

Committee of the Whole (1) Report

DATE: Tuesday, April 4, 2023

WARD: 2

TITLE: CELEBRATION ESTATES INC.
OFFICIAL PLAN AMENDMENT FILE OP.22.015
SITE DEVELOPMENT FILE DA.13.016
11, 15, 23 AND 27 LANSDOWNE AVENUE
VICINITY OF REGIONAL ROAD 7 AND KIPLING AVENUE

FROM:

Haqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Official Plan Amendment File OP.22.015 and Site Development File DA.13.016, to amend Vaughan Official Plan 2010 to permit an increase in the maximum permitted height and density on the subject lands and facilitate an 11-storey residential apartment building with 180 residential dwelling units and a Floor Space Index ('FSI') of 3.58 times the area of the lot, as shown on Attachments 3 to 6.

Report Highlights

- The Owner proposes to amend the Vaughan Official Plan 2010 height and density permissions on the subject lands to permit an 11-storey residential apartment building with 180 residential dwelling units and an FSI of 3.58 times the area of the lot.
- On June 24, 2014, Council approved and adopted OPA 6, which redesignated the subject lands from "Low-Rise Residential" to "Mid-Rise Residential" with a maximum FSI of 3.5 and building height of 10-storeys; An Official Plan Amendment is required to permit further increases to height and density.
- A Minor Variance is required to facilitate the development.
- The Development Planning Department supports the approval of the applications as they are consistent with and conform to Provincial Policy, conforms to the York Region Official Plan ('YROP') 2022 and Vaughan Official Plan ('VOP') 2010.

Recommendations

1. THAT Official Plan Amendment File OP.22.015 (Celebration Estates Inc.) BE APPROVED, to amend Vaughan Official Plan 2010, Volume 1, amending the “Mid-Rise Residential” designation as shown on Schedule 13, to increase the maximum permitted building height from 10-storeys to 11-storeys and FSI from 3.5 times the area of the lot to 3.58 times the area of the lot;
2. THAT Site Development File DA.13.016 (Celebration Estates Inc.) BE DRAFT APPROVED SUBJECT TO THE CONDITIONS of Site Plan Approval included in Attachment 1, to the satisfaction of the Development Planning Department, to permit an 11-storey residential apartment building with 180 residential dwelling units; and
3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“THAT Site Development File DA.13.016 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 8 residential apartment units (18 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.”

Background

The subject lands (‘Subject Lands’) are municipally known as 11, 15, 23 and 27 Lansdowne Avenue, located at the northeast corner of Highway 7 and Lansdowne Avenue. The Subject Lands are 0.37 ha in size and are currently vacant. The Subject Lands and surrounding land uses are shown on Attachment 2.

Vaughan Council previously approved Applications to permit a 10-storey residential building on the Subject Lands

Vaughan Council, on June 24, 2014, approved Official Plan Amendment File OP.13.005, Zoning By-law Amendment File Z.13.008, and Site Development Application File DA.13.016 to permit the development of a residential apartment building having a height of 10-storeys fronting Highway 7, 154 units, an FSI of 3.5 and 208 parking spaces. The approval amended VOP 2010, redesignating the Subject Lands from “Low-Rise Residential” to “Mid-Rise Residential” with a maximum FSI of 3.5 and building height of 10-storeys, and rezoned the Subject Lands from “R3 - Residential

Zone” (‘R3 Zone’) to “RA3 – Apartment Residential Zone” (‘RA3 Zone’), with site-specific exceptions under Zoning By-law 1-88.

In March of 2020, the proposed development was revised to include 172 residential units with additional vehicle and bicycle parking provided and minor building façade changes, with no changes to the approved building footprint, density, or height. Following another resubmission of the revised development in March of 2022, the revised Site Development Application was determined to be exempt from Council approval as the changes to the approved development were considered minor, in accordance with Site Plan Control By-law 123-2013. A Notice was provided to Vaughan Council with the option to bump-up the approval of the revised application to Council, however no response was received.

In June of 2022, the Urban Design Division of the Development Planning Department and the Development Engineering Department had issued no objection to the approval of the revised development. Subsequently, in September of 2022, York Region issued its approval of the development, however the Owner did not finalize a site plan agreement with the City.

On October 27, 2022, an additional Official Plan Amendment Application was submitted as the proposed development was further revised by the Owner to increase the building height from 10-storeys to 11-storeys to accommodate the relocation of the private amenity space, increase the FSI from 3.50 to 3.58, and increase the number of residential units from 172 to 180.

An Official Plan Amendment Application and a revised Site Development Application have been submitted to permit the revised development

Celebration Estates Inc. (‘the Owner’) has submitted Official Plan Amendment Application OP.22.015 and a revised Site Development Application File DA.13.016 (the ‘Applications’) to amend the height and density provisions of VOP 2010, increasing the maximum permitted height from 10-storeys to 11-storeys, and the maximum FSI from 3.5 to 3.58 times the area of the lot, to permit the revised development (the ‘Development’) as shown on Attachments 3 to 6.

Public Notice was provided in accordance with the Planning Act and Council’s Notification Protocol

On December 20, 2022, a Notice of Public Meeting was circulated to all property owners within a 500 m radius of the Subject Lands (extended polling area), as shown on Attachment 2, and to the Village of Woodbridge, West Woodbridge Homeowners, and Vaughanwood ratepayers associations. A copy of the Notice was also posted on

the City's website www.vaughan.ca and Notice Signs were installed on the Subject Lands along Lansdowne Avenue and Highway 7, in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on Tuesday, January 17, 2023, to receive comments from the public and the Committee of the Whole. Vaughan Council on January 24, 2023, ratified the recommendations of the Committee of the Whole (Public Meeting) to receive the Public Meeting Report and to forward a technical report to a future Committee of the Whole Meeting. The following deputations and written submissions were received by the Committee of the Whole (Public Meeting) at the January 17, 2023, meeting:

Deputations:

- Maria Verna, Woodbridge Avenue, Woodbridge
- Jamie Maynard, William Street, Woodbridge
- Geraldine Kee-Chaston, Woodbridge Avenue
- Rosemarie Humphries, Humphries Planning Group Inc., Pippin Road, on behalf of the Owner

Written Submissions:

- Pina Sacco, Amos Maynard Circle, Woodbridge, dated January 16, 2023

The following is a summary of the comments provided in the deputations and written submissions received, which are addressed in the Vaughan Official Plan and Transportation Engineering sections of the report:

a) Access, Traffic and Safety

- Increase in units for the Development combined with other proposed and approved developments in the area will cause more traffic and congestion along Highway 7, at the intersection of Highway 7 and Kipling Avenue, and surrounding streets
- Traffic infrastructure is not adequate in the area, Highway 7 slopes upwards towards Kipling Avenue, and there is limited opportunity to expand Highway 7 due to the Canadian Pacific Railway ('CPR') rail bridge to the east
- Increase in traffic has spread to Woodbridge Avenue to bypass Highway 7 congestion
- Safety concerns with the development near Woodbridge Public School, children walking to school

b) Precedence

- The Applications will set precedence for other developments requesting further increases from previous Council decisions

The Development Planning Department on March 27, 2023 emailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the applications.

Previous Reports/Authority

The following are links to previous reports regarding the Subject Lands:

[June 4, 2013, Committee of the Whole Report \(Public Hearing\) – Official Plan Amendment File OP.13.005 and Zoning By-law Amendment File Z.13.008](#)

[June 24, 2014, Committee of the Whole Report – Official Plan Amendment File OP.13.005, Zoning By-law Amendment File Z.13.008, and Site Development File DA.13.016](#)

[January 24, 2023, Committee of the Whole Report \(Public Hearing\) – Official Plan Amendment File OP.22.015](#)

Analysis and Options

The Applications are consistent with the Provincial Policy Statement, 2020

Section 3 of the *Planning Act* requires that all land use decisions in Ontario “shall be consistent” with the Provincial Policy Statement, 2020 (the ‘PPS’). The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong communities, a strong economy, and a clean and healthy environment.

The Development is consistent with the PPS, specifically Sections 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, 1.4.3, and 1.6.6.2 regarding: focusing growth and development to settlement areas; the efficient use of land and resources; promoting intensification and redevelopment to provide for a range and mix of housing; promoting transit-supportive development and compact built forms; and redevelopment which optimizes the use of existing municipal services.

The Subject Lands are located within a Settlement Area defined by the PPS and a “Regional Intensification Corridor” on Schedule 1 of VOP 2010. The Applications are consistent with the PPS, as it will add to the range and mix of housing options within the community and makes efficient use of the Subject Lands through intensification of the

site that minimizes land consumption and will utilize existing municipal water and sewage services.

The Applications will provide for new housing in a compact, transit-supportive built form within an area well served by local bus routes operated by York Region Transit ('YRT'), and bus rapid transit lines along Highway 7 in the form of VIVA Orange and Brampton 501 Züm. The Applications will contribute to the investment and use of these transit services that have been established to accommodate growth within intensification corridors.

Accordingly, the Applications are consistent with the PPS.

The Applications conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (the 'Growth Plan') guides decision making on a wide range of issues, including economic development, land-use planning, urban form, and housing. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Growth Plan emphasizes the accommodation of growth in complete communities by making better use of land and infrastructure and directing growth and prioritizing intensification within settlement areas. Section 2.1 of the Growth Plan recognizes the issues of housing affordability and need for housing supply in the Greater Golden Horseshoe, and identifies the need to address these challenges by providing direction to plan for a range and mix of housing options, optimizing the use of existing urban land supply with an intensification first approach to development, focusing on making better use of existing infrastructure and public service facilities and providing higher density housing options that can accommodate a range of household sizes.

Section 2.2.1 of the Plan identifies that a majority of growth will be directed to settlement areas that have existing or planned municipal water and wastewater systems, and within locations with existing higher order transit. The section also identifies the support to achieve complete communities that provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. Section 2.2.2 of the Growth Plan further identifies intensification being encouraged generally throughout the Delineated Built-Up Area, where growth can be supported by existing infrastructure. Section 2.2.6 speaks to providing a diverse range

and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.

The Applications conform to the policies of the Growth Plan, as the Development is a form of intensification located within a Settlement Area and the Delineated Built-up area, where intensification and the establishment of complete communities is encouraged, and will add to the range of housing options within the local community and utilize existing transit and public infrastructure.

Accordingly, the Applications conform to the Growth Plan.

The Applications conform to the York Region Official Plan 2022

York Region Official Plan 2022 ('YROP 2022') contains policies that guide economic, environmental, and community building decisions to manage growth across York Region. The Subject Lands are designated "Community Area" on Map 1A – "Land Use Designations". The Subject Lands are also located within the "Urban Area" on Map 1 – "Regional Structure" and is in close proximity to Highway 7, which is identified as a "Regional Corridor" on Map 1 and a "Rapid Transit Corridor" on Map 10 – "Rapid Transit Network".

According to policy 2.1.3.a, Community Areas are where residential, population-related employment and community services are directed to accommodate concentrations of existing and future population and employment growth. Policy 2.3.2 states that communities shall be planned in a comprehensive and coordinated manner using land efficiently and optimizing infrastructure with a compact, mixed-use, pedestrian friendly and transit-supportive built form. Under Policy 4.4.45, development applications along Regional Corridors outside of MTSA's shall have regard to local context and impact on achieving the Regional intensification hierarchy outlined in policy 4.1.3, where Regional Corridors are identified as a Strategic growth area where intensification shall occur.

Policies 4.4.8, 4.4.13 and 4.4.14 state that intensification shall include a variety of medium and high-density dwelling unit types and sizes to provide housing choice and that development within strategic growth areas shall be prioritized along existing rapid transit corridors on Map 10 in locations with existing water and wastewater capacity. These areas are to be planned to support higher density development and improve access to multi-modal transit facilities over the long-term.

The Applications will facilitate the Development with a compact, transit-supportive built form along a Rapid Transit Corridor that achieves a height and density that has regard to local context, where newer development within the immediate area along Highway 7

has been approved with similar heights and densities. The Applications will also add to the existing housing stock in the community and provide for a mix of housing types and sizes, while utilizing existing infrastructure.

Accordingly, the Applications conform to the policies of the YROP.

An amendment to VOP 2010 is required to increase the maximum permitted height from 10-storeys to 11-storeys, and maximum FSI from 3.5 to 3.58 times the area of the lot, which is supported by the Development Planning Department

The Subject Lands are located within a “Regional Intensification Corridor” on Schedule 1 – Urban Structure and designated “Mid-Rise Residential”, with a maximum building height of 10-storeys and maximum FSI of 3.5 times the area of the lot, on Schedule 13 – Land Use. “Mid-Rise Residential” areas are generally located in Intensification Areas and shall be planned to consist of primarily residential buildings. These areas will help to achieve the City’s population and intensification targets by establishing medium intensity housing forms and will be carefully designed with a high standard of architecture and public realm, and well-integrated with adjacent areas. Within this designation, mid-rise residential buildings, which are generally buildings between 5 to 12-storeys in height, are permitted.

An amendment to VOP 2010 is required to increase the maximum permitted height from 10-storeys to 11-storeys, and maximum FSI from 3.5 to 3.58 times the area of the lot. The Development Planning Department can support the proposed amendment for the following reasons:

- The Development meets the intent of the “Mid-Rise Residential” land-use designation, which are areas that are planned to consist of primarily residential buildings, in a mid-rise built form, and generally 5 to 12-storeys in height.
- The Development is compatible with the surrounding neighbourhood, which includes an existing 12-storey residential mixed-use building at the southwest corner of Highway 7 and Kipling Avenue, and an approved 12-storey residential mixed-use building at the northwest corner of Highway 7 and Lansdowne Avenue.
- The Development satisfies the development criteria for a mid-rise building, pursuant to Section 9.2.3.5 of VOP 2010. This includes satisfying the minimum 7.5 m setback to the rear yard of a lot with a detached house, the requirement for a private outdoor amenity space and green space on the rooftop, and a 45-degree angular plane measured from the property line abutting the neighbouring residential dwelling, with exception to a projection of a small portion of the

building and windscreen. Section 10.2.1.7 of VOP 2010 permits minor variations from the numerical standards of the Plan. The Urban Design Division of the Development Planning Department has no concern with the small encroachment in the angular plane.

- The Development is located along a Regional Intensification Corridor, which are a focus for intensification on lands adjacent to major transit routes, at densities and in a form supportive of adjacent higher-order transit.
- The Development provides for transit-supportive intensification along a Regional Rapid Transit Corridor as identified on Schedule 10 – Major Transit Network.

Council enacted By-law 001-2021 on October 20, 2021 as the new Vaughan Comprehensive Zoning By-law

On October 20, 2021, Council enacted By-law 001-2021 as the new Vaughan Comprehensive Zoning By-law. A notice of the passing was circulated on October 25, 2021, in accordance with the *Planning Act*. The last date for filing an appeal to the Ontario Land Tribunal ('OLT') in respect of By-law 001-2021 was November 15, 2021.

Zoning By-law 001-2021 was appealed to the OLT. The OLT issued an Order on December 28, 2022, as supplemented on January 18, 2023, deeming Zoning By-law 001-2021 as amended in force, save and except where it remains under appeal for certain lands, areas, and sections of the by-law. The Owner has filed an appeal to Zoning By-law 001-2021, and the Site Development Application File DA.13.016 was received by the City on March 08, 2013 and was deemed complete and approved by Council prior to the enactment of Zoning By-law 001-2021. Therefore, the Applications are determined to be transitioned in accordance with Subsection 1.6.3.3, and are subject to Zoning By-law 1-88, as amended, only.

Minor Variances to Zoning By-law 1-88 are required to permit the Development

The Subject Lands are zoned RA3 Zone, and are subject to site-specific Exception 9(1401), as shown on Attachment 3. The zoning permits an apartment building with a maximum building height of 44 metres. As part of the detailed review of the related Site Development Application, the following zoning deficiencies have been identified to permit the development:

- The minimum required Lot Area per unit is 24.05 m²; whereas 20.58 m² is proposed
- The minimum required Amenity Area per unit is 22.78 m²; whereas 21.28 m² is proposed

- The minimum setback required to the exterior property line for a below grade structure is 0.6 m; whereas 0.24 m is proposed

The Minor Variances are required due to the increase in gross floor area and unit count. The requested setback of 0.24 m for the below grade parking structure is measured to a pinch point and will not affect the Highway 7 right-of-way or the adjacent 6 m wide erosion access allowance. The Development will facilitate a mid-rise, transit-supportive built form that appropriately intensifies the Subject Lands in accordance with the land use and built-form vision and policies of VOP 2010 and maintains the intent of the council approved site-specific exception. Accordingly, the Development Planning Department can support the required variances.

Should the Applications be approved, the Owner will be required to submit and receive approval for a Draft Plan of Condominium Application

Should the Applications be approved, the Owner will be required to submit a Draft Plan of Condominium Application and receive approval from Council to establish the condominium tenure for the Development.

The Development Planning Department supports the Development, subject to the conditions in Attachment 1

Site Plan

The Development as shown on Attachments 3 to 6 consists of an 11-storey residential apartment building with 180 residential dwelling units and 3,831 m² of amenity space. The main entrance to the Development for pedestrians and vehicles is proposed off Lansdowne Avenue. At-grade, the Development will include eight (8) visitor parking spaces, one (1) of which is accessible, two (2) car charging stations, and 20 short term bicycle parking spaces. An additional 245 visitor and residential parking spaces and 116 long-term bicycle parking spaces are provided within three (3) levels of underground parking. Internal to the site is a loading area accessed off the main driveway, and an outdoor amenity area. The rooftop includes the indoor amenity space, which has been relocated from the ground floor, and mechanical penthouse, both of which partially cover the 11th floor of the building.

Landscape Plan

The Landscape Plan shown on Attachment 4 consists of a variety of deciduous trees, shrubs, perennials, and grasses planted throughout the site and along the regional right-of-way. Internally, the at-grade parking area will be screened from the adjacent residential property by a 1.8 m high wood screen fence along the north property line with additional shrubs and shade trees. An existing chain link fence will be retained

along the boundary between the Development and the adjacent Woodbridge Public School.

The central public amenity space at-grade will include a trellis, seating, raised planters, and lawn area. The outdoor amenity terrace on the 11th floor is proposed to be furnished with a BBQ and dining area, seating and lounging area, wind screens, and a pergola. Additional comments provided by the Parks, Forestry and Horticulture Operations Department regarding the substitution of oak trees for smaller growing species for trees adjacent to Lansdowne Avenue, and the Development Planning Department with respect to more tree and grass planting on the site and minor reconfigurations of a private patio and planter shall be addressed to the satisfaction of the City.

The Owner submitted an Arborist Report and Tree Inventory/Preservation and Removal Plan, prepared by Strybos Barron King Ltd., dated March 6, 2013, with updates dated August 30, 2013, May 2, 2014, March 4, 2022, May 6, 2022, and November 16, 2022 which recommends the removal of 23 trees on the Subject Lands. Additional trees are required to be removed within the Region's right-of-way, as identified in a separate Arborist Report prepared for the Region of York. Based on Forestry's Replacement Tree Requirements, a total of 46 trees are required to be replanted on the Subject Lands. The Owner proposes to replant 19 trees, not including trees to be replanted in the Region's right-of-way, on the Subject Lands and pay cash-in-lieu to the City for the remaining 27 trees in accordance with Tree By-law 052-2018 and the City's Tree Protection Protocol.

The Owner has entered into a Tree Protection Agreement with the City for the trees to be removed. Prior to execution of the Site Plan Agreement, the Owner will be required to pay the cash-in-lieu for the replacement trees and provide a letter of consent to injure and remove trees from the York Region District School Board for the shared ownership of trees along the east property boundary. A condition to this effect is included in Attachment 1.

Building Elevations

The proposed building elevations are shown on Attachment 5. The Development will have a building height of 35.86 m including the mechanical penthouse and will substantially comply with the 45-degree angular plane measured from the property line abutting the neighbouring residential dwelling, and the minimum 7.5 m setback to the rear yard of a lot with a detached house, thereby minimizing shadow impacts. The fifth and sixth floors are also stepped back on the north side of the Development, to reduce the massing along Lansdowne Avenue. The Owner submitted a Sun Shadow Study, prepared by KFA Architects and Planners, dated October 10, 2022, and revised on

February 3, 2023 which has been reviewed and accepted by the Development Planning Department as the shadow impacts on adjacent properties will be minimal.

The Development will incorporate grey precast brick, silver and grey spandrel glass with mullion and slab edge covers, projected aluminum panels, louvers, clear and bird friendly glazing, and aluminum glass railings.

Sustainability Performance Metrics

The Owner has submitted a Sustainability Performance Metrics scoring tool and cover letter in support of the Applications. The Development achieves an overall Sustainability Performance Metrics score of 53 (silver level) which exceeds the City's minimum threshold score requirement. A revised scoring tool is required to address minor changes requested by the Development Planning Department.

Prior to the execution of the related Site Plan Agreement, the Development Planning Department shall approve the final site plan, landscape plan, landscape details and cost estimate, photometric plan, building elevations and Sustainability Performance Metrics.

There are no Cultural Heritage concerns for the Development

The Cultural Heritage Division of the Development Planning Department has no concerns with the Development, subject to standard archeological clauses included in the Site Plan Agreement. Conditions to this effect are included in Attachment 1.

Financial Impact

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

Operational Impact

The Development Engineering Department has no objection to the Applications, subject to conditions of Site Development Approval

The Development Engineering ('DE') Department has provided the following comments:

Water Servicing

The Subject Lands are located within the City of Vaughan Pressure District 4 (PD4) of the York Water System and are proposed to be serviced via a connection to the existing municipal watermain on Lansdowne Avenue.

Sanitary Servicing

The Subject Lands are proposed to be serviced via a connection to an existing municipal sanitary sewer along Lansdowne Avenue, flowing to existing municipal

sanitary sewers along the north side of Highway 7 and on Kipling Avenue, eventually flowing to the existing municipal sanitary sewer on Hawman Avenue.

The City's Focus Area Core Servicing Strategy (Final December 2017) and Interim Servicing Strategy ('ISS') Study (Final October 2021) identified several segments of the existing sanitary sewer on Kipling Avenue downstream of the proposed development at capacity and/or surcharging. As well, the City's sanitary sewer model identifies surcharging conditions in four segments of the sanitary sewer on Kipling Avenue, north of Hawman Avenue because of additional sanitary flows from the proposed development. While surcharging is not permitted per the City's design criteria, the Development may be adequately serviced in the interim with minimal surcharging in the City's existing Kipling Avenue sanitary sewer system. Active development applications within the same drainage area that require servicing capacity will be required to contribute to future upgrades.

The Owner is required to make a financial contribution in the amount of \$8,600 towards system improvements along the Kipling Avenue Sanitary Sewer prior to Site Plan Approval. A condition to this effect is included in Attachment 1.

Stormwater Management

The Subject Lands currently drains from northwest to southeast and conveys into an existing ditch inlet located southeast of the Subject Lands. The existing ditch inlet is connected to the regional storm sewer systems within the north boulevard of Highway 7 which ultimately outlets to the Humber River.

The Owner proposes to capture stormwater flows with a below-grade cistern, which discharges to the municipal sewers through a 75 mm diameter orifice control tube. An emergency overflow pipe is also provided at the top of the tank as a bypass for storm flow in excess of the 100-year storm event or in case of emergency due to clogging in the system. The total post-development discharges are proposed to be controlled to pre-development levels for all storms up to the 100-year events.

Storm water quality control is proposed to be provided by installing an oil-grit separator to provide Level 1 (minimum 80% Total Suspended Solids Removal) quality control for the site as required.

Servicing Allocation

The original development was previously approved and allocated servicing capacity on June 24, 2014 for 154 residential apartment dwelling units. An additional 18 residential apartment units were allocated servicing capacity on December 10, 2021.

On February 22, 2023, Vaughan Council endorsed its latest Allocation of Servicing Capacity Annual Distribution and Update and Allocation of Servicing Capacity Policy. Accordingly, servicing capacity for the Development is available and unrestricted. Servicing capacity shall be reserved for 8 residential apartment units (18 persons equivalent). A resolution to allocate servicing capacity is included in the Recommendations section of this report.

Transportation Engineering

As part of the previous applications on the Subject Lands that were approved by Council on June 24, 2014, a Traffic Impact and Parking Study was prepared by Cole Engineering, dated March 13, 2013, with updates dated October 13, 2013, February 24, 2014, and April 16, 2014. The study concluded that the traffic volumes generated by the original development consisting of 154 residential units would represent a small component of total traffic passing through the intersection during the peak hours, contributing to less than 1% of the total traffic volume at the Highway 7 and Kipling Avenue intersection, resulting in a modest impact on traffic on the adjacent roadway intersections. The study identified the original development to benefit from the, at the time, future VIVA bus rapid transit service along Highway 7, to improve modal splits and reduce single occupancy passenger trips. The DE Department agreed with the findings of the study, subject to the development of a Transportation Demand Management ('TDM') Plan, and the Region of York had indicated the original development having negligible impact at the Regional intersection of Highway 7 and Kipling Avenue.

A subsequent Traffic Brief was prepared by GHD Limited, dated September 27, 2021, and updated March 9, 2022, May 30, 2022, and September 21, 2022, to examine the impact of an additional 26 units on surrounding streets and intersections. The DE Department agrees with the findings of the brief, which determined that the increase in unit count would be expected to result in a nominal difference in overall trip generation for the site during both the a.m. and p.m. peak hours from the previously approved traffic study prepared by Cole Engineering. As a result, the impact of the additional units to the operation, capacity and delay to motorists and pedestrians on the surrounding streets and intersections is also expected to be negligible. The existing and proposed TDM measures for the Subject Lands are expected to be sufficient to minimize the number of single occupant vehicles and support the shortfall of on-site parking spaces for the subject site.

Environmental Site Assessment

As part of the previous applications on the Subject Lands, the Owner submitted a Phase One Environmental Site Assessment, dated December 10, 2012 and prepared by Soil Engineers Ltd. (SEL), which was reviewed to the satisfaction of the DE Department.

Environmental Noise Impact

As part of the previous applications on the Subject Lands, the Owner submitted a Noise Feasibility Study prepared by HGC Engineering, dated March 4, 2013. The report identified traffic on Regional Road 7 as the primary source of noise for the original site development. Also considered in the analysis is the Canadian Pacific Railway ('CPR') rail line approximately 170 metres east of the site and Kipling Avenue to the west. The study proposes central air conditioning, specific fixed glazing windows, exterior wall construction, including standard warning clauses, to meet the City and Ministry of the Environment's (MOE) noise criteria. Mechanical equipment shall meet the MOE noise criteria as required by the City of Vaughan, and recommendations shall be implemented in accordance with the final Noise Report, to the satisfaction of the City. The warning clauses included in Attachment 1 shall be included in the Site Plan Agreement and all Offers of Purchase and Sale or Lease.

Prior to execution of the Site Plan Agreement, the DE Department shall approve the final site servicing and grading plan, and erosion and sediment control plan to the satisfaction of the DE Department. A condition to this effect is included in Attachment 1.

The Financial Planning and Development Finance Department have no objection to the Development

The Financial Planning and Development Finance Department have no objection to the Development, subject to the Owner paying any applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board, prior to the issuance of a building permit. A standard condition to this effect will be included in the Site Plan Agreement.

The Environmental Services Department, Solid Waste Management Division, has no objection to the Development

The Waste Management Division has reviewed the Development and is satisfied with the Waste Management Plan and the proposed collection for garbage and recycling within the loading area.

Fire and Rescue Services has no objection to the Development

Vaughan Fire and Rescue Services has no objection to the Development subject to the Owner satisfying all Building Code requirements and providing a minimum level of fire safety and protection at the building construction stage of development.

Policy Planning and Special Programs have no objection to the Development

Policy Planning and Special Programs have no objection to the Development as the Subject Lands have no natural heritage features and/or hazards.

The Parks Infrastructure Planning and Development Department and Office of Infrastructure Development Real Estate Services have no objection to the Development, subject to cash-in-lieu of parkland being satisfied

The Parks Infrastructure Planning and Development Department and the Office of Infrastructure Development, Real Estate Services have no objection to the Development, provided the Owner pay to Vaughan by way of a certified cheque(s), cash-in-lieu of the dedication of parkland at the rate of 1 ha per 500 units, or at a fixed unit rate, at Vaughan's discretion, prior to the issuance of a building permit, in accordance with the *Planning Act* and the City's Cash-in-lieu of Parkland. A condition to this effect will be included in the Site Plan Agreement, as identified on Attachment 1.

The Development meets the criteria for Community Benefits Charges

Prior to the issuance of a Building Permit, the Owner shall pay to the City of Vaughan by way of certified cheque a community benefits charge equivalent to 4% of the value of the Subject Lands in accordance with Section 37 of the *Planning Act* and the City's Community Benefits Charge By-law. The Owner shall submit an appraisal of the Subject Lands, pursuant to the City's Community Benefits Charge By-law, prepared by an accredited appraiser for approval by the Vaughan Real Estate Department, and the approved appraisal shall form the basis of the calculation of the community benefits charge payment. A condition to this effect will be included in the Site Plan Agreement, as identified on Attachment 1.

The Toronto and Region Conservation Authority ('TRCA') has no objection to the Development, subject to receiving a TRCA permit pursuant to Ontario Regulation 166/06

The TRCA provided comments on the previous applications dated July 2, 2013 and October 10, 2013, requesting appropriate setbacks from the slope on the southern end of the site and an adequate stormwater management strategy for the development to be implemented. On October 10, 2013, the TRCA confirmed that their interests had been addressed. TRCA staff subsequently provided additional sign-off on the revised

submission of the site development application in March 2020. The TRCA has confirmed they have no objection to the current Development.

The southern portion of the subject property is regulated by the TRCA. As such, a TRCA permit pursuant to Ontario Regulation 166/06 will be required to authorize the works within the Regulated Area.

The School Boards have no objection to the Development, subject to their comments being addressed through the Site Development Application (File DA.13.016)

The York Region District School Board ('YRDSB') has advised that the Owner shall ensure adequate fencing be in place at all times and maintain access on Lansdowne Avenue to accommodate school vehicular traffic including school busses. The Owner is also required to submit a construction management plan for review by YRDSB staff and that a pre-consultation meeting be held with Woodbridge Public School to identify and address any additional concerns the school may have. As part of the Development, the Owner has requested encroachment onto Woodbridge Public School property to accommodate crane swings and tie-backs to facilitate the construction of the Development. Any encroachment onto YRDSB property will require explicit permission from YRDSB in the form of an executed agreement with the Owner. Outstanding comments from YRDSB are to be addressed prior to execution of the Site Plan Agreement.

The York Region Catholic School Board have no comments or concerns with respect to the Development. No comments were received from the Conseil Scolaire de District Catholique Centre Sud.

Canada Post has no objection to the Development, subject to the Owner providing a centralized mail receiving facility

Canada Post has no objection to the Development, subject to the Owner providing the building with its own centralized mail receiving facility.

Canadian Pacific Railway ('CPR') has no objection to the Development

CPR has reviewed the submission and has no objection to the Development, subject to the Development following CPR's 2013 Proximity Guidelines.

The utility providers have no objection to the Development

Hydro One and Rogers Communications Inc. have provided no comment on the Development. Bell Canada, Alectra Utilities and Enbridge Gas Inc. have no objection to the Development, subject to their Conditions of Approval contained in Attachment 1.

Broader Regional Impacts/Considerations

York Region has advised the Official Plan Amendment Application is a matter of local significance and does not adversely affect Regional planning policies or interests. York Region on January 12, 2023, exempted the Application from approval by the Regional Committee of the Whole and Council, and has also issued its approval on the related Site Development File DA.13.016, subject to the Owner satisfying the Region's conditions of approval.

Conclusion

The Development Planning Department is satisfied that the Applications are consistent with the PPS and conforms to the Growth Plan and the York Region Official Plan. The Development utilizes an intensified compact built form, is compatible with the surrounding area, adds a mix of housing types to the community and is in close proximity to existing and planned public transit facilities.

On this basis, the Development Planning Department can support the approval of the Applications, subject to the Recommendations of this report and Conditions of Site Plan Approval identified in Attachment 1.

For more information, please contact: Michael Torres, Planner, Development Planning Department, ext. 8933.

Attachments

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Site Plan
4. Landscape Plan
5. Building Elevations
6. Rendering
7. Original June 24, 2014 Council Approved Development (OP.13.005, Z.13.008, DA.13.016)

Prepared by

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Approved by

A handwritten signature in black ink, appearing to read 'Haiqing Xu', written in a cursive style.

Haiqing Xu, Deputy City Manager,
Planning and Growth Management

Reviewed by

A handwritten signature in black ink, appearing to read 'Nick Spensieri', written in a cursive style with a long horizontal stroke at the end.

Nick Spensieri, City Manager