, RPP
Vice President & Partner