



File: A122/19

Applicant: Albert Kshoznicer

Address: 209 Crestwood Rd Thornhill

Agent: Matjaz Skube

Please note that comments received after the preparation of this Staff Report (up until 12:00 p.m. on the scheduled hearing date) will be provided as an addendum.

Commenting Department	<input checked="" type="checkbox"/> Positive Comment <input checked="" type="checkbox"/> Negative Comment	Condition(s) <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Committee of Adjustment	<input checked="" type="checkbox"/>	
Building Standards	<input checked="" type="checkbox"/>	
Building Inspection	<input checked="" type="checkbox"/>	
Development Planning		
Cultural Heritage (Urban Design)		
Development Engineering	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Parks Department		
By-law & Compliance	<input checked="" type="checkbox"/>	
Financial Planning & Development	<input checked="" type="checkbox"/>	
Fire Department	<input checked="" type="checkbox"/>	
TRCA		
Ministry of Transportation		
Region of York	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Alectra (Formerly PowerStream)	<input checked="" type="checkbox"/>	
Public Correspondence (see Schedule B)		

Adjournment History: N/A

Background History: N/A



Minor Variance  
Application

Agenda Item: 7

A122/19

Ward: 5

Staff Report Prepared By: Pravina Attwala, Assistant Secretary Treasurer

**Date of Hearing:** Thursday, October 31, 2019

**Applicant:** Albert Kshoznicer

**Agent:** Matjaz Skube

**Property:** 209 Crestwood Rd Thornhill

**Zoning:** The subject lands are zoned R2, Residential under By-law 1-88 as amended.

**OP Designation:** Vaughan Official Plan 2010: Low-Rise Residential

**Related Files:** B014/19, A121/19 & A122/19

**Purpose:** Relief from the by-law is being requested to permit reduced lot frontage on the severed land to facilitate Consent Application B014/19. Relief is also being sought to permit the construction of a proposed single family dwelling on the severed land (B014/19).

The following variances are being requested from By-Law 1-88, as amended, to accommodate the above proposal:

By-law Requirement	Proposal
1. A minimum interior side yard setback of 1.2 metres is required.	1. To permit a minimum westerly interior side yard setback of 0.9 metres to a chimney.
2. A minimum interior side yard setback of 1.2 metres is required.	2. To permit a minimum easterly interior side yard setback of 0.9 metres to a chimney.
3. A minimum lot frontage of 15 metres is required.	3. To permit a minimum lot frontage of 12.62 metres.
4. A maximum building height of 9.5 metres is permitted.	4. To permit a maximum building height of 10 metres for a dwelling.

Background (previous applications approved by the Committee on the subject land): N/A

For information on the previous approvals listed above please visit [www.vaughan.ca](http://www.vaughan.ca). To search for a file number, enter it using quotes around it. For example, "A001/17".

To search property address, enter street number and street name using quotes. For example, "2141 Major Mackenzie". Do not include street type (i.e. drive).

Adjournment History: N/A

Staff & Agency Comments

Please note that staff/agency comments received after the preparation of this Report will be provided as an addendum item to the Committee. Addendum items will shall only be received by the Secretary Treasurer until 4:00 p.m. on the last business day prior to the day of the scheduled Meeting.

Committee of Adjustment:

Public notice was mailed on October 16, 2019

Applicant confirmed posting of signage on October 14, 2019

Property Information	
Existing Structures	Year Constructed
Dwelling	Purchased 2019

Applicant has advised that they cannot comply with By-law for the following reason(s):  
Legal Non-Conforming. New structure.

Recommended conditions of approval:

That Consent Application B014/19 receive final certification from the Secretary Treasurer and be registered on title. A copy of the registered transfer confirming registration of the Certificate of Official must be provided to the Secretary Treasurer to satisfy this condition.

**Adjournment Request:** The applicant was provided an opportunity to adjourn prior to the issuance of public notice to address the following comments:

- Official Plan Amendment #15 was approved by the City of Vaughan Council in September 2018 and Adopted by York Region Council in May 2019.
- This policy speaks to maintaining existing large lot neighborhoods (as outlining in Schedule 1B of the OPA) within the Policy 9.1.2.4 (a-e). The noted policy speaks to protecting the lot frontage, lot area, lot configuration, front yards, exterior side yards and rear yards in large lot neighborhoods. At this time the proposed development does not conform to 9.1.2.4 and Development Planning would have difficulty in supporting the noted application. Should you wish to proceed stronger justification as to why an Official Plan Amendment is not required should be noted.
- At this time Planning staff recommend adjournment.

**Building Standards (Zoning Review):**

Stop Work Order(s) and Order(s) to Comply: There are no outstanding Orders on file.

A Building Permit has not been issued for the construction of the proposed dwelling. The Ontario Building Code requires a building permit for structures that exceed 10m<sup>2</sup>.

A demolition permit is required for the demolition of the existing dwelling.

Proposed driveway width between the street line and the street curb, and curb cut widths are not shown on the Site Plan. As per Subsection 4.1.4 f) of Zoning By-law 1-88:

- the maximum width of a driveway at the street curb and a curb cut shall be six (6) metres
- the portion of the driveway between the street line and the street curb shall not exceed six (6) metres in width

A finished basement is shown. The Applicant shall be advised that this Department has reviewed the proposed dwelling as a single family dwelling only.

The Applicant shall be advised that as per Subsection 3.14, of Zoning By-law 1-88, eaves and gutters shall not project more than 0.5 metres into all required yards.

The Applicant shall be advised that additional variances may be required upon review of detailed drawing for building permit.

**Building Inspections (Septic):**

No comments or concerns

**Development Planning:**

Official Plan: Vaughan Official Plan 2010: Low-Rise Residential

Application under review

**Development Engineering:**

The Development Engineering (DE) Department does not object to variance application A122/19 subject to the following condition(s):

1. The Owner/applicant shall submit the final Lot Grading/Servicing Plan to Development Inspection and Lot Grading division of the City's Development Engineering Department for final lot grading/servicing approval prior to any work being undertaken on the property. Please visit or contact Development Engineering's front desk on the 2nd floor of City Hall to apply for lot grading/servicing approval.
2. The Owner/applicant shall visit the City of Vaughan Transportation Services Division of the Transportation Services, Parks and Forestry Operations Department and arrange a site visit with City Staff to ensure that the proposed driveway location does not conflict with existing street furniture, neighboring access, road alignment, and/or anything else deemed relevant by City Staff upon inspection. In conjunction with this condition, the owner/applicant shall apply and obtain the necessary curb cut permit through the Transportation Services Division.
3. The Minor Variance application A121/19 shall be approved in conjunction with Consent application B014/19. Please contact Stanislav Tsysar ext. 8774 for further details pertaining to service connections.

**Parks Development:**

No Response.

**By-Law and Compliance, Licensing and Permit Services:**

No comments or concerns

**Financial Planning and Development Finance:**

That the payment of the City Development Charge is payable to the City of Vaughan prior to issuance of a building permit in accordance with the Development Charges Act and City-wide Development Charge By-law in effect at time of payment.

That the payment of Region of York Development Charge is payable to the City of Vaughan prior to issuance of a building permit in accordance with the Development Charges Act and Regional Development Charges By-laws in effect at time of payment.

That the payment of Education Development Charge is payable to the City of Vaughan prior to issuance of a building permit in accordance with the Education Act and York Region District School Board and York Catholic District School Board Development Charges By-laws in effect at time of payment

That the payment of applicable Special Area Development Charges are payable to the City of Vaughan prior to issuance of a building permit in accordance with the Development Charges Act and Special Area Development Charge By-laws in effect at time of payment.

**Fire Department:**  
No comments or concerns

**Schedule A – Plans & Sketches**

**Schedule B – Public Correspondence**  
Planning Justification Report

**Schedule C - Agency Comments**  
Alectra (Formerly PowerStream) – No concerns or objections  
Region of York – Comments with condition

**Schedule D - Previous Approvals (Notice of Decision)**  
None

**Staff Recommendations:**  
Staff and outside agencies (i.e. TRCA) act as advisory bodies to the Committee of Adjustment. Comments received are provided in the form of recommendations to assist the Committee.

The Planning Act sets the criteria for authorizing minor variances to the City of Vaughan’s Zoning By-law. Accordingly, review of the application considers the following:

- ✓ That the general intent and purpose of the by-law will be maintained.
- ✓ That the general intent and purpose of the official plan will be maintained.
- ✓ That the requested variance(s) is/are acceptable for the appropriate development of the subject lands.
- ✓ That the requested variance(s) is/are minor in nature.

Should the Committee find it appropriate to approve this application in accordance with request and the sketch submitted with the application as required by Ontario Regulation 200/96, the following conditions have been recommended:

	Department/Agency	Condition
1	Committee of Adjustment Christine Vigneault  905-832-8585 x 8332 <a href="mailto:christine.vigneault@vaughan.ca">christine.vigneault@vaughan.ca</a>	That Consent Application B014/19 receive final certification from the Secretary Treasurer and be registered on title. A copy of the registered transfer confirming registration of the Certificate of Official must be provided to the Secretary Treasurer to satisfy this condition.
2	Development Engineering Jason Pham  905-832-8585 x 8716 <a href="mailto:Jason.pham@vaughan.ca">Jason.pham@vaughan.ca</a>	<div>1. The Owner/applicant shall submit the final Lot Grading/Servicing Plan to Development Inspection and Lot Grading division of the City's Development Engineering Department for final lot grading/servicing approval prior to any work being undertaken on the property. Please visit or contact Development Engineering's front desk on the 2nd floor of City Hall to apply for lot grading/servicing approval.</div> <div>2) The Owner/applicant shall visit the City of Vaughan Transportation Services Division of the Transportation Services, Parks and Forestry Operations Department and arrange a site visit with City Staff to ensure that the proposed driveway location does not conflict with existing street furniture, neighboring access, road alignment, and/or anything else deemed relevant by City Staff upon inspection. In conjunction with this condition, the owner/applicant shall apply and obtain the necessary curb cut permit through the Transportation Services Division.</div> <div>3. The Minor Variance application A121/19 shall be approved in conjunction with Consent application B014/19. Please contact Stanislav Tsysar ext. 8774 for further details pertaining to service connections.</div>

	Department/Agency	Condition
3	York Region Joseph McMackin  1-800-464-9675 x 71516 <a href="mailto:Joseph.mcmackin@york.ca">Joseph.mcmackin@york.ca</a>	Prior to the approval of the Consent application, the City of Vaughan shall confirm that adequate water supply and sewage capacity has been allocated for the proposed new residential lot.

**Please Note:**

Relief granted from the City’s Zoning By-law is determined to be the building envelope considered and approved by the Committee of Adjustment.

Development outside of the approved building envelope (subject to this application) must comply with the provisions of the City’s Zoning By-law or additional variances may be required.

Elevation drawings are provided to reflect the style of roof to which building height has been applied (i.e. flat, mansard, gable etc.) as per By-law 1-88 and the Committee of Adjustment approval. Please note, that architectural design features (i.e. window placement), that do not impact the style of roof approved by the Committee, are not regulated by this decision.

**Conditions**

It is the responsibility of the owner/applicant and/or authorized agent to obtain and provide a clearance letter from respective department and/or agency. This letter must be provided to the Secretary-Treasurer to be finalized. All conditions must be cleared prior to the issuance of a Building Permit.

**Notice to the Applicant – Development Charges**

That the payment of the Regional Development Charge, if required, is payable to the City of Vaughan before issuance of a building permit in accordance with the Development Charges Act and the Regional Development Charges By-law in effect at the time of payment.

That the payment of the City Development Charge, if required, is payable to the City of Vaughan before issuance of a building permit in accordance with the Development Charges Act and the City's Development Charges By-law in effect at the time of payment.

That the payment of the Education Development Charge if required, is payable to the City of Vaughan before issuance of a building permit in accordance with the Development Charges Act and the Boards of Education By-laws in effect at the time of payment

That the payment of Special Area Development charge, if required, is payable to the City of Vaughan before issuance of a building permit in accordance with the Development Charges Act and The City's Development Charge By-law in effect at the time of Building permit issuance to the satisfaction of the Reserves/Capital Department;

## Notice to Public

**WRITTEN SUBMISSIONS:** Any person who supports or opposes this application, but is unable to attend the hearing, may make a written submission, together with reasons for support or opposition. Public written submissions on an Application shall only be received by the Secretary Treasurer until **4:00 p.m.** on the last business day **prior** to the day of the scheduled Meeting.

Written submissions can be mailed and/or emailed to:

City of Vaughan  
Committee of Adjustment  
2141 Major Mackenzie Drive, Vaughan, ON L6A 1T1  
[CofA@vaughan.ca](mailto:CofA@vaughan.ca)

**ORAL SUBMISSIONS:** If you wish to attend the meeting you will be given an opportunity to make an oral submission. Presentations to the Committee are generally limited to 5 minutes in length. Please note that Committee of Adjustment meetings are audio recorded. Your name, address comments and any other personal information will form part of the public record pertaining to this application.

**PUBLIC RECORD:** Personal information is collected under the authority of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), the Planning Act and all other relevant legislation, and will be used to assist in deciding on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will become property of the City of Vaughan, will be made available for public disclosure (including being posted on the internet) and will be used to assist the Committee of Adjustment and staff to process this application.

**NOTICE OF DECISION:** If you wish to be notified of the decision in respect to this application or a related Local Planning Appeal Tribunal (LPAT) hearing you must complete a Request for Decision form and submit to the Secretary Treasurer (ask staff for details). In the absence of a written request to be notified of the Committee's decision you will **not** receive notice.

**For further information please contact the City of Vaughan, Committee of Adjustment**

T 905 832 8585 Extension 8002  
E [CofA@vaughan.ca](mailto:CofA@vaughan.ca)

Schedule A: Plans & Sketches

Please note that the correspondence listed in Schedule A is not comprehensive. Plans & sketches received after the preparation of this staff report will be provided as an addendum. Correspondence will only be accepted until 12:00 p.m. on the date of the scheduled hearing.

Location Map  
Sketches

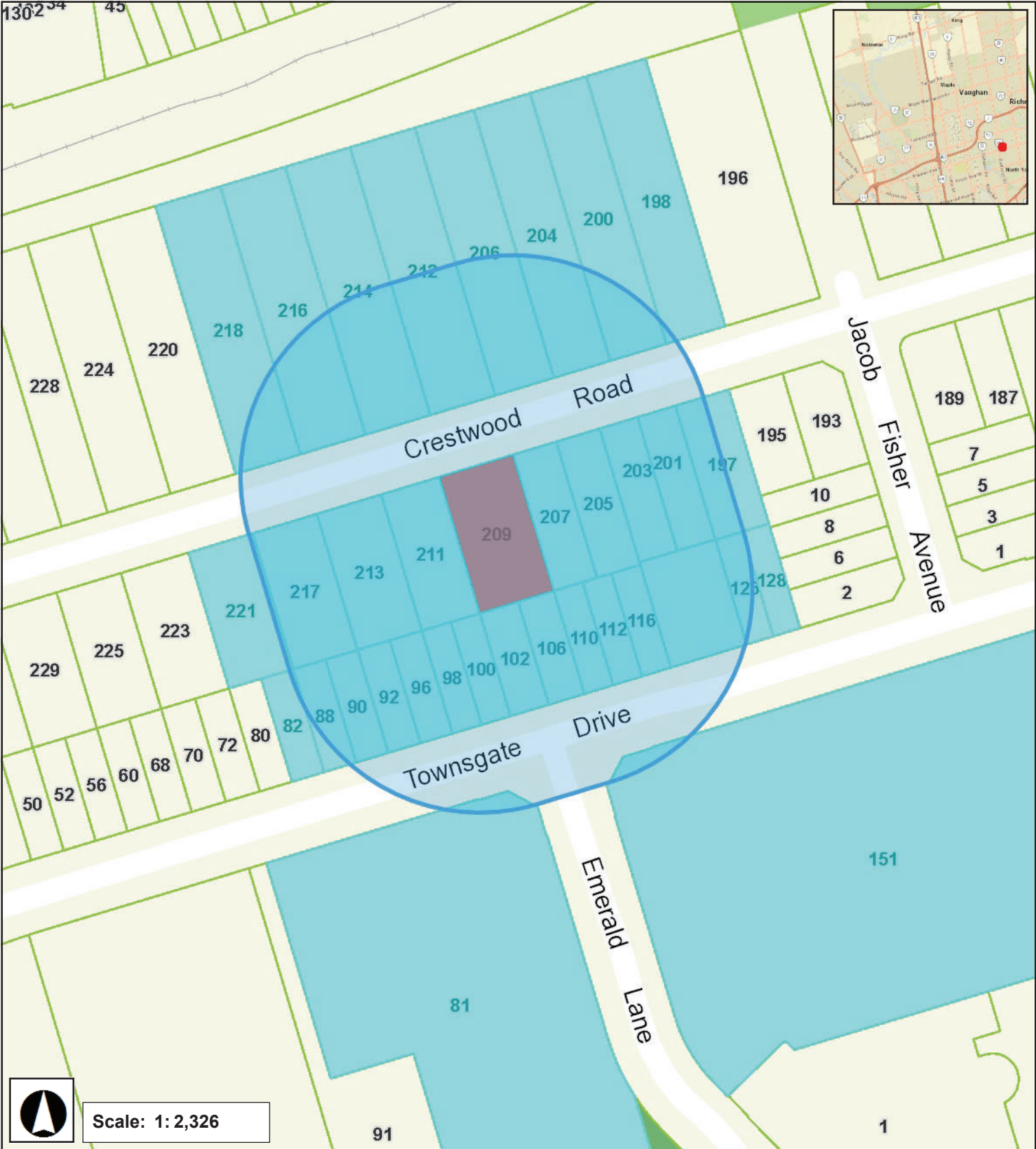




# LOCATION MAP - B014/19, A121/19 & A122/19

209 CRESTWOOD ROAD, THORNHILL

Highway 7



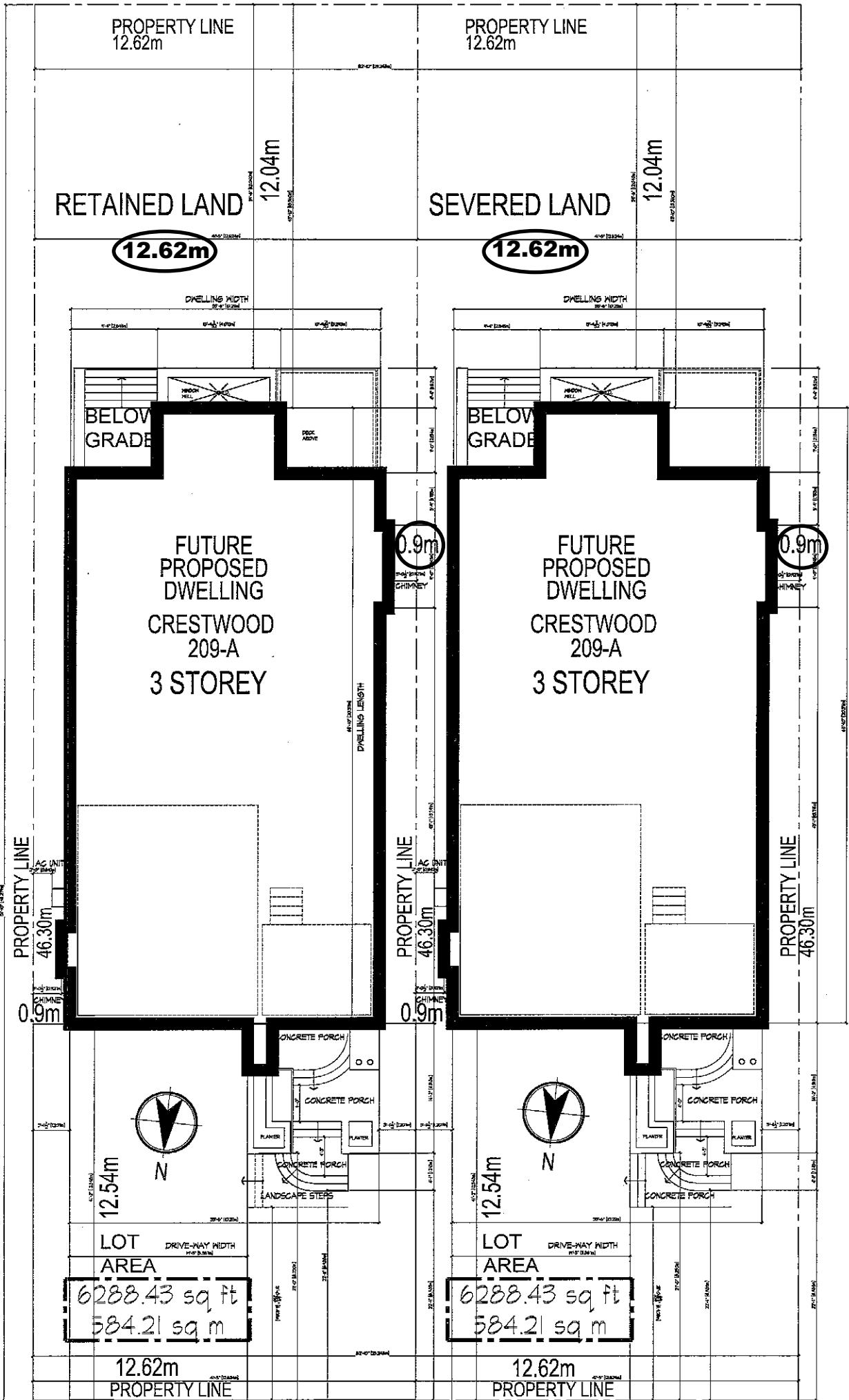
Steeles Avenue West

October 15, 2019 2:58 PM



Westerly interior side yard setback 0.9m to a chimney  
Easterly interior side yard setback 0.9m to a chimney  
Lot Frontage = 12.62m

A122/19



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Uni-vative Designs Inc.

15 - 40 Vogel Road, Richmond Hill, ON L4B 3N6  
Phone: 905-237-7102 Fax: 905-237-7103  
Website: www.univativedesigns.com

Qualification Information  
The undersigned has reviewed and taken responsibility for this design, as well as having the qualifications and requirements mandated by the Ontario Building Code (O.B.C.) to be a Designer.  
MATJAZ SKUBE 21058  
NAME SIGNATURE  
Registration Information  
Registered under the design and exempt under Div. C-3.2.4 of the O.B.C.  
UNIVATIVE DESIGN 29343  
NAME SIGNATURE

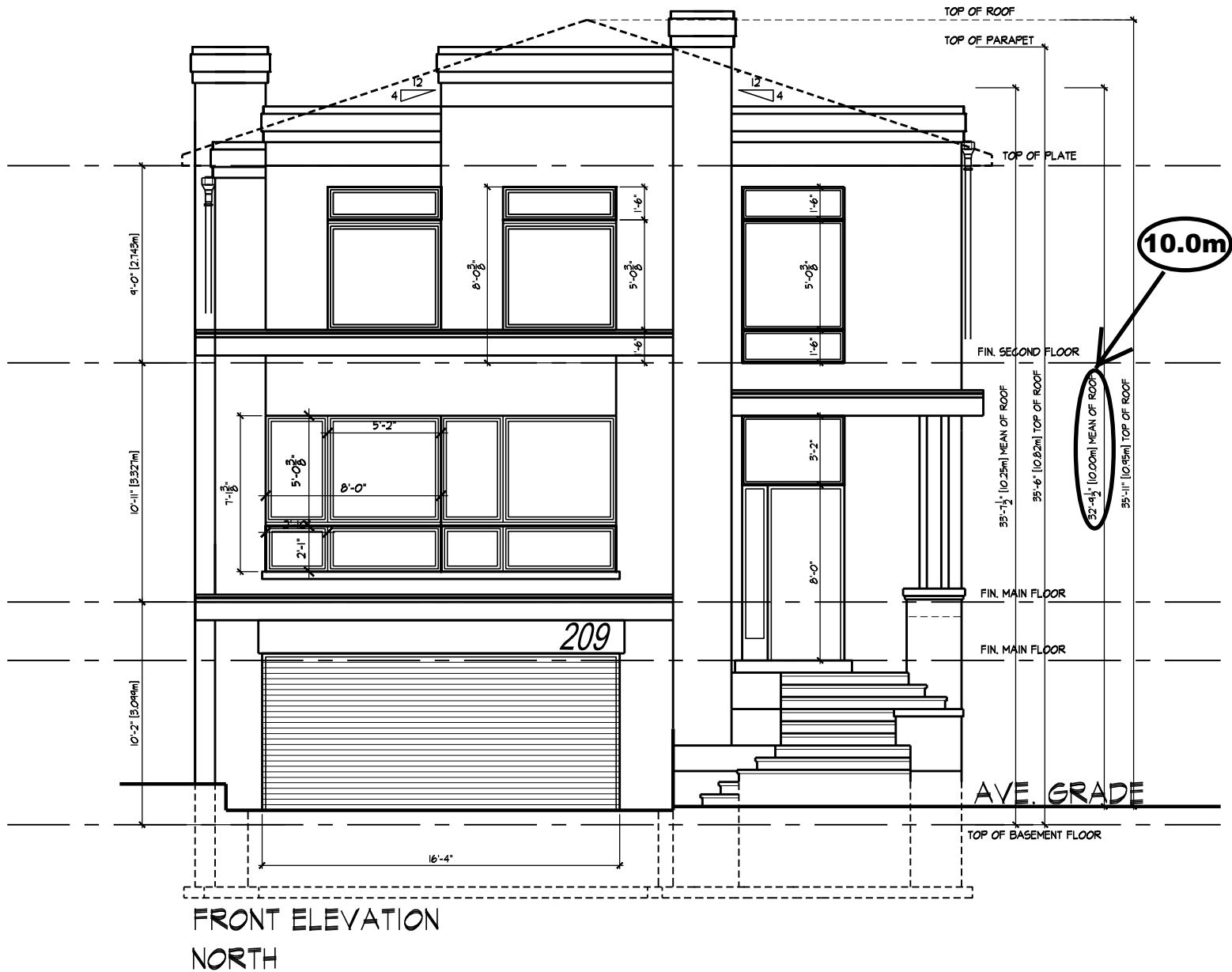
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TORONTO, ONTARIO

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Unit Name

# A121/19 & A122/19



## 209 CRESTWOOD

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e (O.B.C.) to be a

SIGNATURE

**209 CRESTWOOD**  
TORONTO, ONTARIO

**'Unit Name'**

Drawn By  
UDI

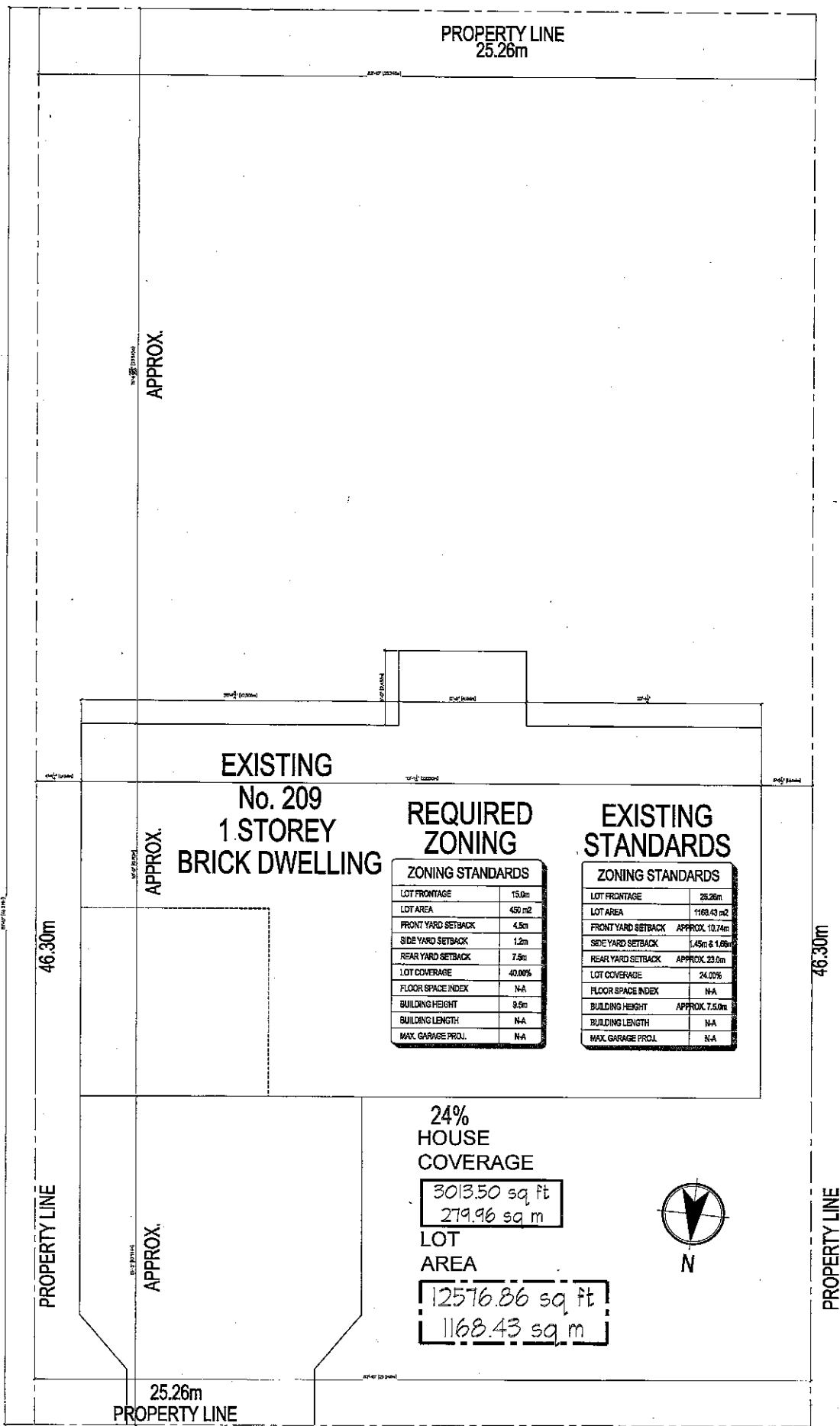
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Page Number  
5 of 6

responsibility or liability for this property unless it bears the appropriate BCIN number and original signature.



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Phone: 905-237-7102 Fax: 905-237-7103  
WebSite: www.univativedesigns.com

Qualitative Information  
The undersigned has reviewed and taken responsibility for the design, content and leaving the  
qualifications and requirements mandated by the Ontario Building Code (O.B.C.) to be a  
Designer.

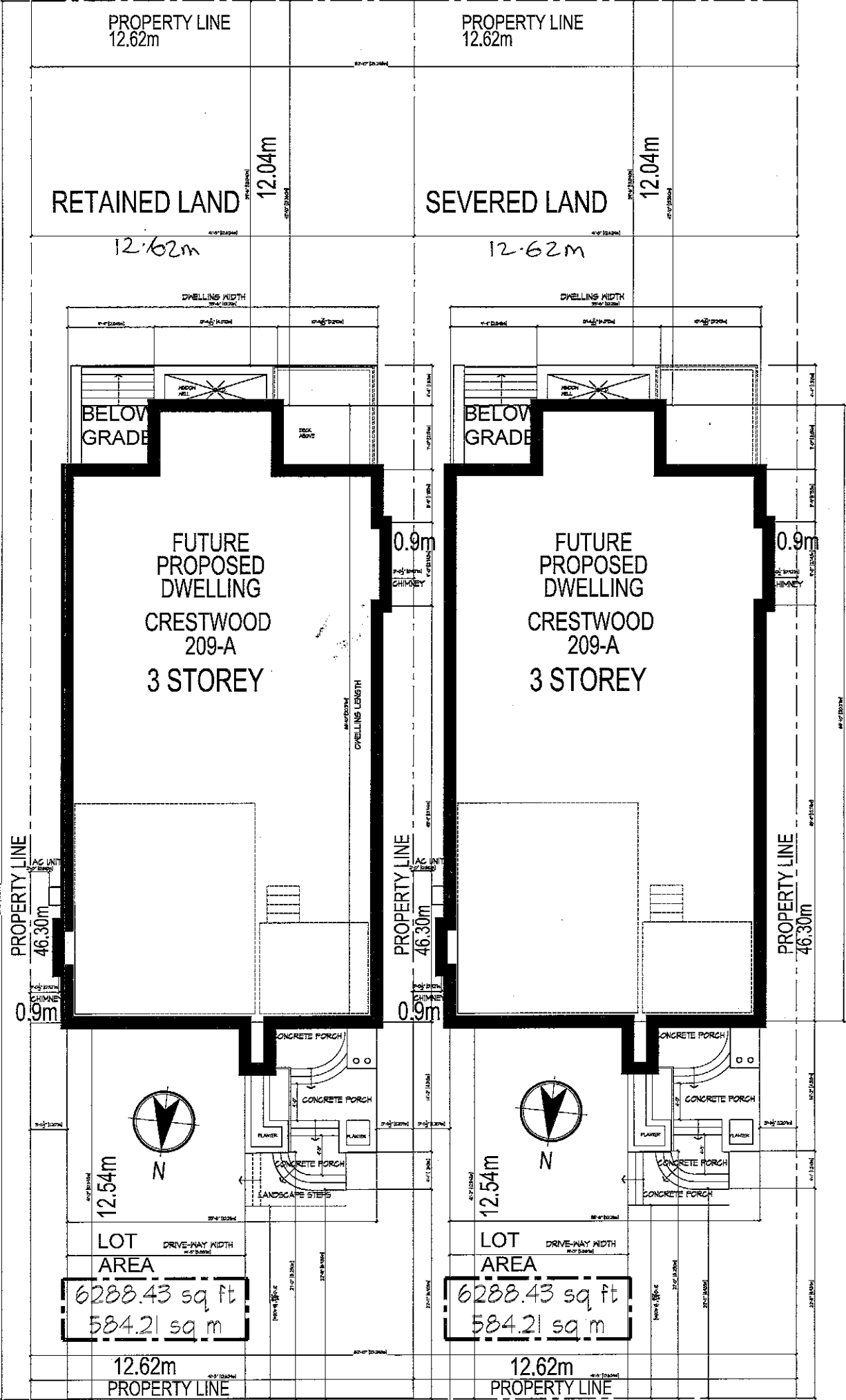
MATJAZ SKRIBE 21069  
NAME SKRIBE  
Registration Information  
The undersigned is a member of the O.B.C. (O.B.C.)  
UNI-VATIVE DESIGN 2294  
NAME SKRIBE

**209 CRESTWOOD**  
TORONTO, ONTARIO


Drawn By: UDI Checked By: Scale: 3/16"=1'-0" File Number: 209 CRESTWOOD Page Number: 1 of 6

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Phone: 905-237-7102 Fax: 905-237-7103  
Website: www.univativedesigns.com

Qualification Information  
The undersigned has reviewed and takes responsibility for this design, as well as having the qualifications and requirements mandated by the Ontario Building Code (O.B.C.) to be a Designer.

Registration Information  
I/We certify that the design is exempt under Div. C-334 of the O.B.C.

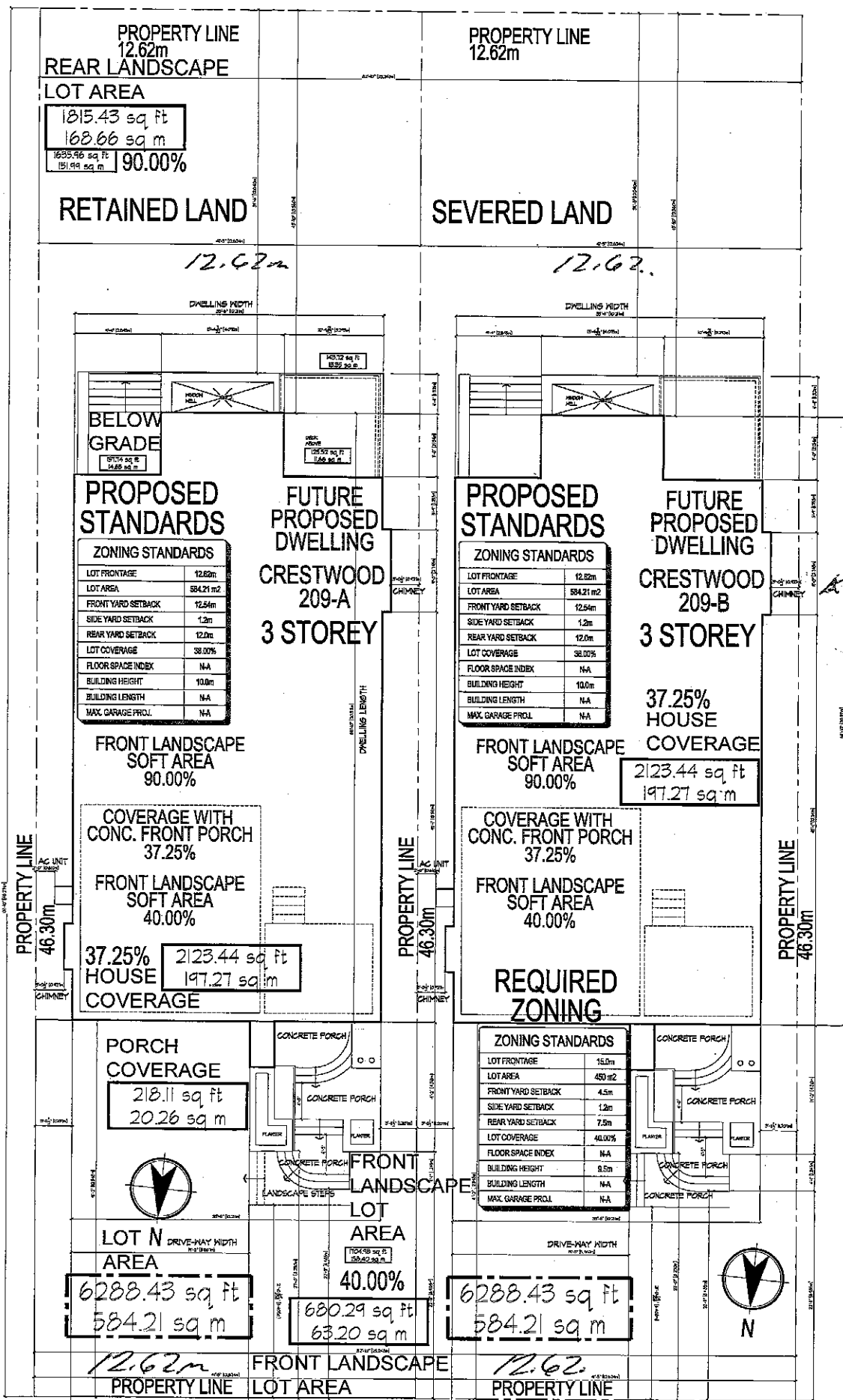
UNIVATIVE DESIGN  
NAME: MATIJAZ SKUBE 21058  
SIGNATURE: [Signature] 2019

**209 CRESTWOOD**  
TORONTO, ONTARIO

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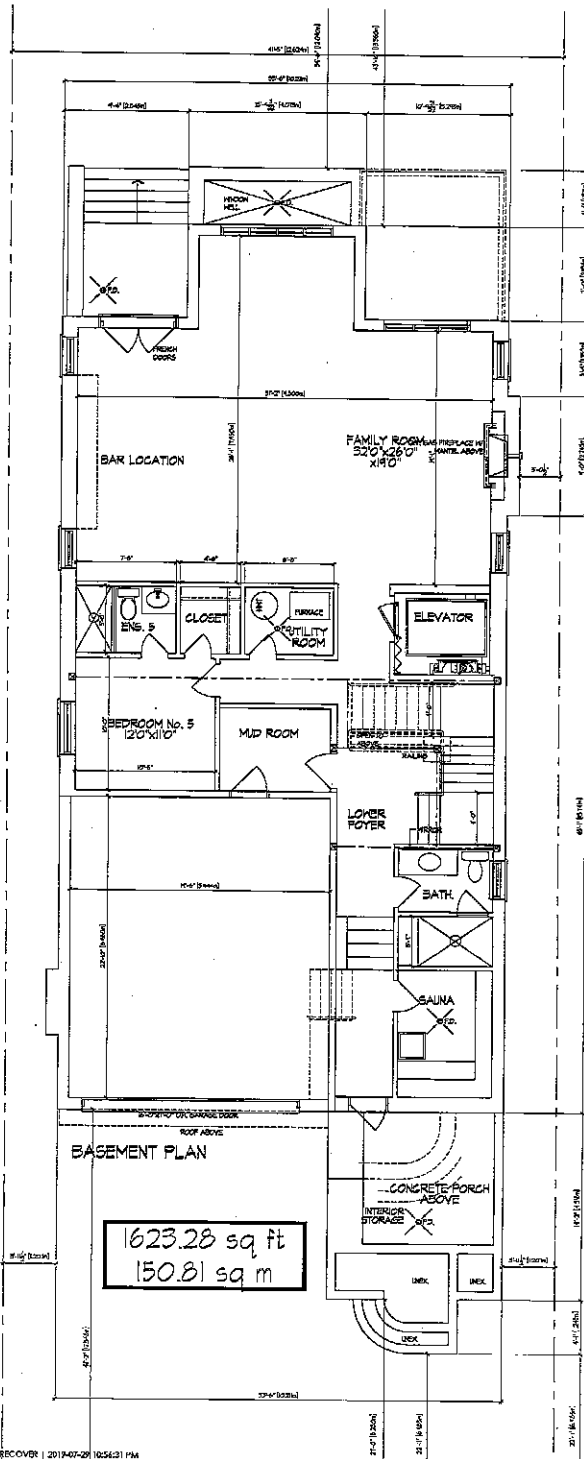
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15 - 40 Vogel Road, Richmond Hill, ON L4B 3N6  
Phone: 905-237-7102 Fax: 905-237-7103  
Website: www.univative.com

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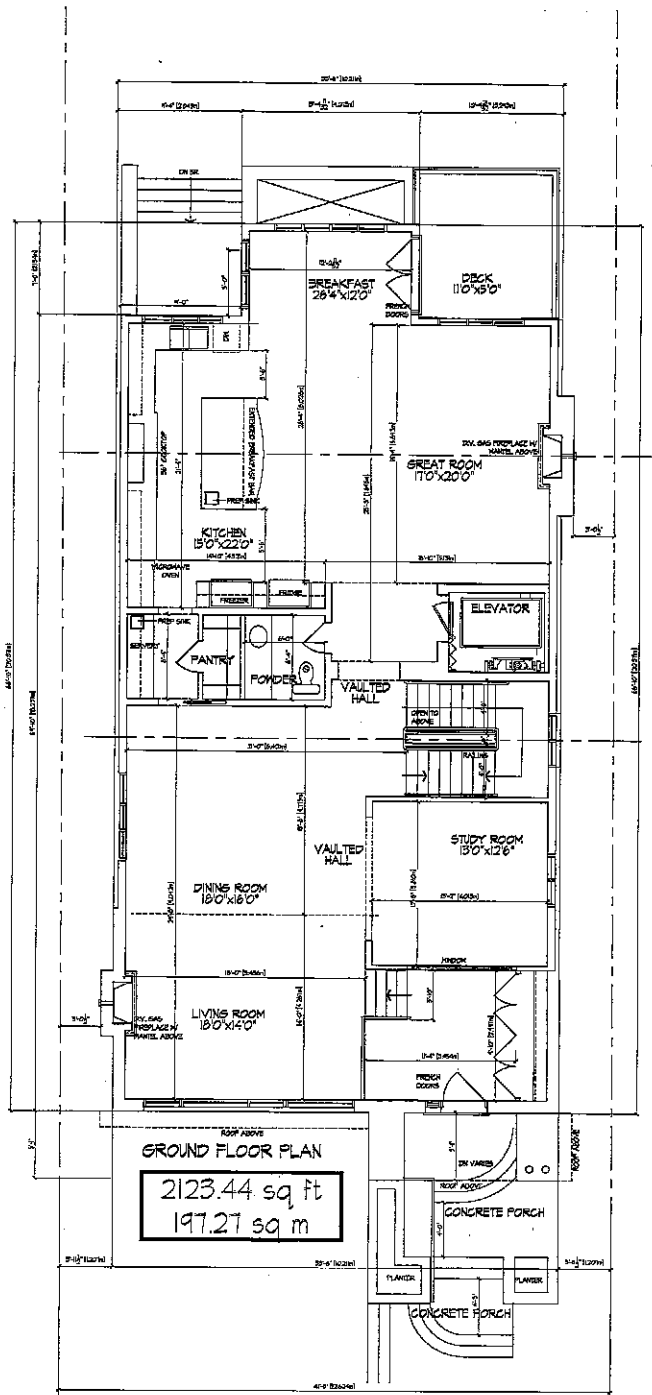


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		Project No. 21000	209 CRESTWOOD		

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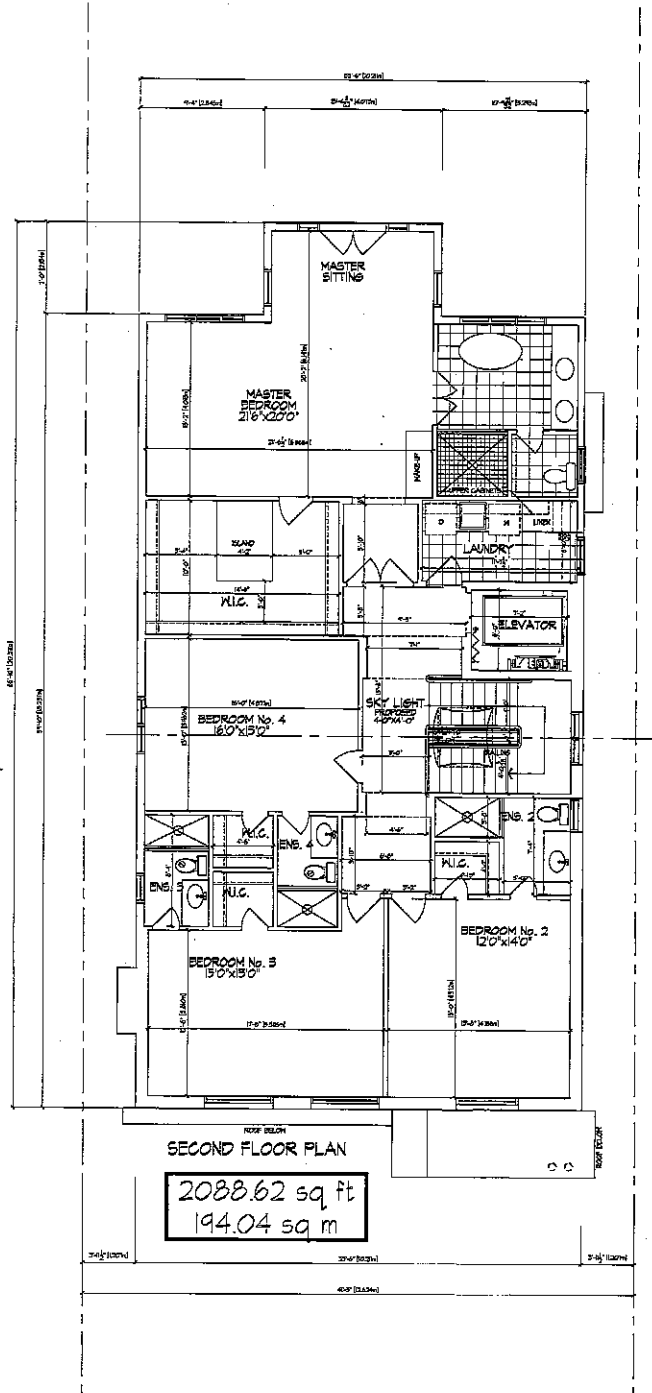
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 <b>Uni-vative Designs Inc.</b> 15 - 40 Vogel Road, Richmond Hill, ON L4B 3N4 Phone: 905-237-7100 Fax: 905-237-7103 Website: www.uni-vative-designs.ca	<p><small>Copyright Information</small> The drawings and information are the property of Uni-vative Designs Inc. and are not to be reproduced or used in any manner without the written consent of Uni-vative Designs Inc.</p> <p><small>DATE OF ISSUE</small> 21/08/17  <small>DATE</small> 21/08/17  <small>DESIGNER</small> [Signature]  <small>CHECKED BY</small> [Signature]  <small>DATE</small> 21/08/17</p>	<p><b>209 CRESTWOOD</b>  <b>TORONTO, ONTARIO</b></p> <p>Drawn by: UDI          Checked by: 3/16/17-07</p>	<p><b>'Unit Name'</b></p> <p>Unit Number: 209 CRESTWOOD          Page Number: 5 of 6</p>
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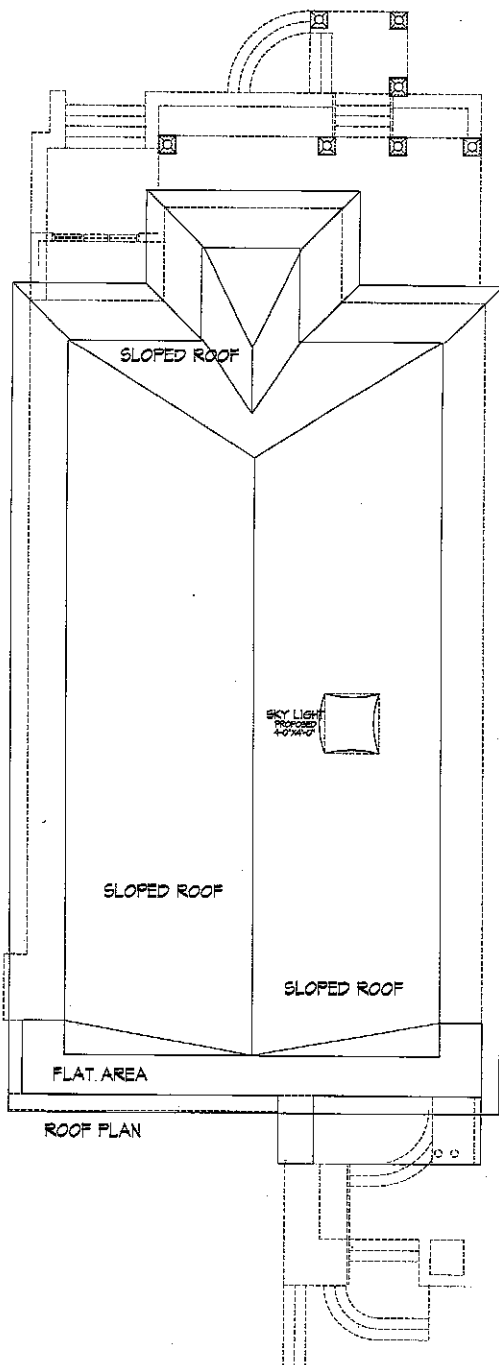


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 <b>Uni-vative Designs Inc.</b> 15 - 40 Vogel Road, Richmond Hill, ON L4B 3N6 Phone: 905-223-7100 Fax: 905-223-7103 Website: www.univativedesigns.com	<small>Qualifying Information: The undersigned is licensed and holds responsibility for this design, as well as having the qualification and experience necessary to provide the design services (P.A.C.) to be provided.</small> PROJECT NO. 21088 NAME: R.N. DUNN DESIGNATION: ARCHITECT DATE: 3/15/11 SCALE: AS SHOWN	<b>209 CRESTWOOD</b> TORONTO, ONTARIO Drawn by: UDI Checked by: 3/15/11 Scale: 1/16"=1'-0"	 <b>'Unit Name'</b> 209 CRESTWOOD Page Number: 6 of 6
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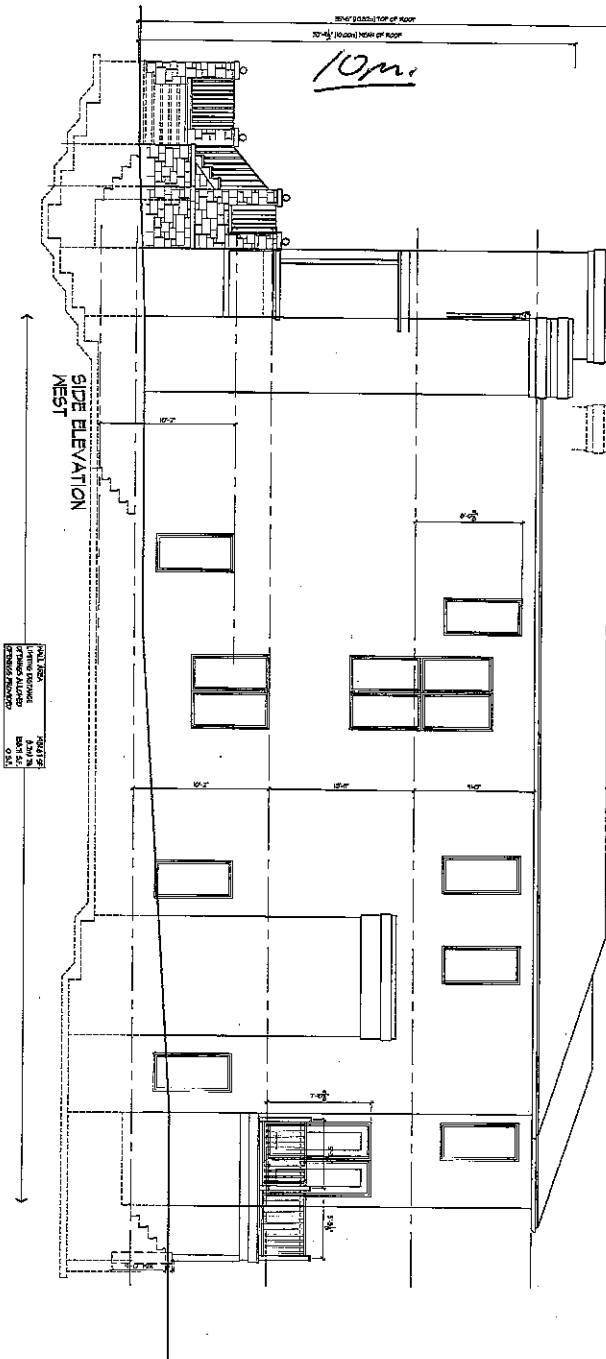


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 <b>Uni-vative Designs Inc.</b> 15-40 Vogel Road, Richmond Hill, ON L4B 3N4 Phone: 905-271-7102 Fax: 905-271-7102 Website: www.uni-vativedesigns.com	<small>Uni-vative Designs Inc. is not responsible for the accuracy of the information provided in this document. The user assumes all responsibility for the accuracy of the information provided in this document.</small> <b>MAXIMUM SCALE</b> 21000 <b>DATE</b> 2019 <b>BY</b> JUDITH <b>REVISIONS</b> <table border="1"><tr><th>NO.</th><th>DESCRIPTION</th><th>DATE</th></tr><tr><td>1</td><td>ISSUED FOR PERMIT</td><td>2019</td></tr><tr><td>2</td><td>ISSUED FOR PERMIT</td><td>2019</td></tr></table>	NO.	DESCRIPTION	DATE	1	ISSUED FOR PERMIT	2019	2	ISSUED FOR PERMIT	2019	<b>209 CRESTWOOD</b> TORONTO, ONTARIO <small>Drawn by: UDI</small> <small>Checked by: UDI</small> <small>Scale: 3/16"=1'-0"</small> <small>Rev Number: 209 CRESTWOOD</small> <small>Page Number: 7 of 6</small>	 <b>'Unit Name'</b>
	NO.	DESCRIPTION	DATE									
1	ISSUED FOR PERMIT	2019										
2	ISSUED FOR PERMIT	2019										

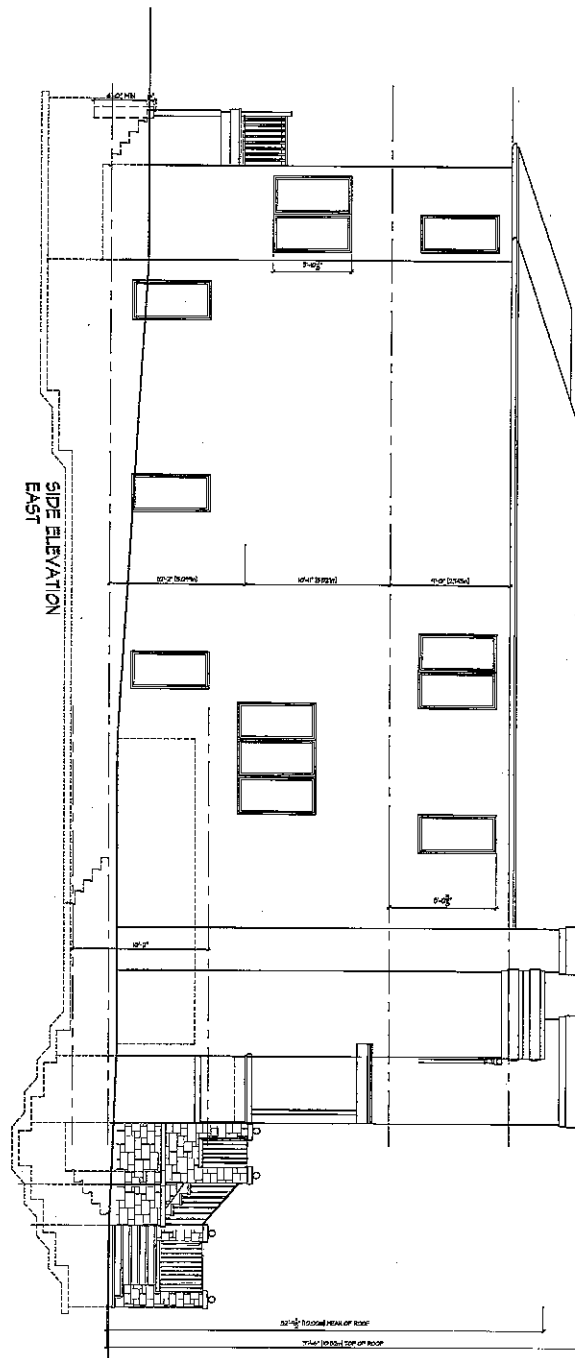
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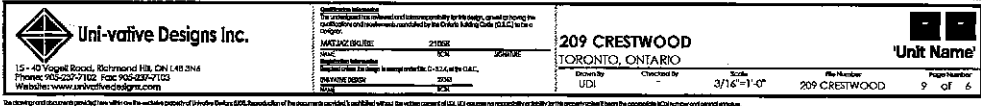
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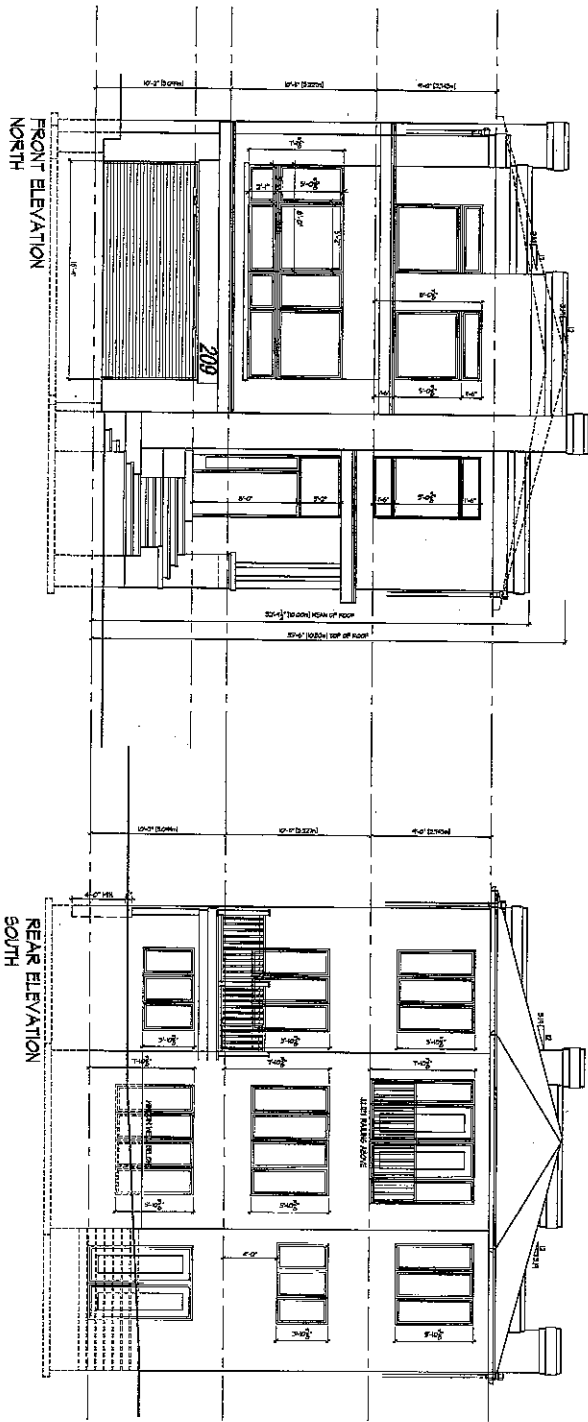
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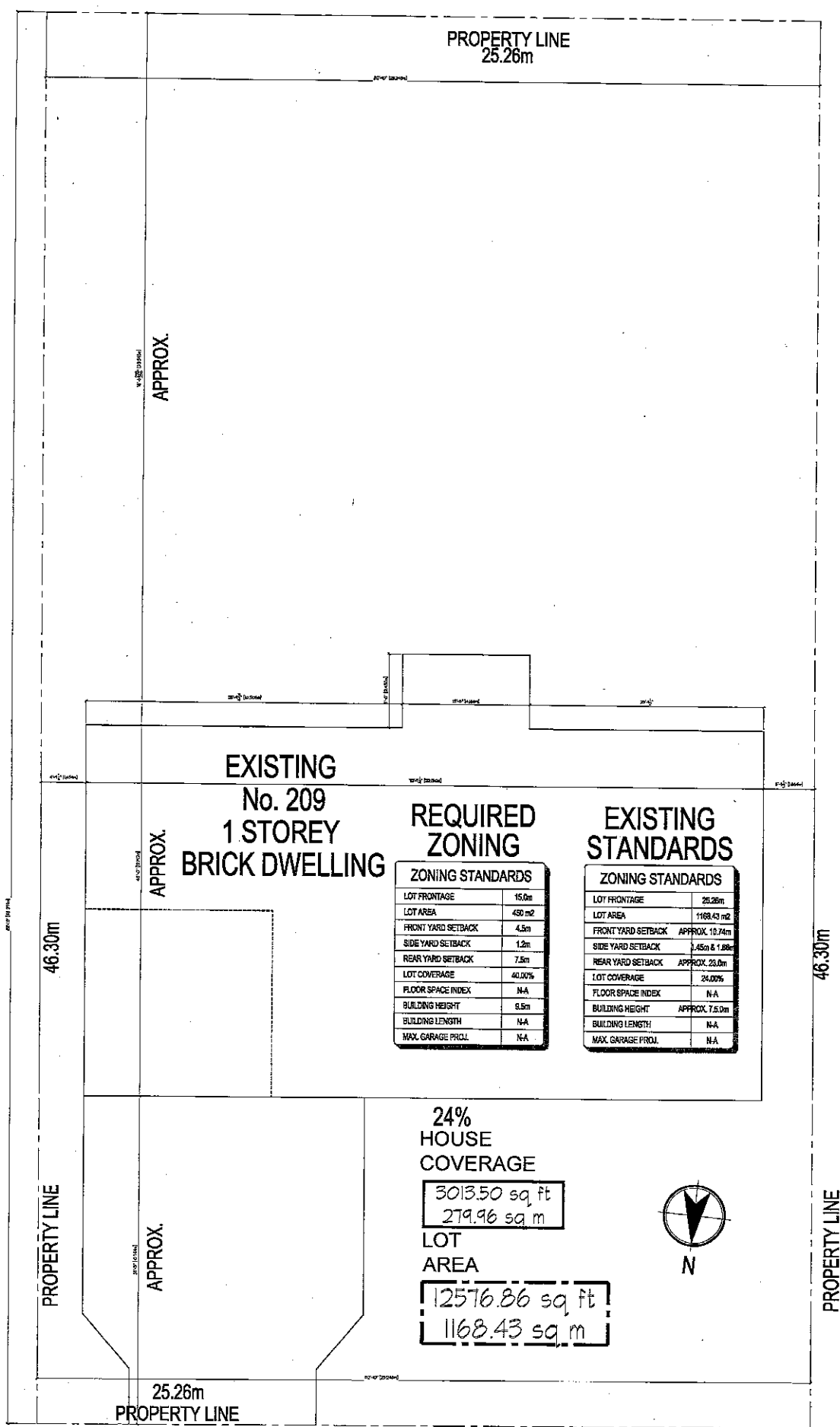


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DATE: 10/1/2019  
Signature:  
Redlines Information  
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UNIVATIVE DESIGN 20943  
NAME: 10/1/2019

209 CRESTWOOD  
TORONTO, ONTARIO

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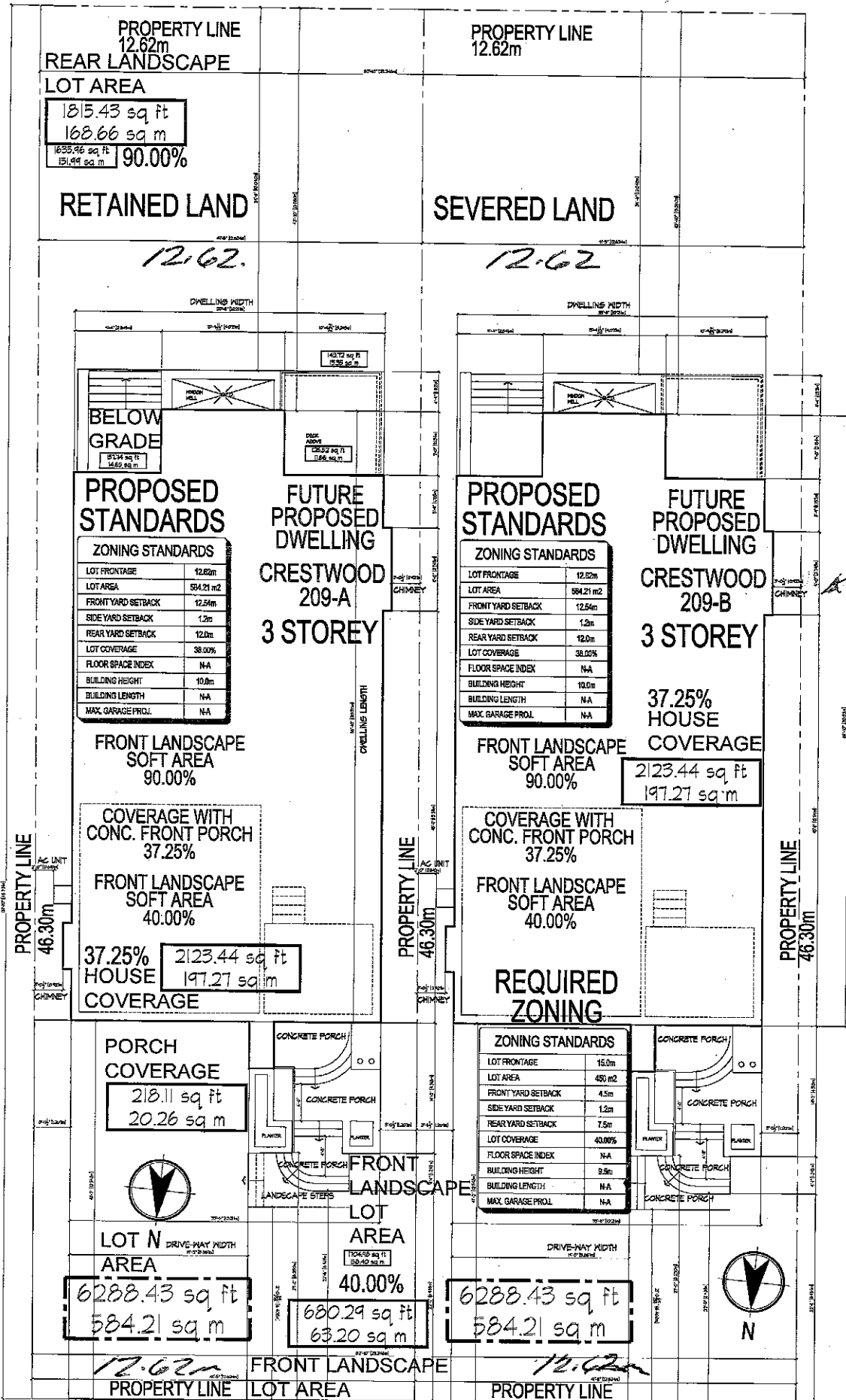
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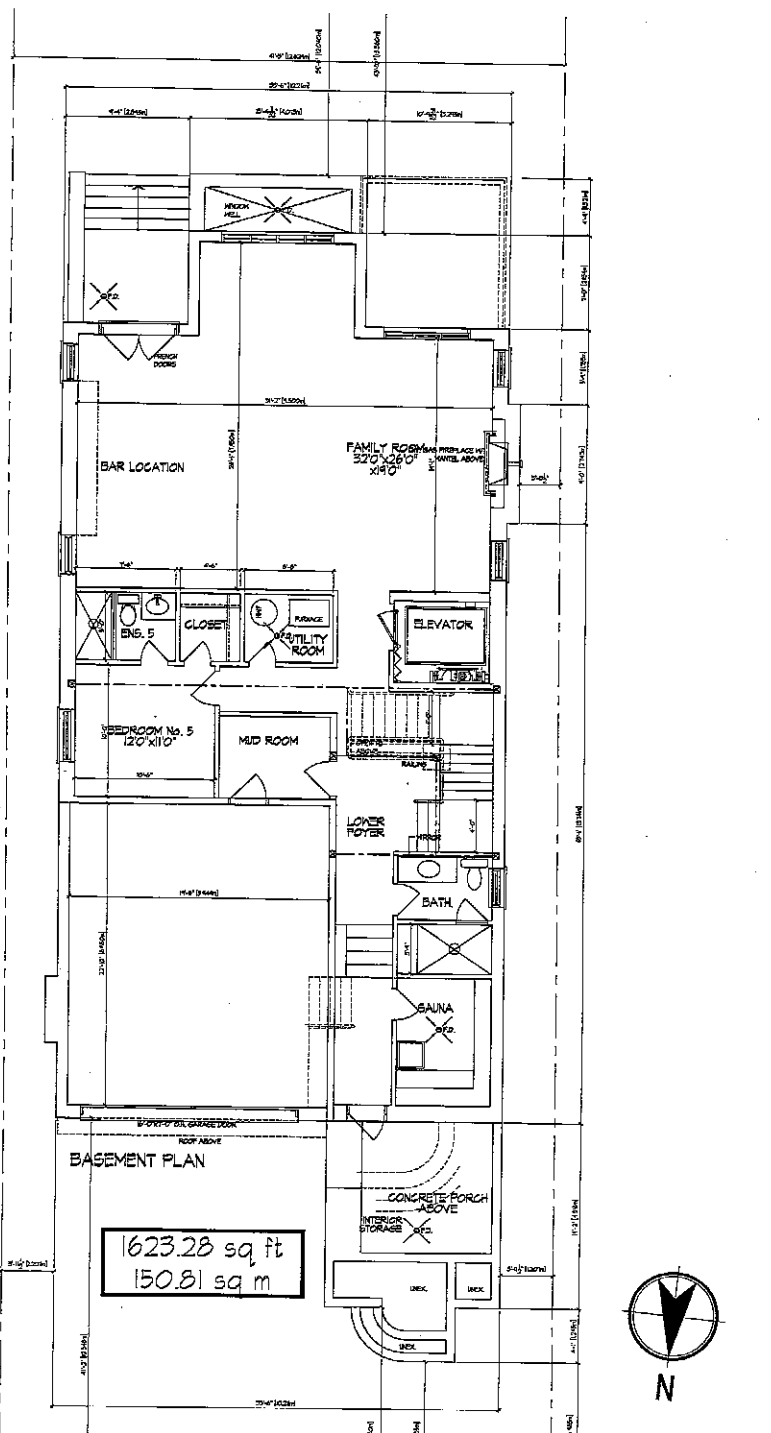
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NAME	SCN	
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NAME	SCN	

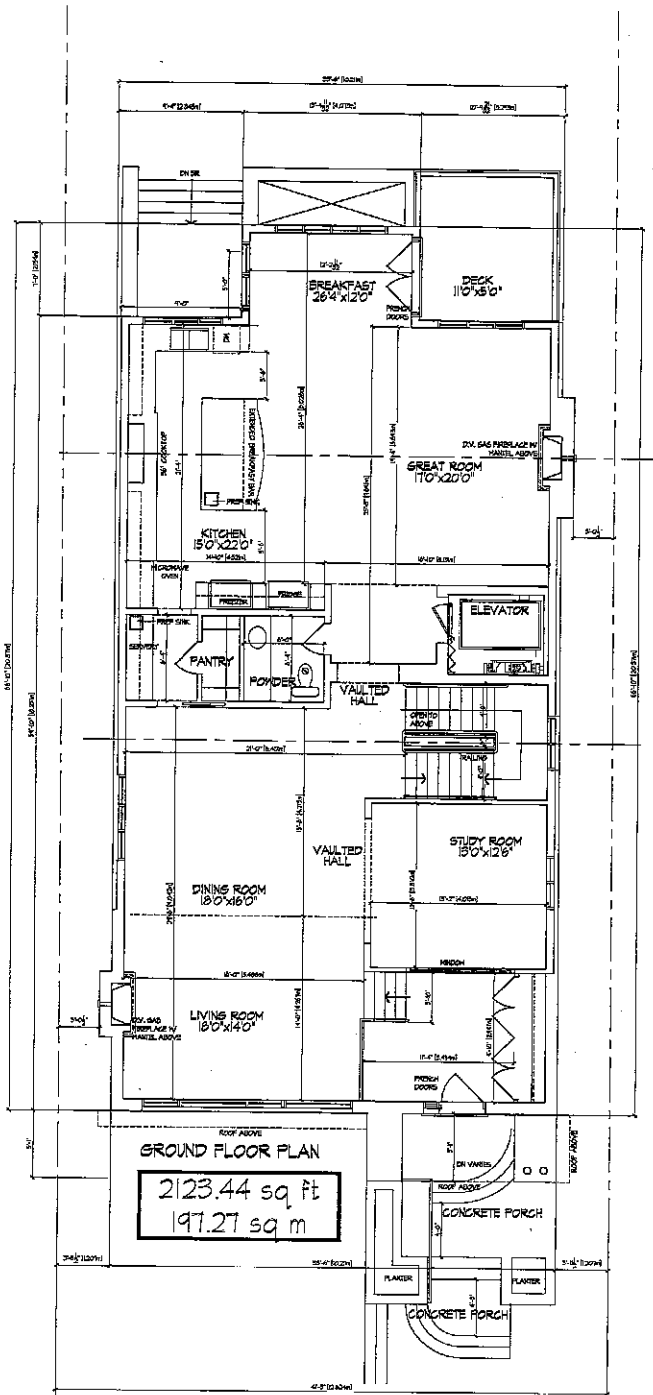
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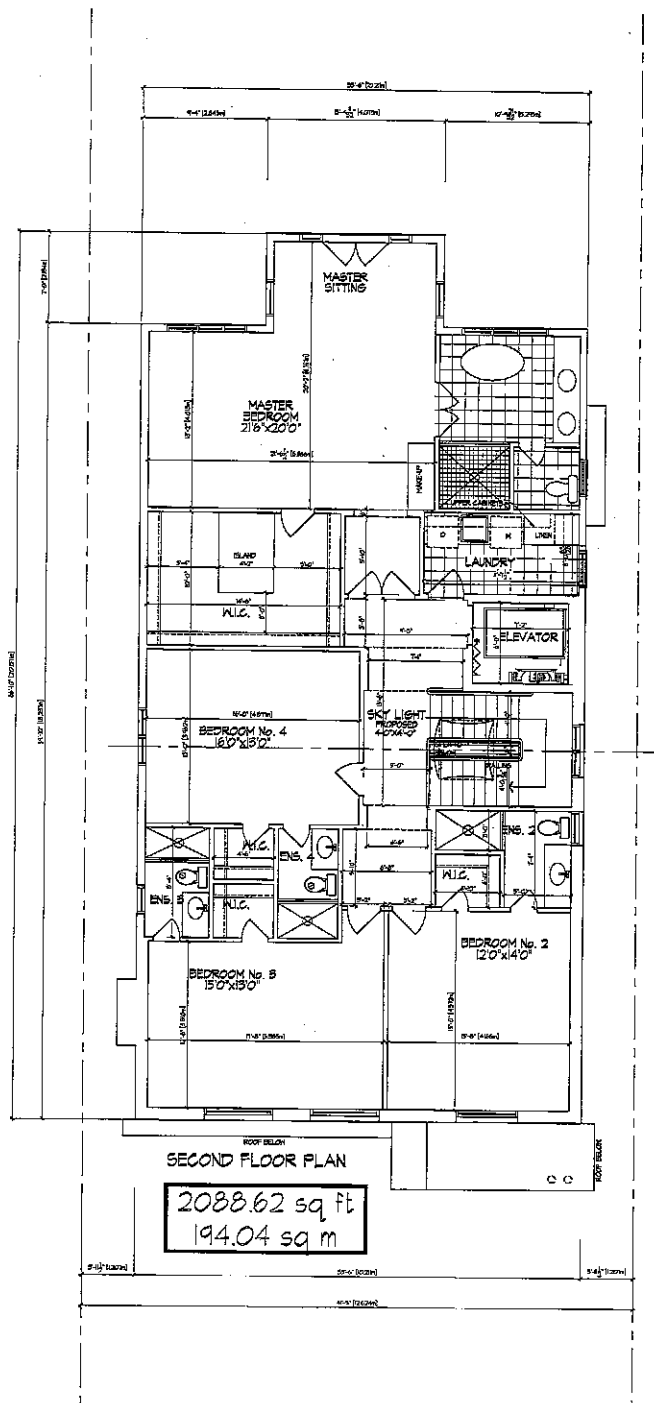
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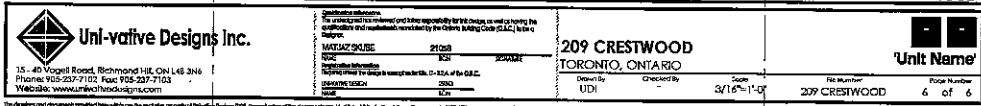
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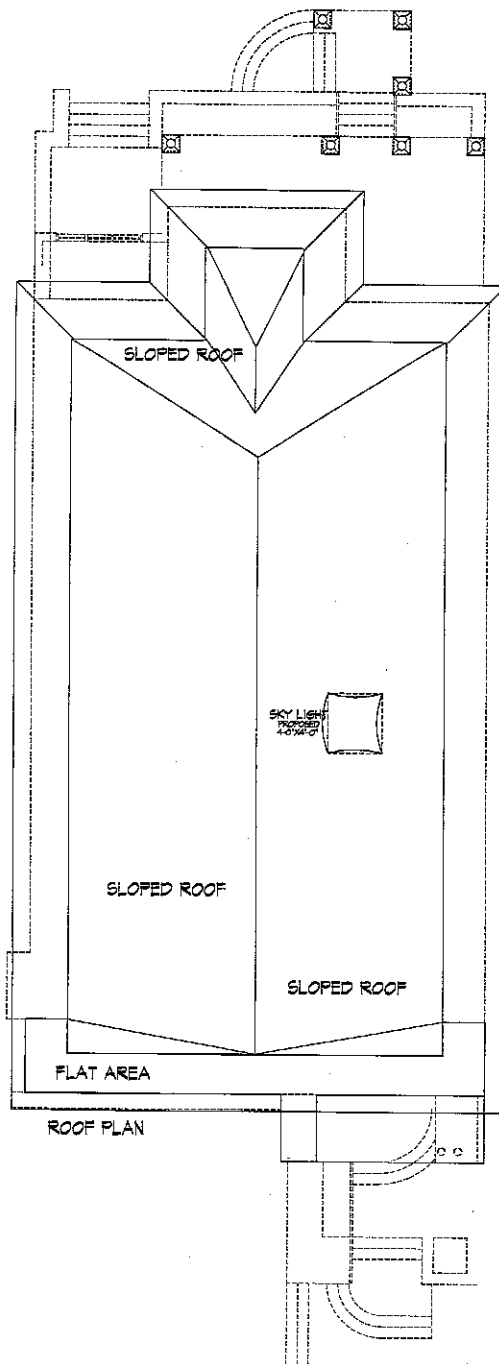


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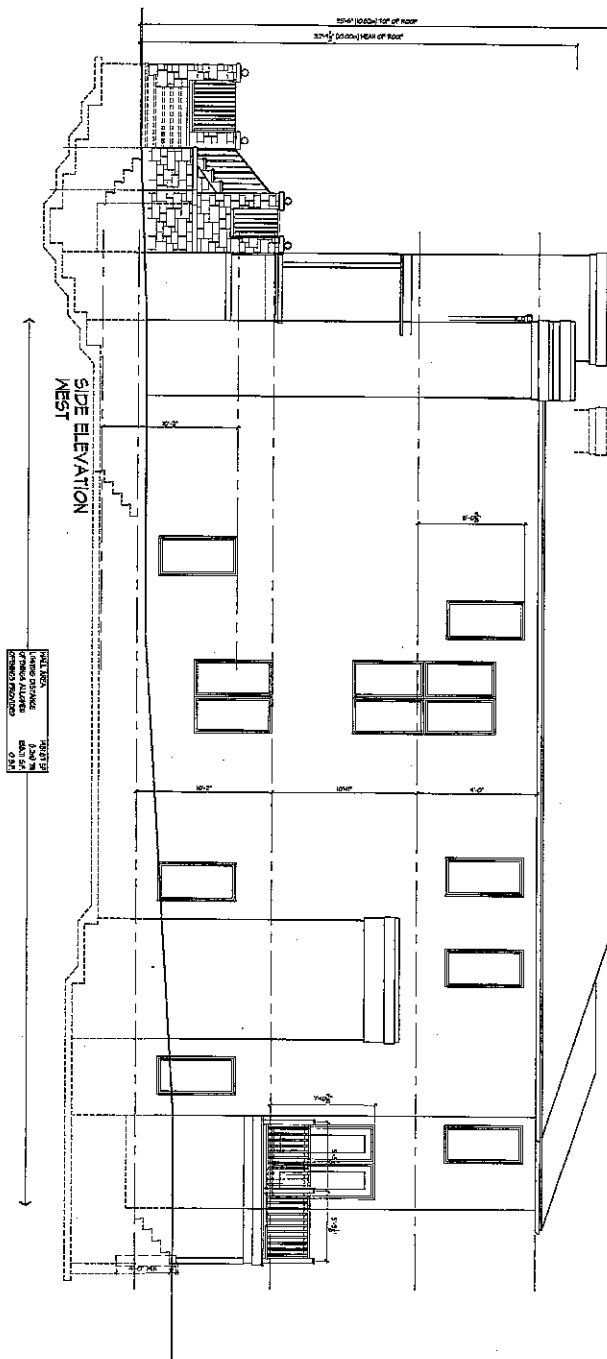


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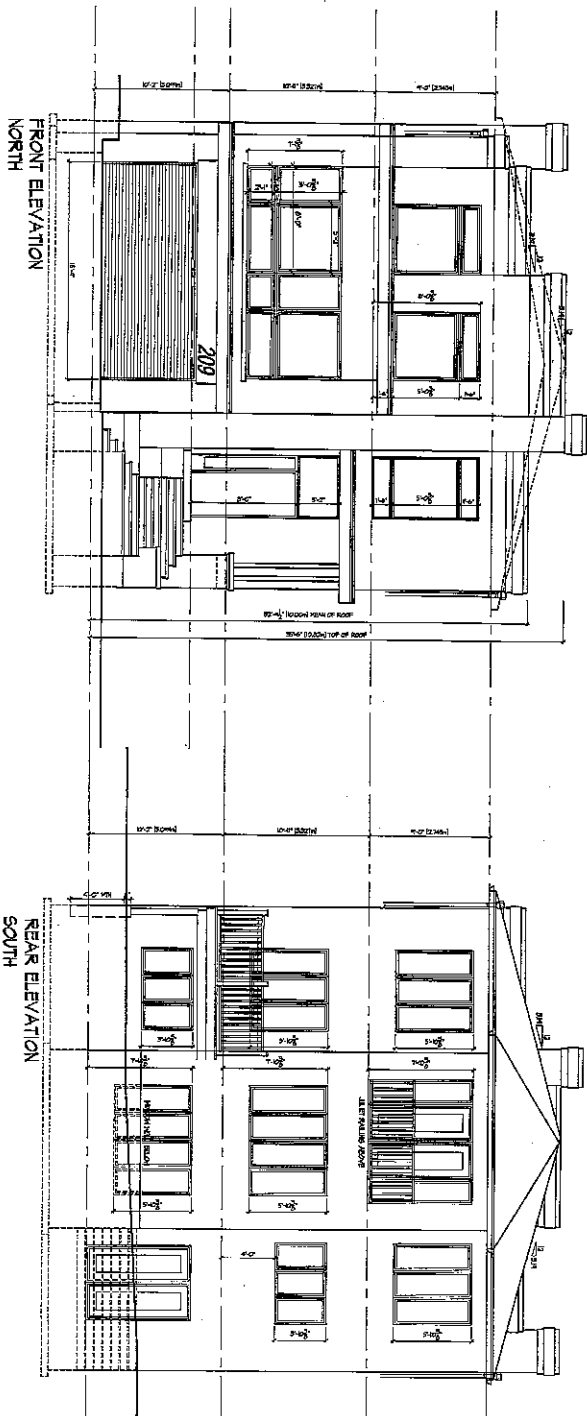
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	<small>Project Name</small> 209 CRESTWOOD	<small>Client</small> UDI	<small>Scale</small> 3/16"=1'-0"	<small>File Number</small> 209 CRESTWOOD
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	<small>Project Number</small> 209 CRESTWOOD	<small>Design By</small> UDI	<small>Check By</small> UDI	<small>Project Number</small> 209 CRESTWOOD

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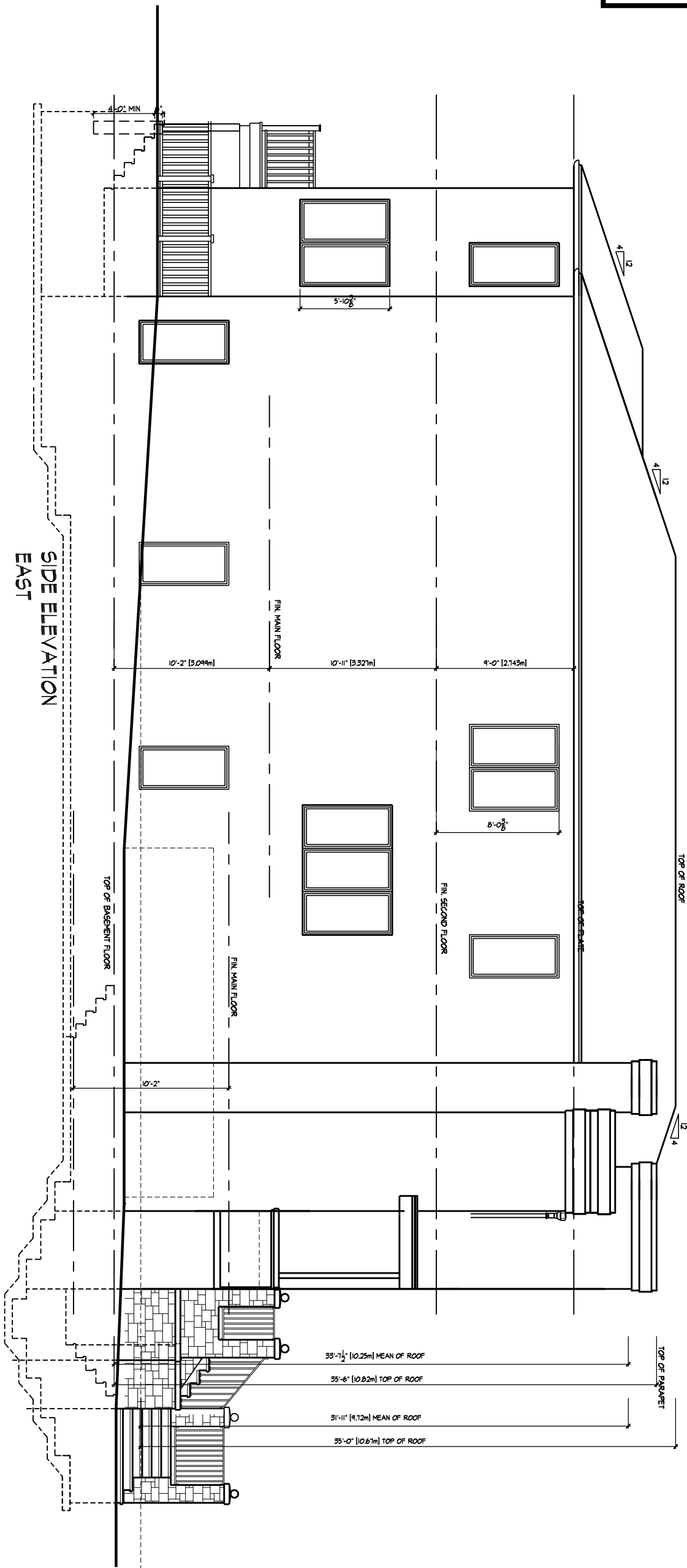
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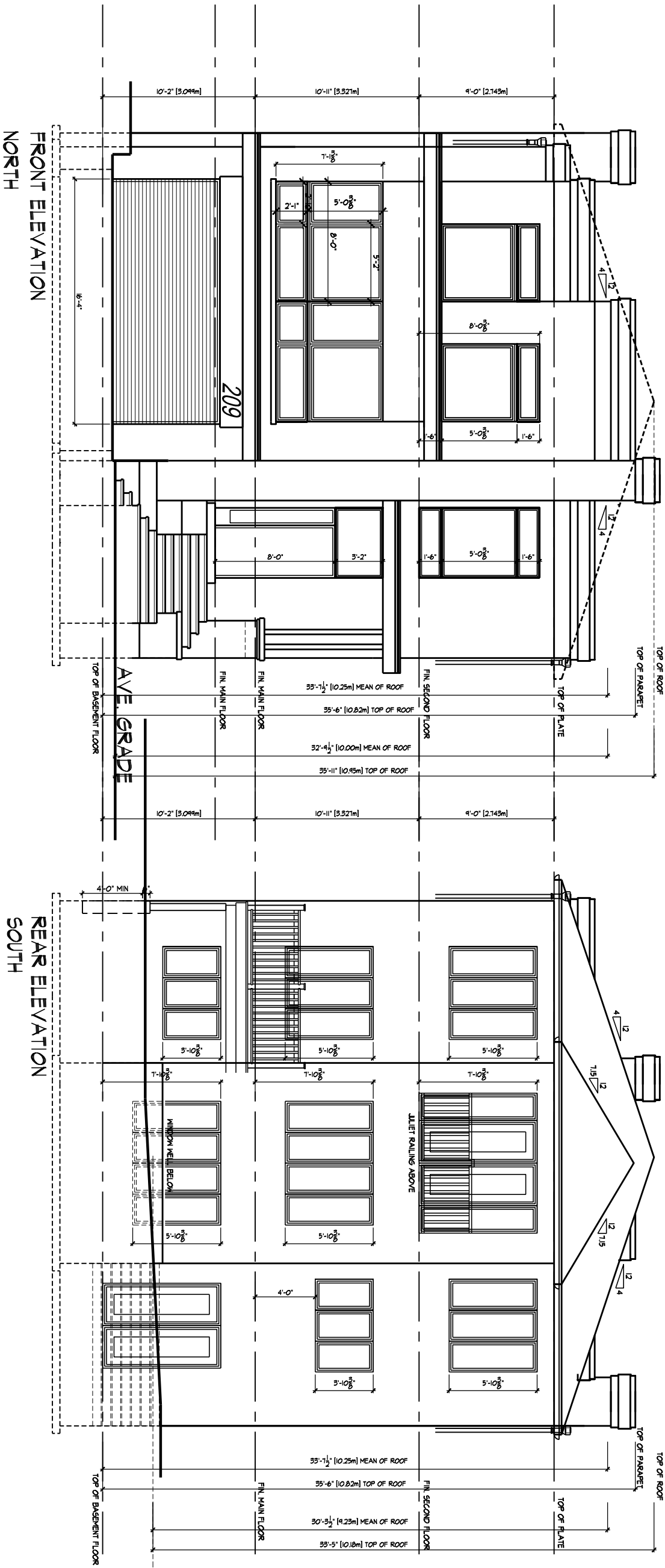
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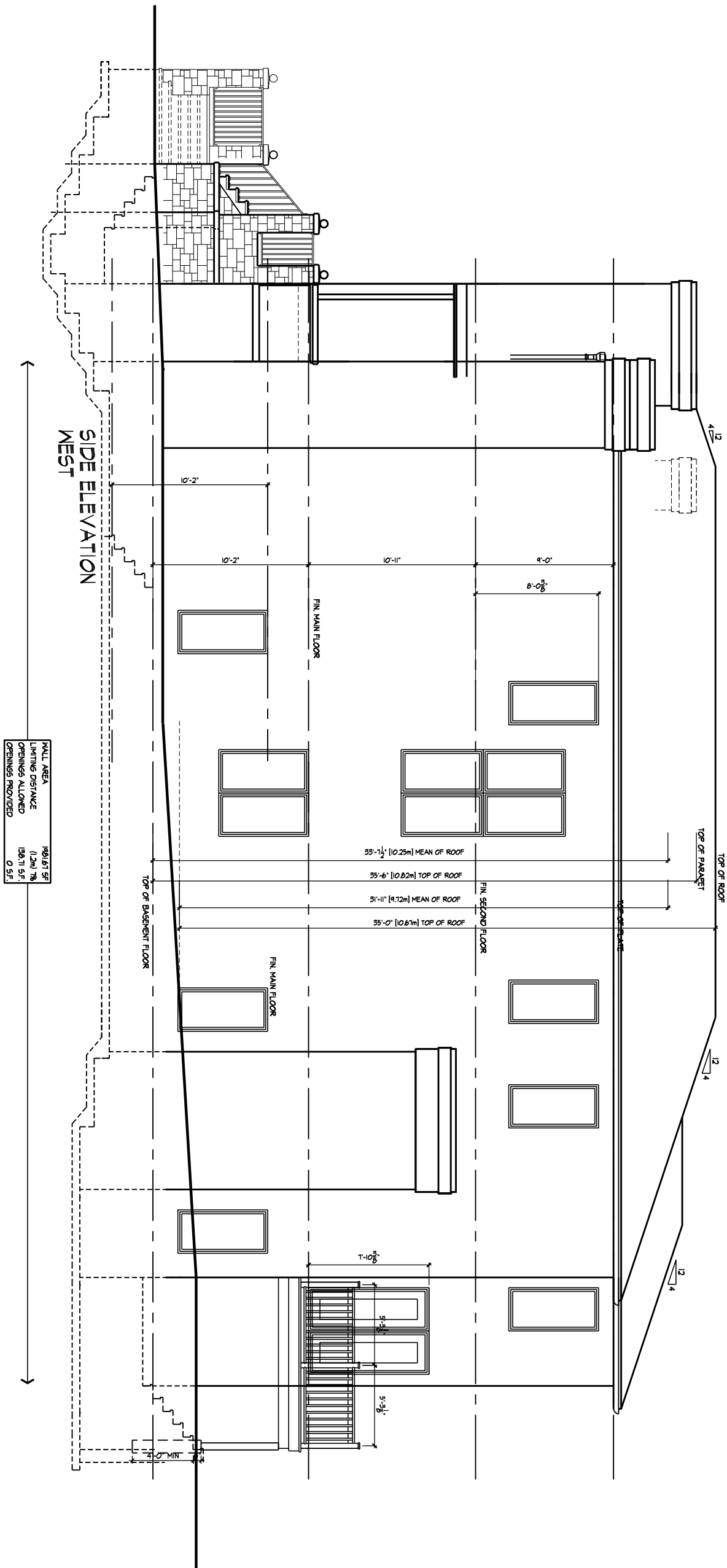
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MATJAZ SKUBE	21058
NAME	BCIN
SIGNATURE	

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NAME	BCIN

**209 CRESTWOOD**  
TORONTO, ONTARIO

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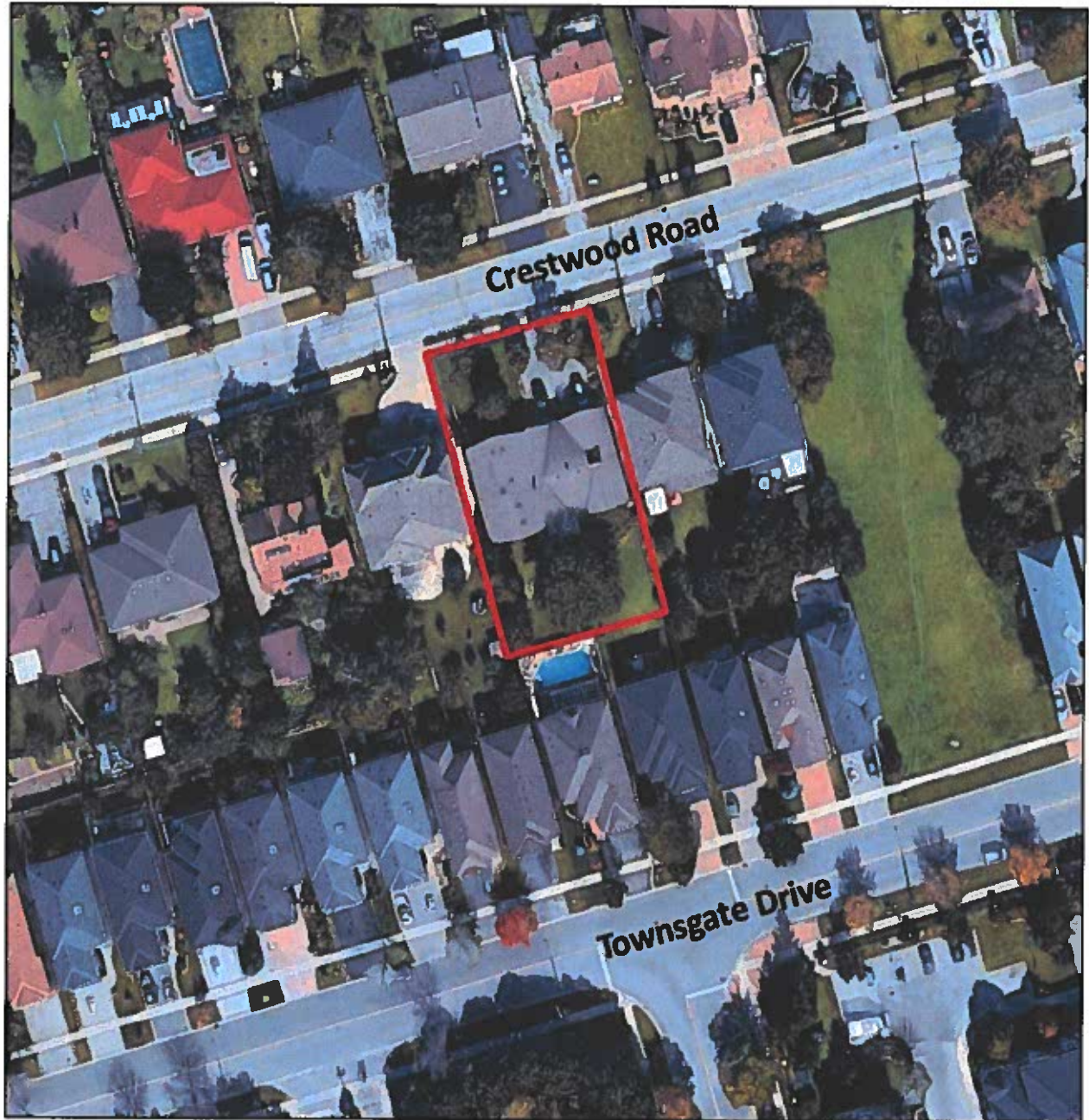
**Schedule B: Public Correspondence Received**

Please note that the correspondence listed in Schedule B is not comprehensive. Written submissions received after the preparation of this staff report will be provided as an addendum. Written submissions from the public will only be accepted / processed until 12:00 p.m. on the date of the scheduled hearing.

**Planning Justification Report**

# PLANNING JUSTIFICATION REPORT

*209 Crestwood Road, Vaughan, Ontario*



**JKO** PLANNING  
SERVICES

October  
2019

## Table of Contents

1.0 Introduction .....	4
2.0 Site Characteristics .....	4
2.1 Accessibility .....	6
2.3 Roads and Transit .....	6
3.0 Surrounding Land Use Context .....	6
4.0 Description of the Proposal .....	8
5.0 Policy Context .....	9
5.1 Provincial Policy Statement, 2014 .....	9
5.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe (2019) .....	13
5.3 Region of York Official Plan .....	19
5.4 City of Vaughan Official Plan .....	23
5.5 City of Vaughan Official Plan Amendment No. 15 .....	28
5.6 City of Vaughan Zoning By-law 1-88 .....	30
6.0 Supporting Documents .....	31
6.1 Arborist Report – Tree Protection and Removal Plan .....	31
7.0 Conclusion .....	31

## **Figures and Tables**

Figure 1 - Site Location

Figure 2 - Area Context

Figure 3 - York Region Official Plan Regional Structure Map

Figure 4 – City of Vaughan Official Plan Urban Structure Map

Figure 5 – City of Vaughan Official Plan Land Use Map

Figure 6 – City of Vaughan 1-88 Zoning Map

Figure 7 - Site Plan

Figure 8 – Basement Plan

Figure 9 – Ground Floor Plan

Figure 10 – Second Floor Plan

Figure 11 – Roof Plan

Figure 12 – West Elevation

Figure 13 – East Elevation

Figure 14 – North Elevation

Figure 15 – South Elevation

Table 1 – City of Vaughan Zoning By-law R2 Regulations



## **1.0 Introduction**

JKO Consulting is the planning consultant for Albert Kshoznicer, owner of 209 Crestwood Road. This property has a total lot area of 1,168.43m<sup>2</sup> and a total of 25.26m of frontage on the South side of Crestwood Road just West of Yonge Street and North of Steeles Avenue, herein referred to as the “subject properties”. The subject properties are legally described as PART OF LOT 47, REGISTERED PLAN 3205, CITY OF VAUGHAN. (Municipal Addresses: 209 Crestwood Road).

The proposed development provides for the development of two (2), three-storey single detached dwellings. This submission follows preliminary discussions with City Planning Staff and is meant to accompany the previously submitted application for Minor Variance and Consent for the subject properties. This Planning Justification Report is indented to support the submitted Consent and Minor Variance Applications previously submitted to the City of Vaughan for the subject properties.

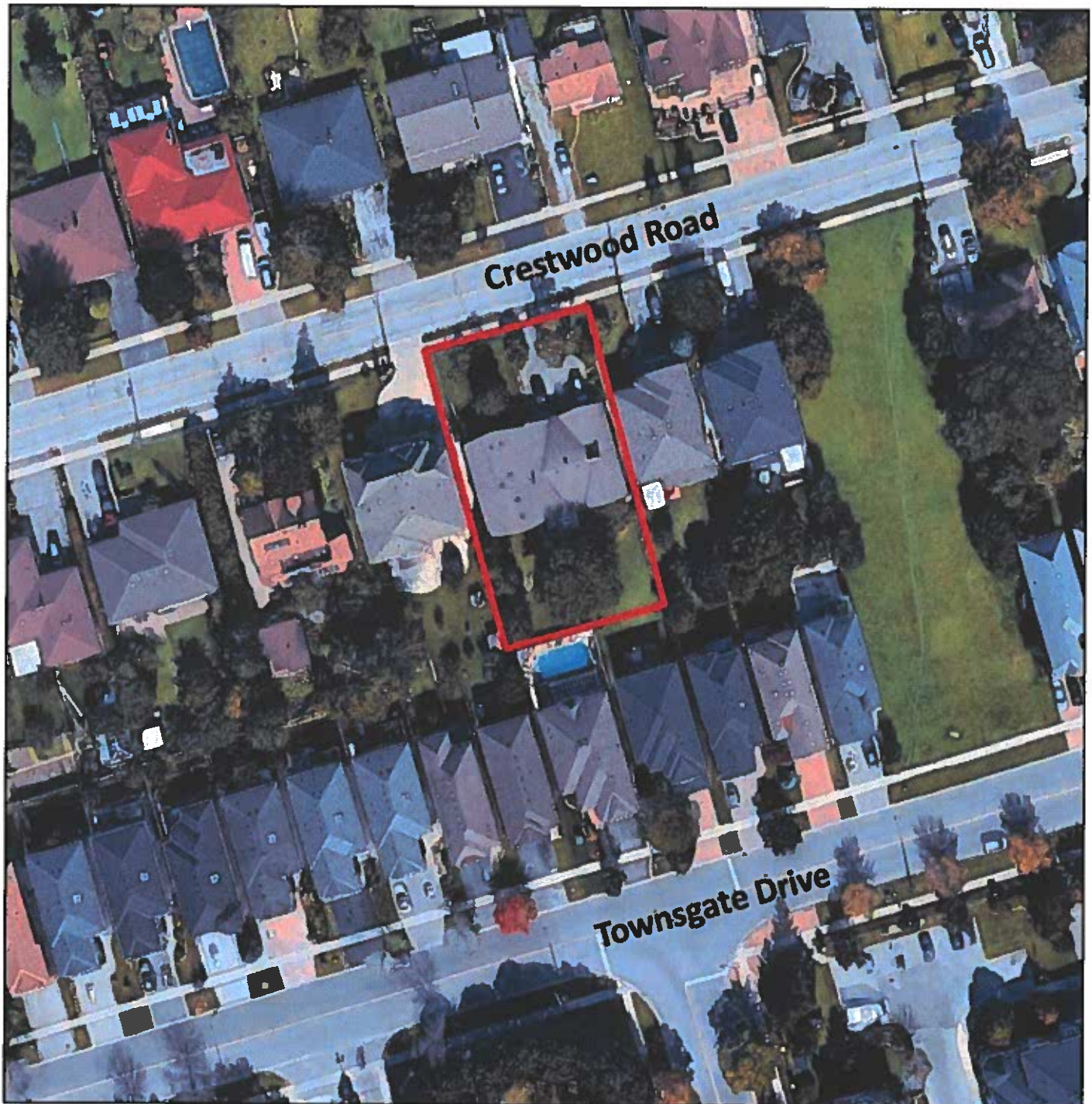
The analysis presented in this report is founded on the following work and policy documents:

- A review of all available background reports and information;
- A detailed examination of existing development constraints and issues (i.e. transportation and planning);
- The Provincial Policy Statement, 2014;
- The Growth Plan for the Greater Golden Horseshoe, 2019;
- The Region of York Official Plan, 2010;
- The City of Vaughan Official Plan; and,
- The City of Vaughan Zoning By-law 1-88.

## **2.0 Site Characteristics**

The subject property currently contains an existing 2 storey single detached family dwelling. The subject property has approximately 25.26 metres of frontage on Crestwood Road. The current lots are rectangular in shape, generally flat with average lot depths of approximately 46.35 metres. The lot contains some existing trees, particularly along the front portion of the property. Current access to the property is granted via a private driveway from the south side of Crestwood Road.

**Figure 1 - Site Location**  
**209 Crestwood Road, Vaughan, Ontario**



Source – Google Maps, 2019

## **2.1 Accessibility**

Access to the subject properties are considered to be excellent given the site's proximity to a major arterial intersection, Yonge Street and Steeles Avenue. Intensification on this site will promote the establishment of active transportation methods and the use of local amenities and public transit.

## **2.3 Roads and Transit**

The subject properties are conveniently located near a major intersection in Vaughan with two major arterial roads, Yonge Street and Steeles Avenue. The subject properties are located 450m North of Steeles Avenue and 450m East of Bathurst Street. Steeles Avenue and Yonge Street are designated as major arterial roads in the City's Official Plan, Schedule 9 – Future Transportation Network. Yonge Street has several York Region Transit (Viva) bus lines and stops that run North to South and several more lines and stops along Steeles Avenue which run East to West. Alongside Viva, there are several bus stops associated with the Toronto Transit Commission (TTC) which travel North South down Yonge Street and run into Downtown Toronto. The subject property is also located approximately 3km North of the Finch TTC Station which makes connections to the Barrie and Stouffville Go Train lines.

## **3.0 Surrounding Land Use Context**

The subject property is located in the south-eastern corner of Vaughan, conveniently located near the major intersection of Yonge Street and Steeles Avenue, in our opinion, the access to transit and major corridors provides the subject lands with a viable opportunity to accommodate a modest amount of intensification by providing for a broader range of residential units.

In assessing the suitability of the proposal, the existing surrounding land uses must be considered. The Land uses surrounding the subject lands include:

North: Existing low-density residential neighbourhoods, primarily made up of single detached dwellings.

South: Existing low-density residential neighbourhoods abutting the subject lands, primarily made up of single detached dwellings. High density residential apartments and large commercial uses including the Centerpoint Mall are south of Steeles Avenue.

East: Single detached dwellings abut the subject property while further east are several commercial uses along Yonge Street and high-density residential apartments on the east side of Yonge Street.

West: Low density residential uses primarily made up of single detached dwellings.



**Figure 2 – Area Context**  
**209 Crestwood Road, Vaughan, Ontario**



Source – Google Maps, 2019

## 4.0 Description of the Proposal

The purpose of this application is to obtain planning permission that will facilitate the development of 2 residential units, in the form of 2, three-storey single detached dwellings. As the associated Site Plan illustrates, the proposed single detached dwellings will be located on the South side of Crestwood Road.

The proposal's pertinent development statistics are as follows:

Total Lot Area:	1,168.43m <sup>2</sup> (12,576.88ft <sup>2</sup> )
Total Lot Frontage:	25.26m (82.87ft)
Number of Buildings:	2
Number of Units:	2
Proposed Lot Area/per lot:	584.21m <sup>2</sup> (6288.38ft <sup>2</sup> )
Proposed Lot Frontage/per lot:	12.62m (41.40ft)
Number of Storeys:	3 Storeys (10.57m)
Proposed Gross Floor Area:	542.12m <sup>2</sup> (5,835.34ft <sup>2</sup> ) per building
Proposed Side Yard Setbacks:	1.20m (4.0ft) between buildings 2.40m(8.0ft)
Proposed Front Yard Setback:	12.54m (41'-2" ft)
Proposed Rear Yard Setback:	13.36m (43'-10" ft)

The proposed development is appropriate for the subject properties in that it:

- Conforms to the policies of the Provincial Policy Statement, Growth Plan, Region of York Official Plan and the City of Vaughan Official Plan;
- Within the larger context of the neighbourhood, there is a discernable variety of housing styles that have developed in the area over time. The diversity in housing stock has created a unique area with dwellings that at times significantly range in size, massing, setbacks and design from one property to the next. However, one common feature remains, there has been significant reinvestment in the area and this proposal is consistent with this phenomenon by engaging in redevelopment of the subject lands. This phenomenon has been evidenced by some minor variances sought and approved for properties within the larger context of the neighbourhood for a combination of building enlargements and new construction;
- The lands to be developed with detached residential dwellings is located adjacent to existing residential development and consistent with existing lot patterns. The proposed consent will contribute towards the supply of detached residential dwellings within the neighbourhood. As such the proposed consent is not premature and in the public interest;
- The newly subdivided lots are to be developed with detached single-family dwellings. The proposed consents are sensitively designed to 'fit' with existing residential developments to the north, south, east and west of the site. No natural restrictions exist to prevent this development
- It integrates appropriately with the surrounding land uses; and,
- It provides for appropriate intensification in an area with significant infrastructure and transit.

## 5.0 Policy Context

### 5.1 Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) (2014) provides policy direction on matters of provincial interest related to land use planning and development. The PPS aims to permit appropriate development while ensuring that resources of provincial interest, public health and safety, and the quality of the natural environment are protected. All planning decisions in Ontario must be "consistent" with the policies of the PPS.

The PPS encourages efficient land use planning and growth management to create and maintain strong communities and a healthy environment while encouraging economic growth over the long term. The PPS also encourages the efficient use of existing infrastructure and public service facilities and requires that municipalities plan for an appropriate range and mix of land uses throughout the Province.

Section 1.0 includes policy direction related to "*Building Strong Communities*" and is applicable to the subject property. It generally encourages a variety of land uses within communities and encourages initiatives that make efficient use of infrastructure. Redevelopment and intensification is also encouraged. Section 1.1 of the PPS promotes the management of land uses in an effort to achieve efficient development and overall land use patterns, specifically that health, livable and safe communities are sustained by:

- "1.1.1 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 (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*  
c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*  
d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*  
e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*  
f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*  
g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*



*h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate."*

The PPS includes policies in regard to intensification within urban areas in the context of making cost-effective use of existing infrastructure.

The PPS defines Intensification as follows:

*"The development of a property, site or area at a higher density than currently exists through:*

- redevelopment, including the reuse of brownfield sites; the development of vacant and/or underutilized lots within previously developed areas;*
- infill development; and,*
- the expansion or conversion of existing buildings.*

In regard to intensification, Section 1.1.2 states that *"within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth area."*

Furthermore, Section 1.1.3 of the PPS discusses the several policies surrounding settlement areas and appropriate development within them specifically:

*"Section 1.1.3.1            Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted."*

*"Section 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;*
- 3. minimize negative impacts to air quality and climate change and promote energy efficiency;*
- 4. support active transportation;*
- 5. are transit-supportive, where transit is planned, exists or may be developed*
- 6. are freight supportive.*

*b) A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated."*

- "Section 1.1.3.3 Planning Authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs."*
- "Section 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety."*
- "Section 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas."*
- "Section 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities."*

With regard to housing, the PPS directs that an appropriate range of housing types and densities should be provided and states that planning authorities shall

*"Section 1.4.3 provide for an appropriate range and mix 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 active transportation and transit in areas where it exists or is to be developed; and,*
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety."*

Section 1.6 of the PPS discusses the efficient use of existing and future infrastructure and public service facilities. This Section contains the following key policies:



- "Section 1.6.1      Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating project needs.*
- Planning for infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be coordinated and integrated with land use planning so that they are:*
- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and,*
  - b) available to meet current and projected needs."*

*"Section 1.6.2      Planning authorities should promote green infrastructure to complement infrastructure. "*

- "Section 1.6.3      Before consideration is given to development new infrastructure and public service facilities:*
- a) The use of existing infrastructure and public service facilities should be optimized; and,*
  - b) opportunities for adaptive re-use should be considered, wherever feasible.*

The PPS in Section 1.6.7 discusses the importance of transportation systems and identifies the need for providing safe and efficient means of moving people and good. The key policies in the section are as follows:

- "Section 1.6.7.2      Efficient use shall be made of existing and planned infrastructure including through the use of transportation demand management strategies, where feasible;*
- "Section 1.6.7.4      A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation; and,*
- "Section 1.6.7.5      Transportation and land use consideration shall be integrated at all stages of the planning process.*

An additional goal of the PPS is to promote energy conservation and air quality control as a response to climate control. These policies are discussed in Section 1.8 of the PPS:

- "Section 1.8.1      Planning authorities shall support energy conservation and efficient, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) *improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion."*

The proposed development conforms with the policies of the PPS in that it:

- Contemplates efficient development, which contributes to an appropriate range and mix of residential uses without any land use patterns that would cause any environmental or public health and safety issues;
- Provides for development at a density which efficiently uses the land, resources, infrastructure and public service facilities; and,
- It is in close proximity of existing urban amenities and public transportation facilities thereby maximizing opportunities for alternative modes of active transportation.

## **5.2 Places to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

On May 16, 2019 the Government of Ontario implemented the new Growth Plan for the Greater Golden Horseshoe (Growth Plan) which serves as the culmination of a co-ordinated review by the Province, taking into consideration feedback from stakeholders, the public and indigenous communities.

This updated version of the original 2006 Growth Plan and updated 2017 version combines to remove, revise and add brand new policies to better suit and reflect the Province's goals and objectives for land use planning in relation to the updated time horizon to 2041. As such, all decisions made on or after May 16, 2019 shall be in conformity with this Plan.

The updated document's primary growth-related objectives are identified in **Section 2.1 – Context**, in which includes among others, the following:

*"This Plan is about accommodating forecasted growth in complete communities... Building compact and complete communities and protecting agricultural lands, water resources and natural areas will help reduce greenhouse gas emissions".*

*"Better use of land and infrastructure can be made by directing growth to settlements areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfields and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while supporting a more diverse range and mix of housing options".*

**Section 2.2.1** of the Plan, which discusses the management of growth in regard to where and how development should occur within the GGH, has implemented several changes as follows:

1. *“Population and employment growth forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*
2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a. *The vast majority of growth will be directed to settlement areas that:*
    - i. *Have a delineated built boundary;*
    - ii. *Have existing or planned municipal water and wastewater systems; and*
    - iii. *Can support the achievement of complete communities;*
  - b. *Growth will be limited in settlement areas that;*
    - i. *Are rural settlements;*
    - ii. *Are not served by existing or planned municipal water and wastewater systems;*  
*or*
    - iii. *Are in the Greenbelt Area;*
  - c. *Within settlement areas, growth will be focused in:*
    - i. *Delineated built-up areas;*
    - ii. *Strategic growth areas;*
    - iii. *Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
    - iv. *Areas with existing or planned public service facilities;*
  - d. *Development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
  - e. *Development will be generally directed away from hazardous lands; and*
  - f. *The establishment of new settlement areas is prohibited.*
3. *Upper and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
  - a. *Establish a hierarchy of settlement areas, and of area within settlement areas, in accordance with policy 2.2.1.2;*

- b. Be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;*
  - c. Provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;*
  - d. Environmental and agricultural protection conservation objectives of this Plan and*
  - e. Be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.*
- 4. Applying the policies of this Plan will support the achievement of complete communities that:*
- a. Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public facilities;*
  - b. Improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
  - c. Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
  - d. Expand convenient access to:*
    - i. A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    - ii. Public service facilities, co-located and integrated in community hubs;*
    - iii. An appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and*
    - iv. Healthy, local, and affordable food options, including through urban agriculture;*
  - e. Provide for a more compact built form and a vibrant public realm, including public open spaces;*
  - f. Mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and,*
  - g. Integrate green infrastructure and low impact development”.*

**Section 2.2.2** discusses the importance of intensification within Delineated Built-Up Areas which includes the following:

1. *“By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
  - a. *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area; and*
2. *Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - a. *Identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
  - b. *Identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
  - c. *Encourage intensification generally throughout the delineated built-up area;*
  - d. *Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
  - e. *Prioritize planning and investment in infrastructure and public service facilities that will support intensification; and,*
  - f. *Be implemented through official plan policies and designations, updated zoning and other supporting documents.*

In terms of housing, these policies are covered in Section 2.2.6, this section focuses on *“Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

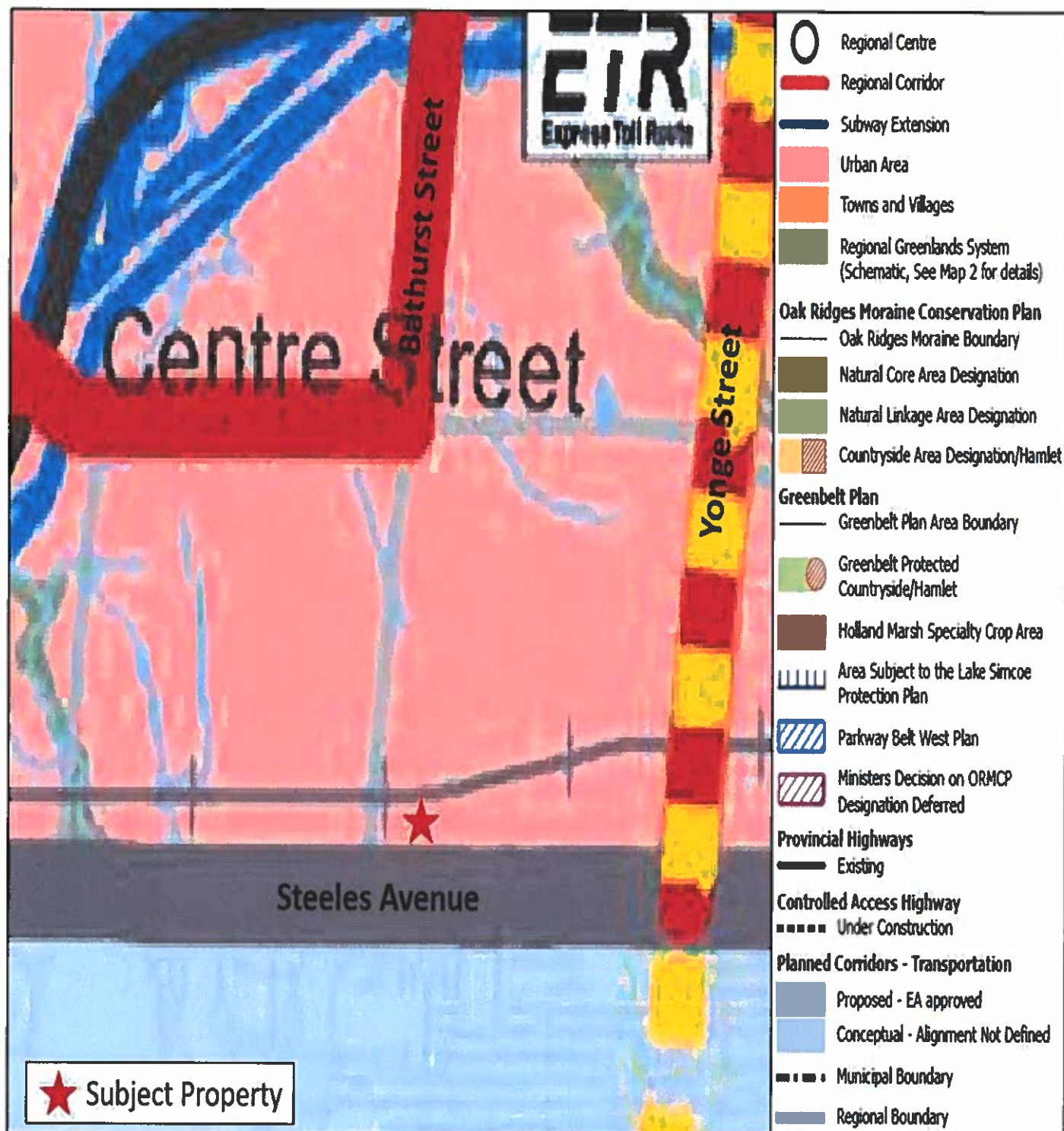
- a) *“Supports housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
  - i. *Identifying a diverse range and mix of housing option and densities including second units and affordable housing to meet projected needs of current and future residents; and*
  - ii. *Establishing targets for affordable ownership housing and rental housing.*
- b) *Identifies mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*

- c) *Align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and,*
  - d) *Implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.*
2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
    - a. *Planning to accommodate forecasted growth to the horizon of the Plan;*
    - b. *Planning to achieve the minimum intensification and density targets in this Plan;*
    - c. *Considering the range and mix of housing options and densities of the existing housing stock; and*
    - d. *Planning to diversify their overall housing stock across the municipality.*
  3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
  4. *Municipality will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.*

The proposed development conforms to the policies of the Growth Plan in that it:

- Is located within a “Built-Up Area” which is designed to promote intensification and development;
- The development is intensifying underutilized land in a residential corridor;
- Makes use of existing municipal water and wastewater systems as well as other forms of municipal infrastructure;
- Provides intensification in close proximity to a several transit lines (Viva and TTC) and a major road intersection (Yonge Street and Steeles Avenue); and,
- Assists in Vaughan meeting its yearly growth targets.

**Figure 3 – York Region Official Plan – Regional Structure Map**  
 209 Crestwood Road, Vaughan, Ontario



Source – York Region Official Plan, Urban Structure Map, 2019

## 5.3 Region of York Official Plan

The York Region Council adopted the current York Region Official Plan 2010 (YROP) in 2009 with Ministry of Municipal Affairs and Housing approval of the plan in 2010. Various parties have appealed sections of the Official Plan. However, a number of these appeals have been settled at the Ontario Municipal Board (OMB) and has subsequently allowed for partial approval of the YROP from the OMB.

The YROP designates the subject property as "Urban Area" in accordance with Map 1 - Regional Structure (Figure 3). The "Urban Area" designation aims to provide stable residential and employment uses that assist in meeting the growth forecast of the Region while also providing for a unique sense of identity.

Section 3.5 of the YROP discusses the importance of housing residents and makes a key point in that *"the housing market is faced with demand for a broader variety of housing types and sizes to meet the diverse range of needs of the Region's residents and workers. Meeting these needs allows people to live and work in their communities as they progress through the stages of life"*. It also adds that *"local municipal official plans and zoning by-laws [should] permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community"*.

The Official Plan states in Section 5 that *"Regional Centres and Corridors will be prominent locations for the highest levels of intensification. Growth will also occur in new community areas, Towns and Villages throughout the Region"*. In Section 5.3, the YROP discusses the importance of intensification in the Region and though the policy mainly refers to intensification in key growth areas such as Regional Centres and Corridors, and areas near major transit routes. The Official Plan also states that local infill intensification projects are important in meeting the Region's overall growth targets. The Official Plan states that the residential intensification target for Vaughan between the years 2006 and 2031 will be 167,300 units. Additionally, Section 5.6.3 of the Official Plan states that *"Intensification areas be planned and designed to achieve an appropriate transition of built form to adjacent areas"*.

Section 7.2 of the YROP discusses intensification and redevelopment near public transportation. This Section provides some key policies such as:

- "The distance to a transit stop in the Urban Area is within 500m of 90% of residents, and within 200m of 50% of residents and;
- To achieve higher transit usage by supporting improvements in service, convenient access and good urban design by directing medium- and high-density urban development to rapid transit corridors

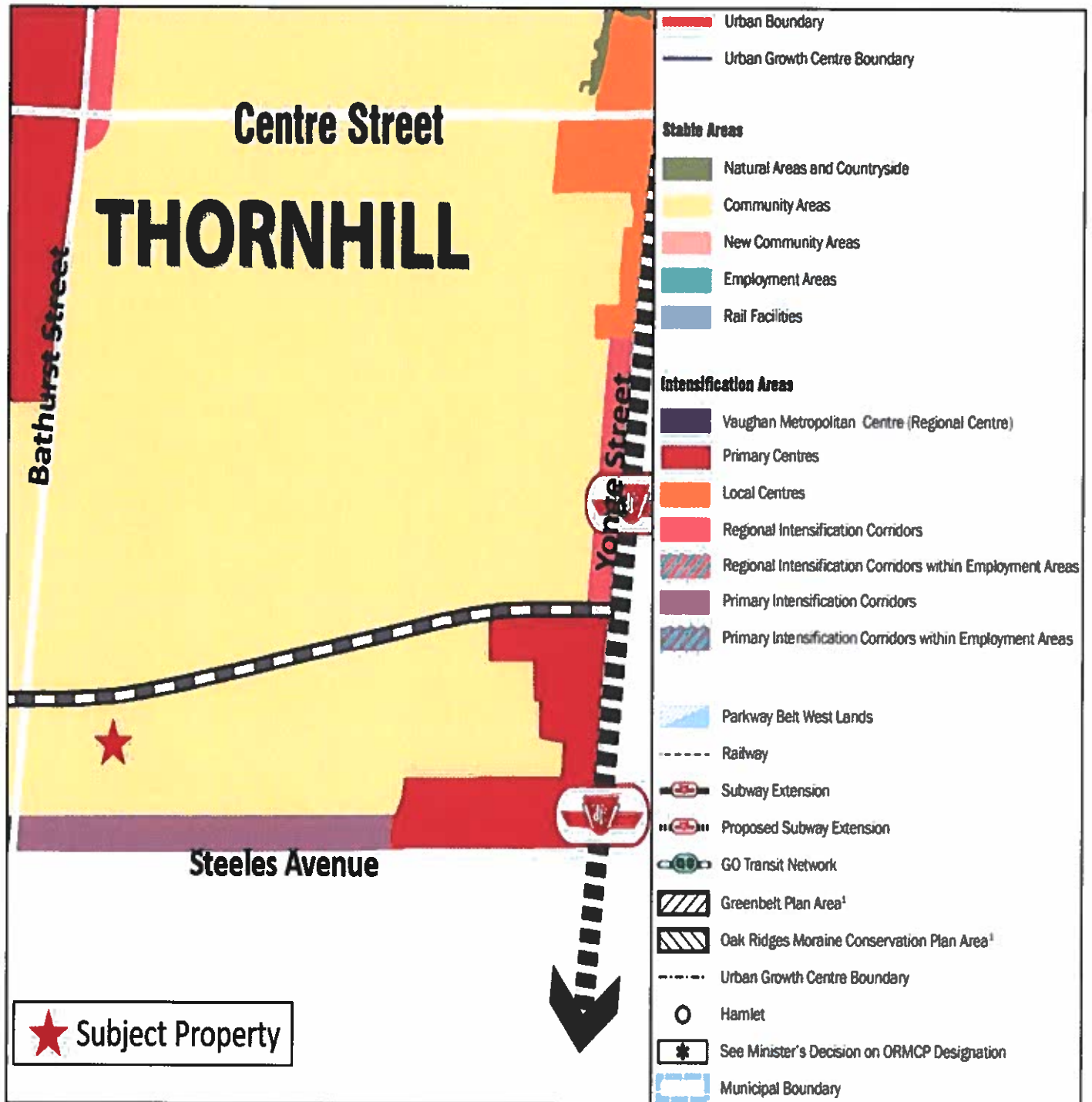
Section 7.2.26 states that the Region is aiming to *"achieve an overall transit modal split of 30 per cent during peak periods in the Urban Area and 50 per cent in the Regional Centres and Corridors by 2031"*. This target would be met by providing additional medium- and high-density development within appropriate distances of major transit corridors such as Yonge Street and Steeles Avenue.



The proposed development will effectively implement the above-noted Regional policies in the following manner:

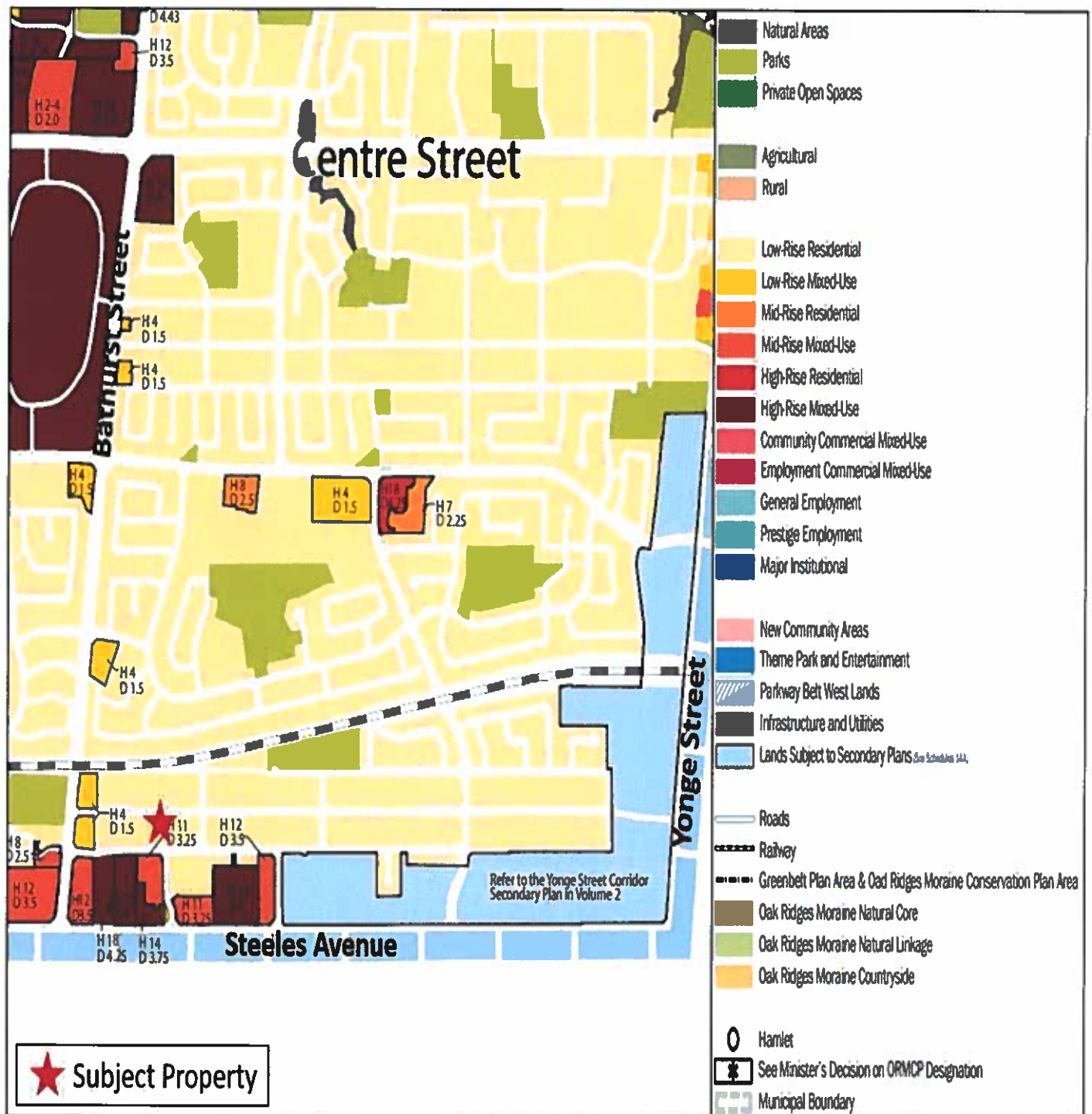
- By supporting a mix and range of housing types and unit sizes;
- By providing a modest increase in residential density which will support local economic activities and public transit in the area;
- By assisting with the achievement of a minimum 40% residential growth within the built-up area; and,
- By facilitating the redevelopment of an underutilized parcel of land.

**Figure 4 – Vaughan Official Plan – Urban Structure Map**  
**209 Crestwood Road, Vaughan, Ontario**



Source – City of Vaughan Official Plan, 2019

**Figure 5 – Vaughan Official Plan – Land Use Map**  
**209 Crestwood Road, Vaughan, Ontario**



Source – City of Vaughan Official Plan, 2019

## 5.4 City of Vaughan Official Plan

The City of Vaughan Official Plan was adopted by Council on September 7, 2010 and endorsed with modifications by the Region of York on June 28, 2012. It was appealed to the Ontario Municipal Board (OMB) and has subsequently received partial approval by the OMB. The current version of this plan is the January 2017 Office Consolidation.

The Urban Structure Map – Schedule 1 designates the subject property as a “Community Area” while Schedule 13 – Land Use Designations of the Official Plan further designates the subject properties as “Low Rise Residential”. This designation permits the following uses:

- *“Residential units;*
- *Detached House;*
- *Semi-Detached House;*
- *Townhouse;*
- *Public and Private Institutional Buildings;*
- *Home occupations;*
- *Private home day care for a maximum five (5) children; and,*
- *Small-scale convenience retail*

The Low-Rise Residential designation, as discussed in Section 9.2.2.1 a. are “*planned to consist of buildings in a low-rise form no greater than three storeys*”.

Section 9.1.2.1 a. of the Official Plan states that new development “*in Community Areas will be designed to respect and reinforce the physical character of the established neighbourhood within which it is located as set out in policies 9.1.2.2 and 9.1.2.3 or, where no established neighbourhood is located, it shall help establish an appropriate physical character that is compatible with its surroundings, as set out in policy 9.1.2.4*”.

There are several policies that new developments must take into consideration in regard to the compatibility and respect for the existing physical character of the surrounding area in a Community Area, these policies are outlined in Section 9.1.2.2 and are as follows:

- a. *“the local pattern of lots, streets and blocks;*
- b. *The size and configuration of lots;*
- c. *The building type of nearby residential properties;*
- d. *The heights and scale of nearby residential properties;*
- e. *The setback of buildings from the street;*
- f. *The pattern of rear and side-yard setbacks; and,*
- g. *Conservation and enhancement of heritage buildings, heritage districts and cultural heritage landscapes”*

Section 9.2.3.1 a. indicates that a Detached house is *"a Low-Rise Residential building, up to three storeys in height, situated on a single lot and not attached to any other residential building"*. Furthermore part b. of this policy states that *"in Community Areas with existing development, the scale, massing, setback and orientation of Detached Houses and Semi-Detached Houses will respect and reinforce the scale, massing, setback and orientation of other built and approved Detached Houses and/or Semi-Detached Houses in the immediate area. Variations are permitted for the purposes of minimizing driveways"*.

The City of Vaughan Official Plan has several policies regarding consents, in particular that:

- 10.1.2.34      *"That a consent(s) to sever land may be considered, pursuant to Section 53 of the Planning Act, provided that a Plan of Subdivision is not deemed necessary in accordance with policy 10.1.2.28.*
- 10.1.2.35      *That consent(s) to sever land for the creation of new lots applies whether the transaction takes the form of a conveyance, a lease for twenty-on years or more, or a mortgage*
- 10.1.2.36      *That consent(s) may be permitted for the following purposes:*
- a. The creation of new lots;*
  - b. Boundary adjustments to existing lots;*
  - c. The creation of easements over existing lots; and/or*
  - d. To convey additional lands to an adjacent lot, provided a lot smaller than that otherwise permitted by the Zoning By-law is not created.*
- 10.1.2.47      *That in addition to matters under the Planning Act, the Committee of Adjustment, in determining whether a consent is to be granted, shall have regard for the following matters in consultation with the appropriate departments and agencies:*
- a. Compatibility of the proposed size, shape and use of the lot with:*
    - i. the local pattern of lots, streets and blocks;*
    - ii. the size and configuration of existing lots;*
    - iii. the building type of nearby properties;*
    - iv. the heights and scale of nearby properties;*
    - v. the setback of buildings from the street;*
    - vi. the pattern of rear and side-yard setbacks; and*
    - vii. conservation and enhancement of heritage buildings, heritage districts and cultural heritage landscapes.*

**b. Access:**

- i. consent to sever a lot shall be permitted only when both the lot severed and the remaining parcel front on an existing assumed public highway or street, or upon a dedicated public road allowance upon which the applicant is constructing a road pursuant to an Agreement with the City. Valley lands acquired for conservation purposes by the Toronto and Region Conservation Authority are exempt from these access requirements;*
- ii. if the proposed lot or remaining parcel has frontage on a Provincial Highway, any consent shall be subject to the requirements of the Ministry of Transportation. If the proposed lot or remaining parcel has frontage on a Regional or City road, any consent shall be subject to the requirements of appropriate Regional or City authorities. Consent shall be conditional on the dedication of required road widenings, free of all costs and encumbrances, approval of access driveway locations or other requirements, to the satisfaction of the appropriate authorities;*
- iii. creation of lots fronting on designated arterial streets shall be discouraged, as granting of an entrance permit to serve a new lot provides another point of conflict with the smooth flow of traffic for which the road is designed, particularly in areas where strip development already poses traffic problems;*
- iv. a daylighting triangle at intersections may be required to be dedicated in order to improve visibility for traffic movement to the satisfaction of the City and York Region; and*
- v. a reserve may be required to be deeded to York Region or the City if requested by the Regional or City Engineer, as a means of controlling access.*

**c. Servicing:**

- i. all proposed lots shall be serviced by either a public water supply or other adequate supply of potable water, and either a connection to a public sanitary sewer system or provision for other sanitary waste treatment facility on the site appropriate to the proposed use, approved by the City. Where a proposed lot is located in*

- an area serviced by a municipal water system and/ or sanitary sewer, the Committee of Adjustment shall obtain confirmation from the appropriate City and/ or Regional authority that servicing capacity can be allocated to the proposed lot without straining the capacity of the present system or jeopardizing anticipated development by Plan of Subdivision; and*
- ii. where a consent has been applied for to create a lot which is dependent upon an individual water supply, approval shall be conditional upon the City and or Region, as appropriate, being satisfied that an adequate potable water supply can be made available, and that the location of the well in relation to the septic tank is acceptable. The City and or Region, as appropriate, may require a hydrology report from a qualified professional engineer in regard to the adequacy of the potable water supply without adversely affecting either the quantity or quality of adjacent potable water supplies.*

*d. Conservation:*

- i. the Toronto and Region Conservation Authority shall be consulted in respect of applications for consent which are subject to flooding, wind or water erosion, or characterized by steep slopes, groundwater recharge, valuable wildlife or fish habitat, mature tree stands and areas of high aggregate potential.*

*e. Financial Implications:*

- i. creation of lots shall not be permitted where capital expenditures by a public authority would be required for the extension of any major service or facility."*

The proposed consent application meets the criteria set out in the Vaughan Official Plan Consent Policies, particularly in that the proposed development promotes modest intensification in a built-up area with ease of access to major arterial roads (Bathurst Street and Steeles Avenue). The proposed dwellings can be adequately serviced by existing municipal infrastructure and will have no negative impacts on the surrounding environment or the existing built form. The proposed dwellings will be designed using modern urban design techniques which will ensure conformity to the neighbourhood context and will respect the character of the surrounding area in terms of size, configuration, orientation, heights and setbacks.

The subject properties are located within close proximity of key development areas. Schedule 13 – Regional Structure demonstrates that the area around Yonge Street and Steeles Avenue is a primary centre. These areas as stated in Section 2.2.1.1 d. iii. *“will be locations for intensification accommodated in the form of predominantly mixed-use high- and mid-rise buildings, developed at an intensity supportive of transit”*. Primary Centres are known as “Intensification Areas” which *“will be the primary location for the accommodation of growth and the greatest mix of uses, heights and densities in accordance with the prescribed hierarchy established in this Plan”*.

In our opinion the proposed development will respect and reinforce the existing character of the area. The proposed single detached dwellings provide for appropriate intensification in an area with existing infrastructure and optimal access to active transportation nodes and services. The Official Plan illustrates the ability to intensify existing residential areas and to create complete communities with a variety of housing options in terms of type, size and affordability. In our opinion, the proposed application for 2 single detached dwellings on Crestwood Road conforms to the policies set out in the City of Vaughan Official Plan and will assist in achieving the growth requirements set out by the City and Region.

The proposed development will effectively implement the City of Vaughan Official Plan policies in the following manner:

- The subject properties are located within a low-density residential area on the south side of Crestwood Road;
- The subject properties have approximately 25.26 metres of frontage on Crestwood Road and are approximately 1km from the intersection of two (2) Major Arterial Streets (Yonge Street and Steeles Avenue);
- This proximity to Yonge Street and Steeles Avenue provides for excellent access to transit systems including York Region Viva lines, TTC and close transfers at Finch Station to the Barrie and Stouffville Go Transit lines;
- The Official Plan permits, among others, low-density residential uses including Single-Detached Houses;
- The area of the site is sufficient to provide for adequate buffering to the surrounding properties and uses and will not have a negative impact on the surrounding residential uses;
- The proposed heights of the buildings will not exceed three (3) storeys;
- The proposal will assist the City in achieving its residential intensification target while not overdeveloping the site;
- The subject properties are located within a Primary Centre which is a key development area focused on intensification with high densities and a range of land uses;
- The subject site is located within an area capable of accommodating infill forms of development while conforming to the Plan’s general residential policies and provisions; and,
- The proposal’s building design and massing will respect, protect and enhance the existing surrounding land uses thus integrating appropriately into the surrounding community.



## 5.5 City of Vaughan Official Plan Amendment No. 15

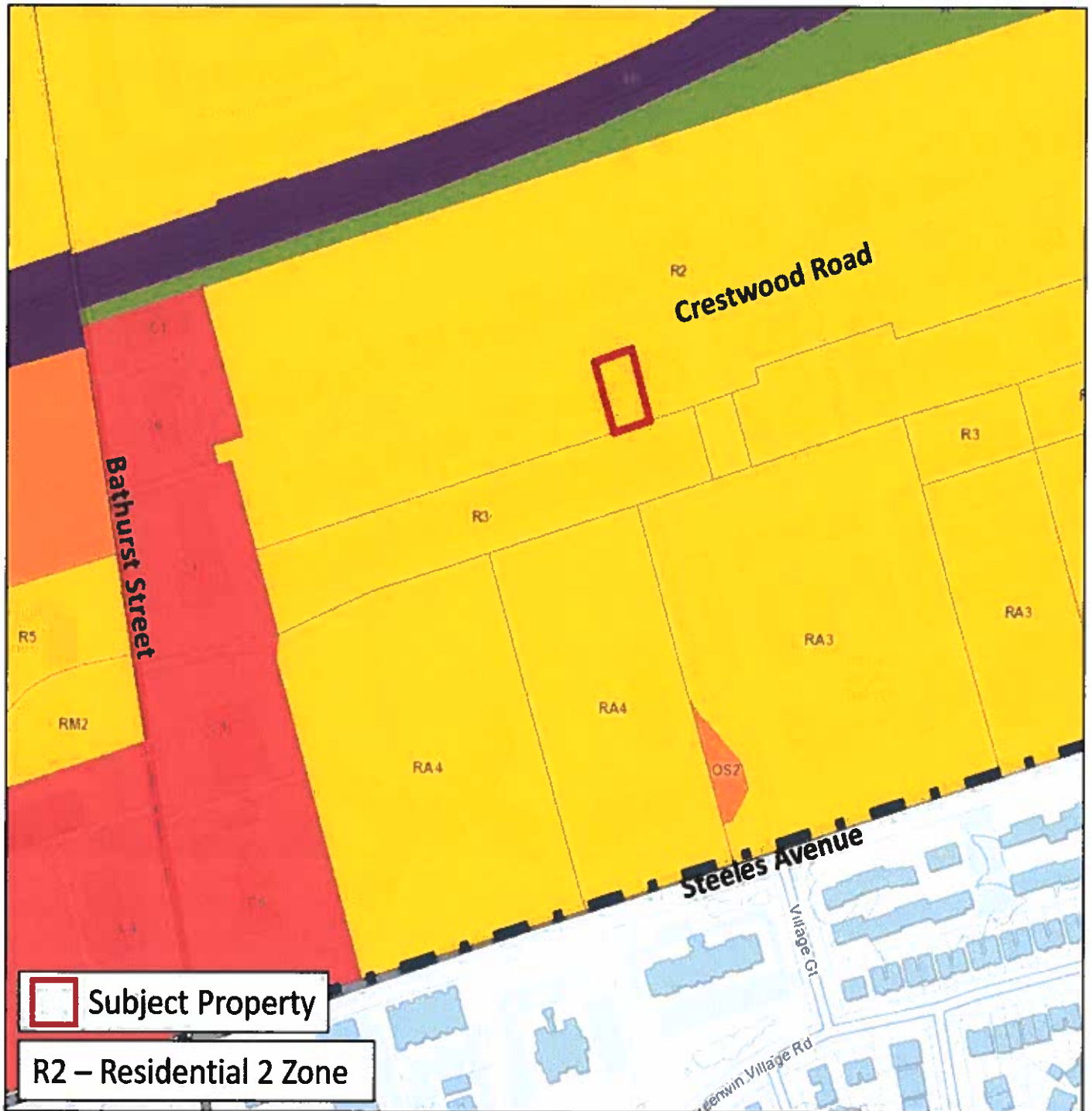
The City of Vaughan has undertaken several Official Plan Amendments and on September 27<sup>th</sup>, 2018, Amendment No. 15 to the City of Vaughan Official Plan was passed by Vaughan Council. The purpose of this amendment was to amend the provision of Volume 1 of the Vaughan Official Plan 2010 to clarify and support the existing policy in order to address concerns regarding the compatibility of infill development in Community Area with a Low-Rise Residential Designation. This amendment adds to the Official Plan, policy 9.1.2.4 after policy 9.1.2.3 as follows:

- a. "All new dwellings shall front and address a public street;*
- b. Parking for units fronting on an Arterial Street shall be located at the rear of units or underground, accessed by a shared private laneway or driveway requiring minimal curb cuts, to minimize the impact of parking and driveways on the streetscape;*
- c. Private laneways or driveways shall not be used to provide frontage for residential dwellings;*
- d. The general pattern of front, side and rear yard setbacks in the adjacent established neighbourhood shall be respected and maintained. Front yard setbacks shall be consistent with minimum setback requirements to provide an appropriate buffer between the road and the dwellings and to accommodate landscaping. Rear yard setbacks shall be consistent with minimum setback requirements;*
- e. The scale and massing of townhouse and semi-detached house developments shall respect the scale and massing of adjacent development and any applicable urban design guidelines;*
- f. Subject to policies 9.1.2.4.a through e and g., where future intensification on adjacent lots would be appropriate and is anticipated through a Block Plan or Development Concept report, developments shall protect for future street and/or laneway interconnections with the adjacent properties to minimize accesses to the Arterial Street and facilitate the establishment of a rational and efficient street and laneway network over time. Access arrangements on Arterial Streets shall be to the satisfaction of the City and York Region: and,*
- g. Where a parcel does not front on an Arterial Street, as identified on Schedule 9 (Future Transportation Network), townhouses shall not be permitted."*

The proposed development conforms to the policies of OPA No. 15 in that:

- The proposed dwellings front on a non-arterial street;
- The proposed single-detached dwellings will respect the general pattern of the existing neighbourhood, particularly in terms of setbacks and orientation;
- The proposal will facilitate the construction of two (2) new singled detached dwellings that will be appropriately oriented/setback on the property, relative to the surrounding existing dwellings and Crestwood Road; and,
- The proposed development creates a compatible built form that respects and enhances the character of the existing, surrounding neighbourhood.

**Figure 6 – Vaughan Zoning By-law 1-88 – Zoning Map**  
**209 Crestwood Road, Vaughan, Ontario**



Source – City of Vaughan Zoning By-law Map, 2019

## 5.6 City of Vaughan Zoning By-law 1-88

The subject property is currently zoned "Residential 2 (R2)" by the City of Vaughan Zoning By-law 1-88.

The "(R2)" Zone permits the following use:

- *"Single Family Detached Dwelling;*
- *Home Occupation;*
- *Private Home Daycare;*
- *Private Home Tutoring;*
- *Church;*
- *Community Centre;*
- *School (Public or Private); and,*
- *Public Library.*

The "R2" zone regulations for Single Family Detached Dwellings are outlined in Table 1 below:

Zone Regulations (R2)	
Minimum Lot Frontage	15m (49.21ft)
Minimum Lot Area	450m <sup>2</sup> (4,843.76ft <sup>2</sup> )
Maximum Lot Coverage	40%
Maximum Building Height	9.5m (31.16ft)
Minimum Front Yard Setback	4.5m (14.76ft)
Minimum Rear Yard Setback	7.5m (24.61ft)
Minimum Interior Side Yard Setback	1.2m (3.93ft)

Table 1 – City of Vaughan Zoning By-law R2 Regulations

The development of 2 Single Detached Family dwellings can be appropriately serviced and it is conveniently located in close proximity to the intersection of two major arterial roads (Yonge Street and Steeles Avenue) which provides access to regional and municipal bus lines with transfers to the Barrie and Stouffville Go Transit lines. Additionally, the existing size and configuration of the subject property allows the lands to efficiently accommodate the proposed development while respecting and reinforcing the character of the area in regard to massing, orientation and height.

The proposed development maintains and is consistent with the general intent of the "R2" Zone classification for the subject property. The proposed Minor Variances are minor in nature and will not set a precedence for new development that is out of scale within the surrounding area. The zoning changes do not undermine the intent of the existing provisions and do not adversely impact the surrounding community.

Overall, the proposed development for the subject property will create a compatible land use scenario that will not adversely impact the surrounding residential uses. In conjunction with the concurrent

Minor Variance Applications, the proposed development respects the character of the surrounding community and is consistent with the regulations of the City of Vaughan Zoning By-law 1-88.

## **6.0 Supporting Documents**

Several technical studies have been prepared by industry experts and submitted by our client in order to provide additional information and support for the proposed development. This section of the report will briefly summarize the findings of any associated technical reports.

### **6.1 Arborist Report – Tree Protection and Removal Plan**

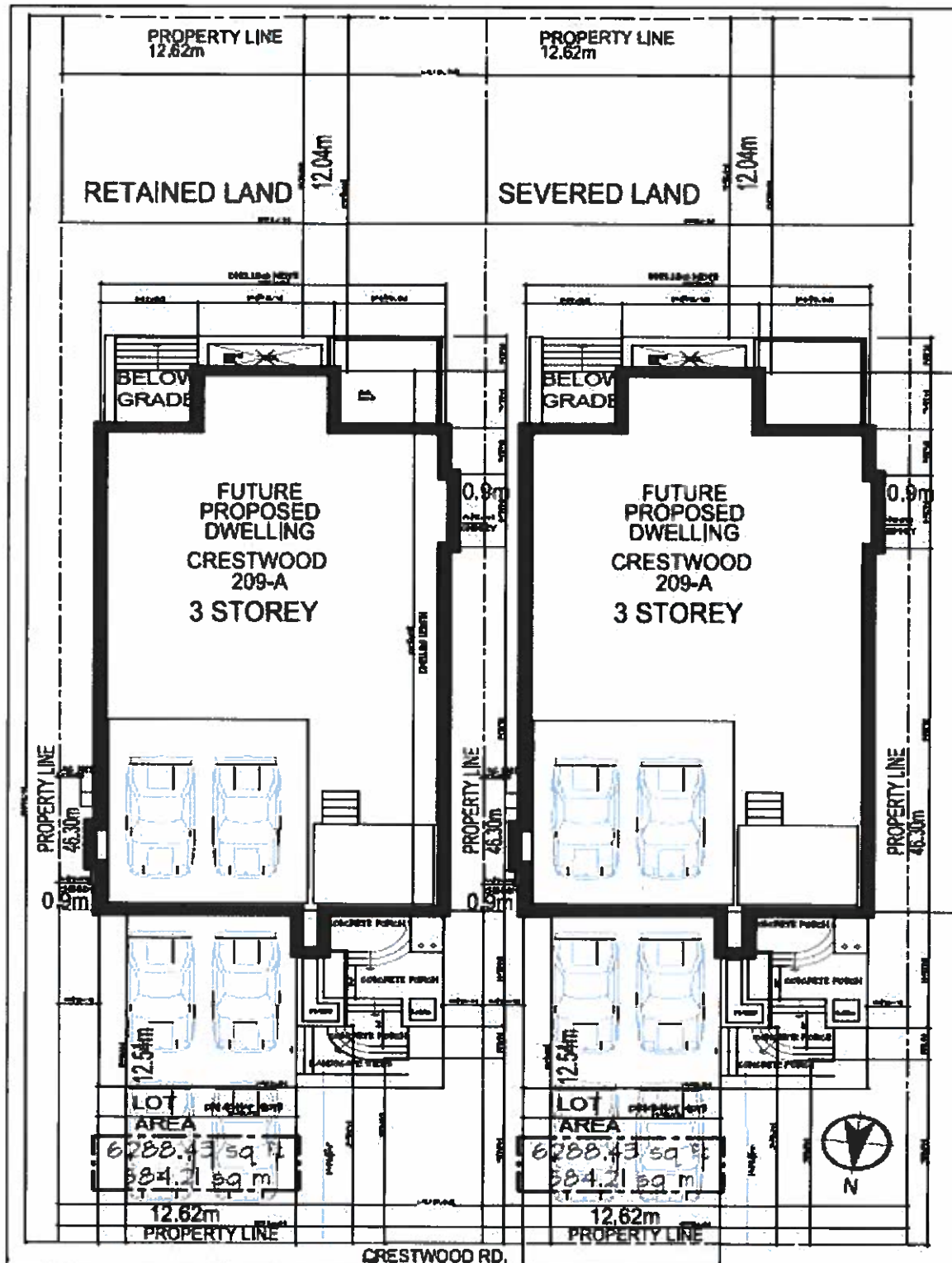
Peter Wynnyczuk, a Hazard Risk Assessor and Utility Arborist from Al Miley & Associates was retained to undertake a tree protection and removal plan for the proposed consent application on the subject property. The scope of the report was to address the Planning requirements of the City of Vaughan related to the Tree Preservation requirements of the City. A site inspection was carried out on September 28<sup>th</sup>, 2019 and an inventory of all trees near, and around the subject property were taken in detail. It was determined by this report that 2 trees were to be removed, one on lot 209A and replaced by a 3 to 1 ratio and one on lot 209B, replaced by a 2 to 1 ratio with a total of 5 trees to replace. It is recommended that the remainder of the trees undergo appropriate protective measures prior to, during and post construction.

## **7.0 Conclusion**

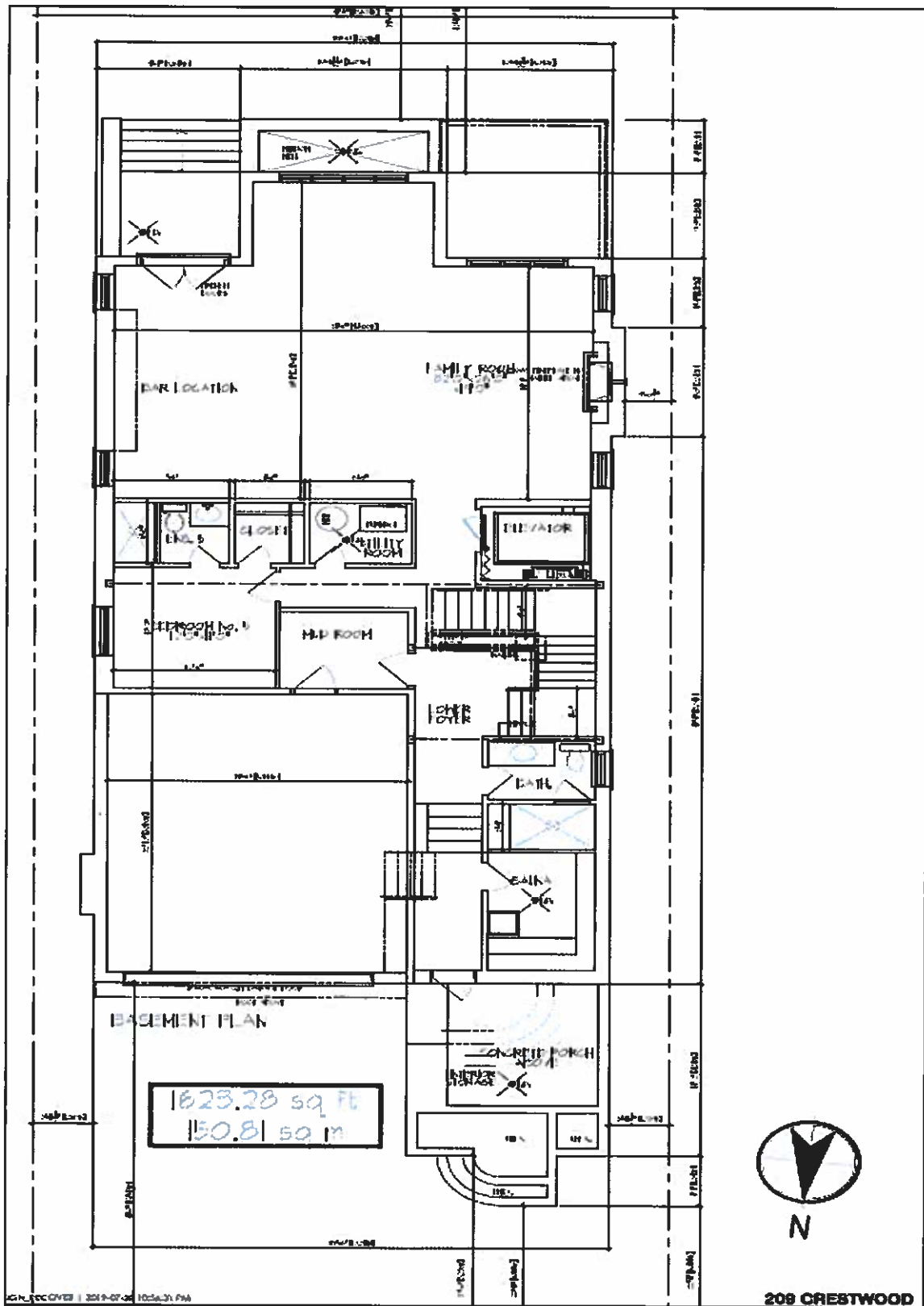
Based on the above analysis, the proposed Minor Variance and Consent Applications are appropriate for the subject property and the surrounding neighbourhood context. The proposed development provides for appropriate intensification in a built-up area in close proximity to two major arterial roads, significant municipal services and active transit in the form of busses. The nearby Yonge Steeles Corridor Area is planned for a significant amount of redevelopment with high densities and mixed-use buildings making modest intensification in nearby areas appropriate. The proposed development respects the policy initiatives of the Provincial Policy Statement, the Places to Grow Act, the Region of York Official Plan, the City of Vaughan Official Plan and the City of Vaughan Zoning By-law 1-88.

The proposed development applications have been prepared in the context of the existing municipal and provincial planning policy framework, is based on good land use planning principles and should proceed through the planning process under the Planning Act.

**Figure 7 – Site Plan**  
**209 Crestwood Road, Vaughan, Ontario**

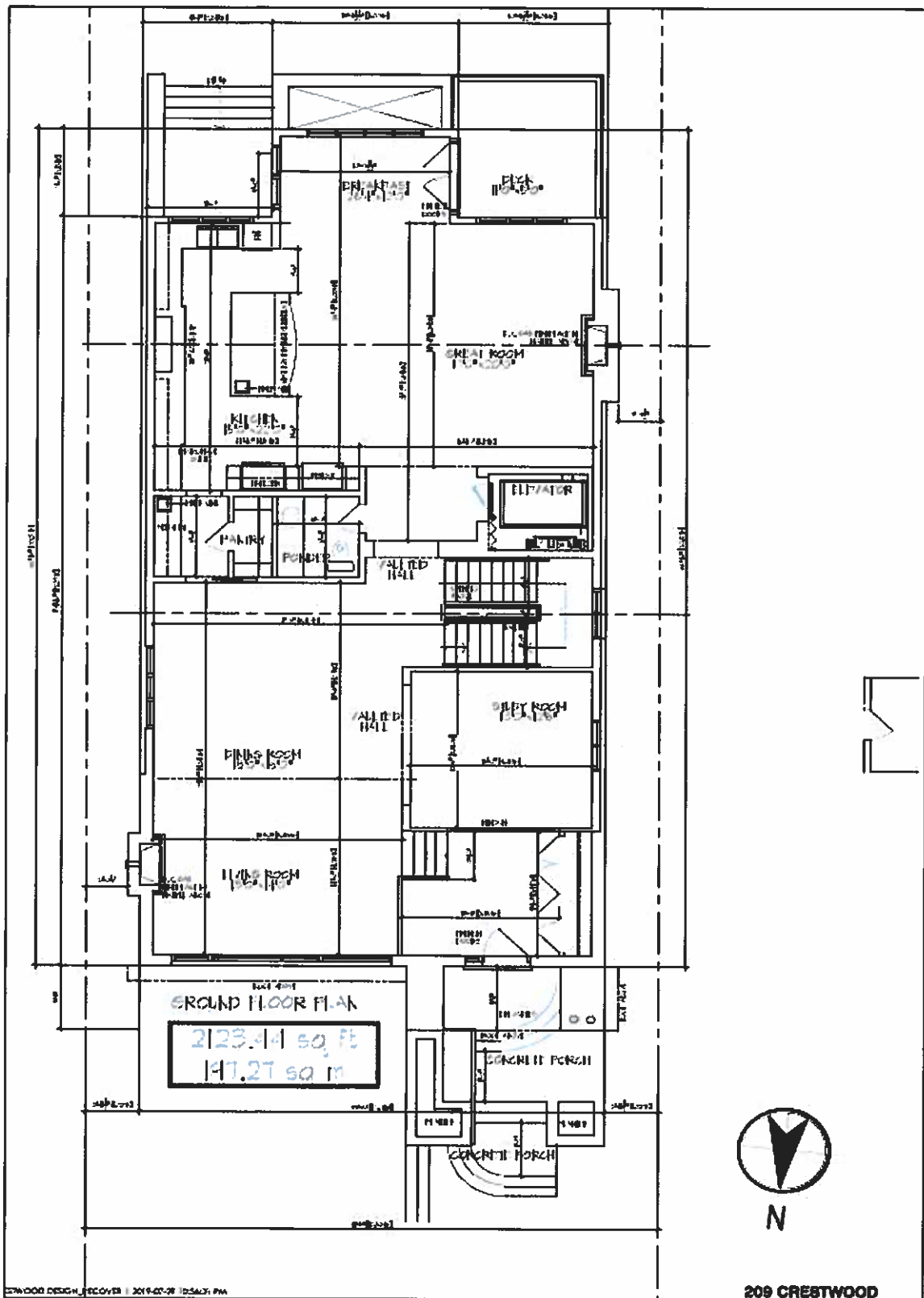


**Figure 8 – Basement Plan**  
**209 Crestwood Road, Vaughan, Ontario**





**Figure 9 – Ground Floor Plan**  
**209 Crestwood Road, Vaughan, Ontario**



**Figure 10 – Second Floor Plan**  
**209 Crestwood Road, Vaughan, Ontario**

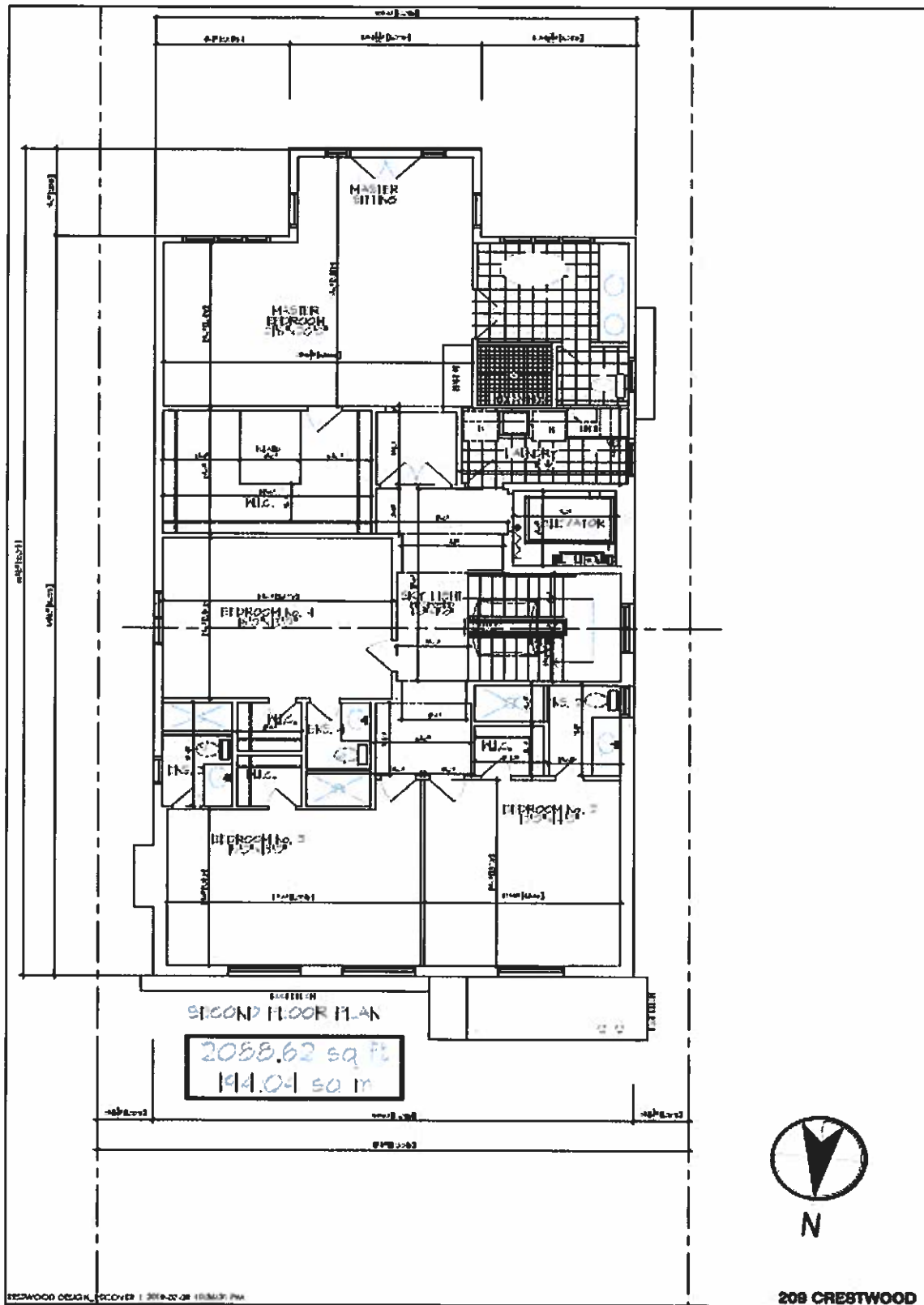
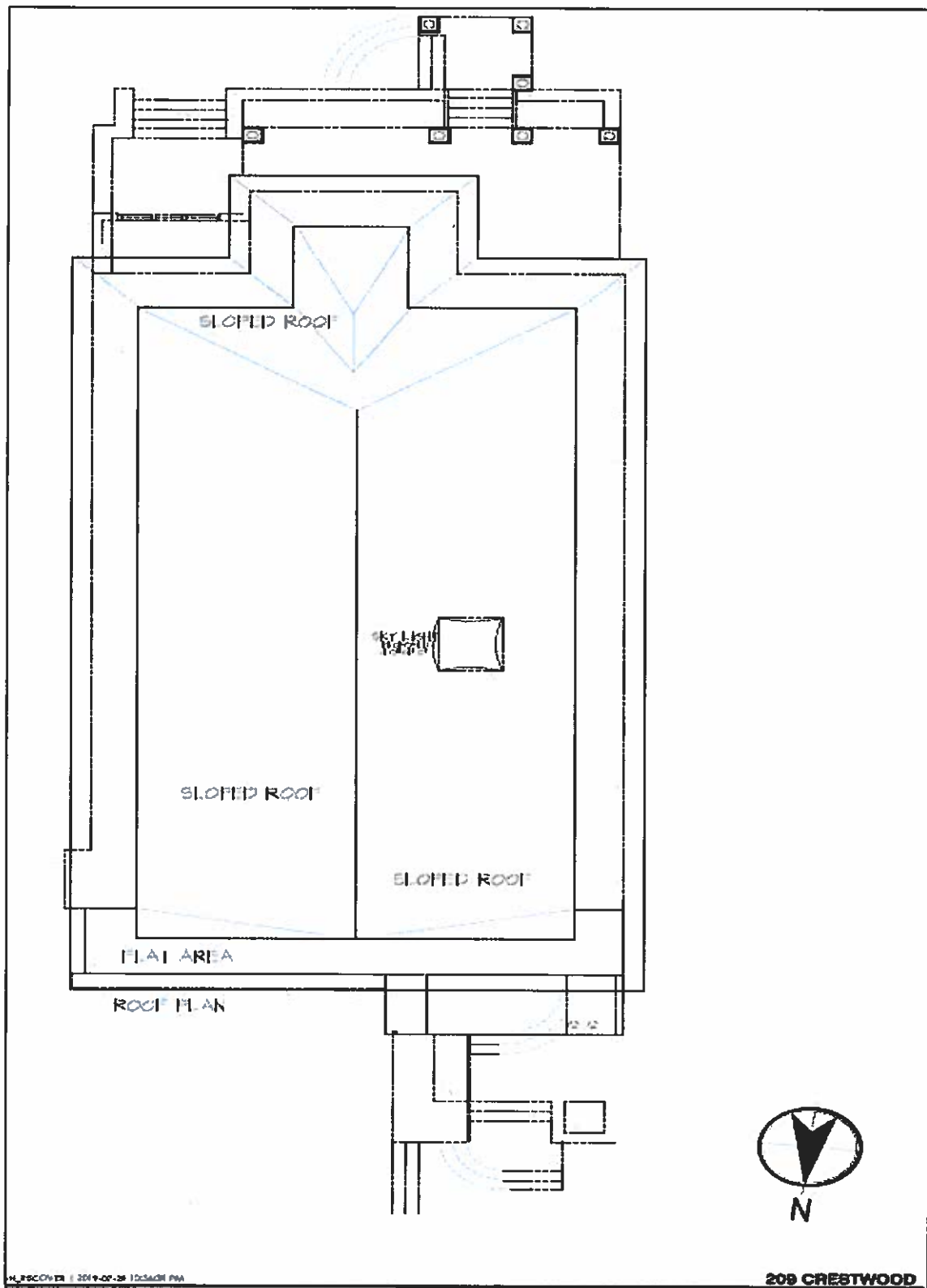
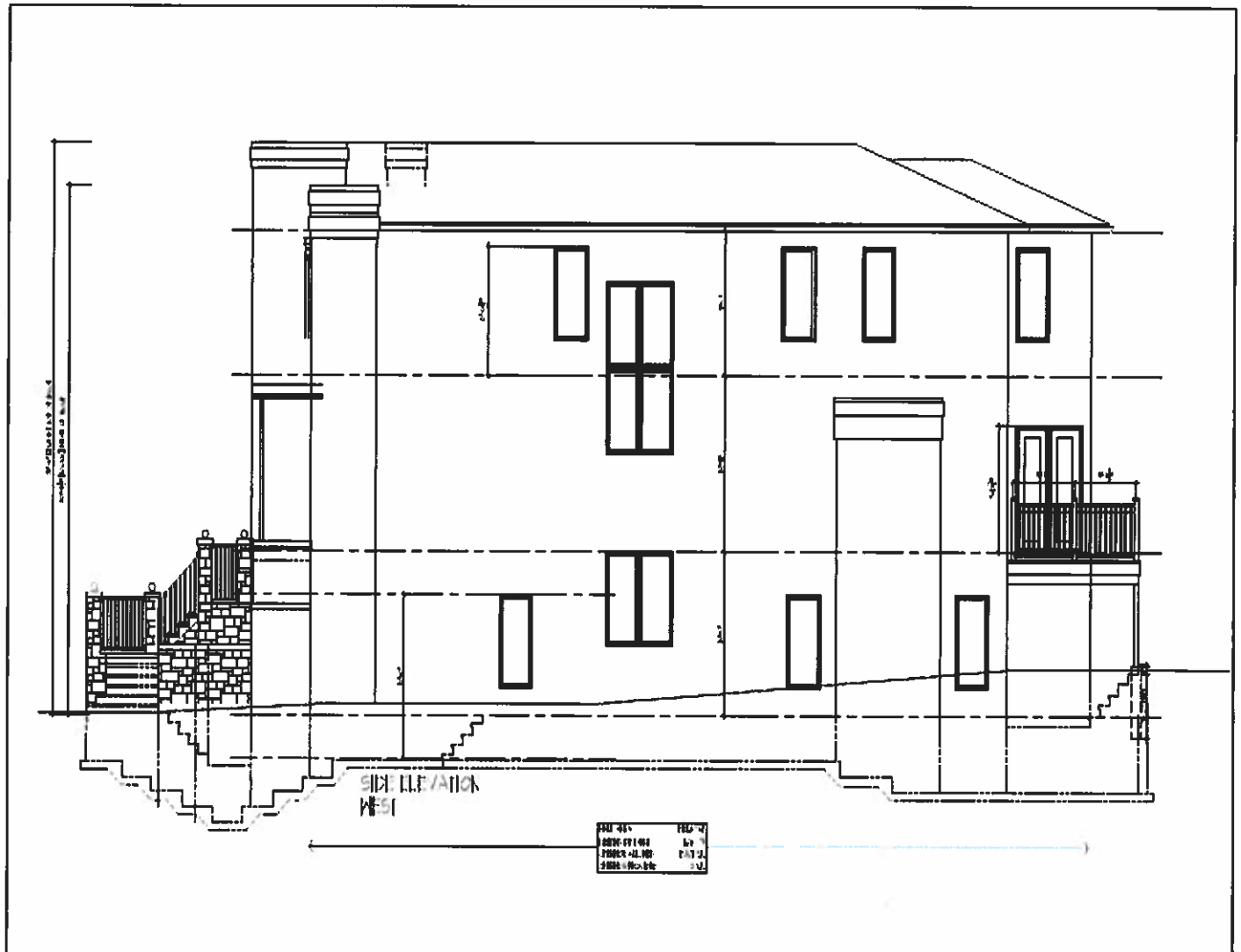




Figure 11 – Roof Plan  
209 Crestwood Road, Vaughan, Ontario



**Figure 12 – West Elevation**  
**209 Crestwood Road, Vaughan, Ontario**



**Figure 13 – East Elevation**  
209 Crestwood Road, Vaughan, Ontario

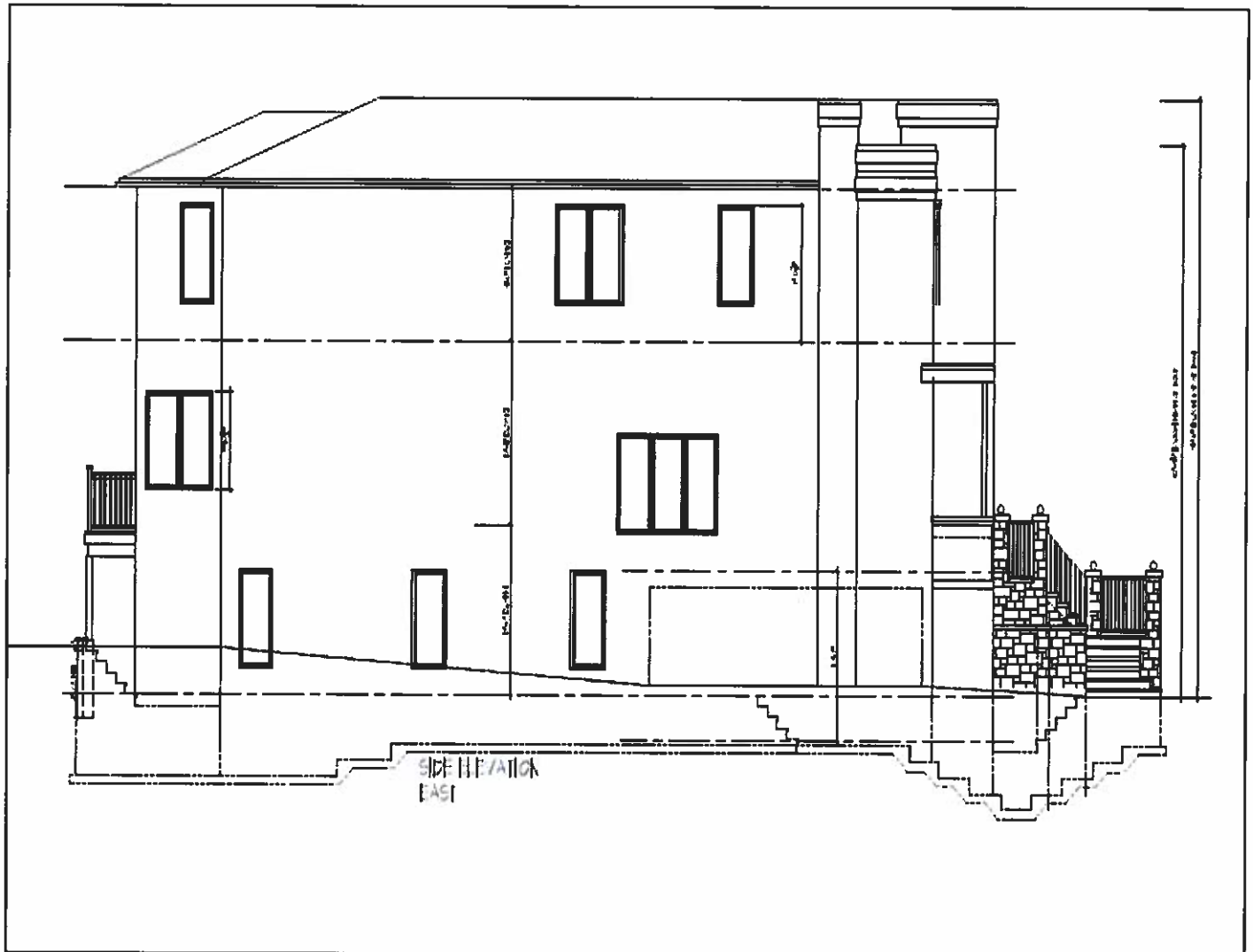
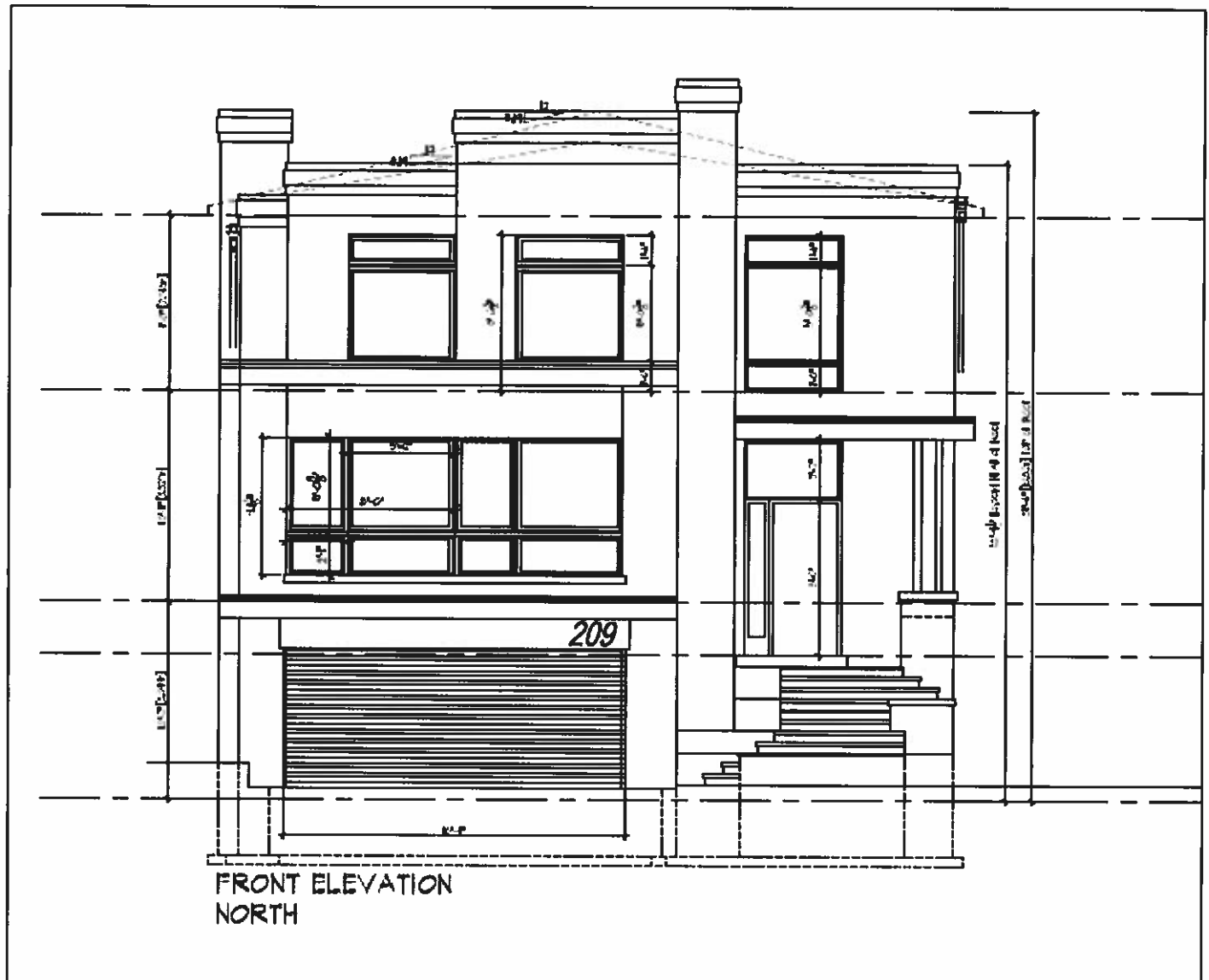


Figure 14 – North Elevation  
209 Crestwood Road, Vaughan, Ontario



**Figure 15 – South Elevation**  
209 Crestwood Road, Vaughan, Ontario



Schedule C: Agency Comments

Please note that the correspondence listed in Schedule C is not comprehensive. Comments received after the preparation of this staff report will be provided as an addendum. Correspondence will only be accepted until 12:00 p.m. on the date of the scheduled hearing.

Alectra (Formerly PowerStream) – No concerns or objections  
Region of York – comments with conditions



**COMMENTS:**

☐

We have reviewed the proposed Variance Application and have no comments or objections to its approval.

☒

We have reviewed the proposed Variance Application and have no objections to its approval, subject to the following comments (attached below).

☐

We have reviewed the proposed Variance Application and have the following concerns (attached below).

Alectra Utilities (formerly PowerStream) has received and reviewed the proposed Variance Application. This review, however, does not imply any approval of the project or plan.

All proposed billboards, signs, and other structures associated with the project or plan must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the applicable standards, codes and acts referenced.

In the event that construction commences, and the clearance between any component of the work/structure and the adjacent existing overhead and underground electrical distribution system violates the Occupational Health and Safety Act, the customer will be responsible for 100% of the costs associated with Alectra making the work area safe. All construction work will be required to stop until the safe limits of approach can be established.

In the event construction is completed, and the clearance between the constructed structure and the adjacent existing overhead and underground electrical distribution system violates the any of applicable standards, acts or codes referenced, the customer will be responsible for 100% of Alectra's cost for any relocation work.

**References:**

- Ontario Electrical Safety Code, latest edition (Clearance of Conductors from Buildings)
- Ontario Health and Safety Act, latest edition (Construction Protection)
- Ontario Building Code, latest edition (Clearance to Buildings)
- PowerStream (Construction Standard 03-1, 03-4), attached
- Canadian Standards Association, latest edition (Basic Clearances)

If more information is required, please contact either of the following:

Mr. Stephen Cranley, C.E.T  
Supervisor, Distribution Design, ICI  
**Phone:** 1-877-963-6900 ext. 31297  
**Fax:** 905-532-4401  
**E-mail:** [stephen.cranley@alectrautilities.com](mailto:stephen.cranley@alectrautilities.com)

Mr. Tony D'Onofrio  
Supervisor, Subdivisions & New Services  
**Phone:** 1-877-963-6900 ext. 24419  
**Fax:** 905-532-4401  
**Email:** [tony.donofrio@alectrautilities.com](mailto:tony.donofrio@alectrautilities.com)

**Attwala, Pravina**

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**Subject:** FW: CONS.19.V.0115 (B014/19), MVAR.19.V.0360 (A122/19) & MVAR.19.V.0361 (A121/19) - 209 Crestwood Road

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**From:** McMackin, Joseph <Joseph.McMackin@york.ca>  
**Sent:** September-13-19 12:14 PM  
**To:** Attwala, Pravina <Pravina.Attwala@vaughan.ca>  
**Cc:** Skouros, Julia <Julia.Skouros@york.ca>; Candy, Grace <Grace.Candy@york.ca>; Hurst, Gabrielle <Gabrielle.Hurst@york.ca>; MacPherson, Adriana <Adriana.MacPherson@vaughan.ca>; Providence, Lenore <Lenore.Providence@vaughan.ca>  
**Subject:** CONS.19.V.0115 (B014/19), MVAR.19.V.0360 (A122/19) & MVAR.19.V.0361 (A121/19) - 209 Crestwood Road

Hi Pravina,

The Regional Municipality of York has completed its review of the above mentioned Consent to Sever Application and its related Minor Variance Applications and has no objection, subject to the following condition:

- Prior to the approval of the Consent application, the City of Vaughan shall confirm that adequate water supply and sewage capacity has been allocated for the proposed new residential lot.

Please feel free to contact me if you have any further questions or concerns.

Best,

**Joseph McMackin, B.URPI | Associate Planner**  
Planning and Economic Development Branch, Corporate Services Dept.

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The Regional Municipality of York| 17250 Yonge Street | Newmarket, ON L3Y 6Z1  
**O:** 1-877-464-9675 ext. 71516 | [joseph.mcmackin@york.ca](mailto:joseph.mcmackin@york.ca) | [www.york.ca](http://www.york.ca)

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