Committee of the Whole (1) Report

DATE: Tuesday, October 05, 2021 **WARD:** 2

TITLE: AVALEE (VAUGHAN) INC.
OFFICIAL PLAN AMENDMENT FILE OP.19.007
ZONING BY-LAW AMEDNMENT FILE Z.19.019
SITE DEVELOPMENT APPLICATION DA.19.069
2 LANSDOWNE AVENUE
VICINITY OF REGIONAL ROAD 7 AND LANSDOWNE AVENUE

FROM:
Haiqing Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for applications to amend the Official Plan and Zoning By-law and for site plan approval on the subject lands shown on Attachment 2, to permit a 12-storey apartment with 72 residential dwelling units and 385 m^2 of at-grade commercial uses having a Floor Space Index of 5.1 times the area of the lot, as shown on Attachments 4 to 7.

Report Highlights

- The Owner seeks approval to amend Vaughan Official Plan 2010 and Zoning By-law 1-88 and for site plan approval to permit a 12-storey apartment with 72 residential dwelling units and 385 m^2 of at-grade commercial uses.
- Official Plan and Zoning By-law Amendments and Site Development applications are required to permit the development.
- The Development Planning Department supports the approval of the applications as they are consistent with the Provincial Policy Statement, 2020, conforms to the Growth Plan for the Greater Golden Horseshoe, 2019, as amended, the York Region Official Plan 2010, and is compatible with the existing and planned land uses in the surrounding area.

Recommendations

1. THAT Official Plan Amendment File OP.19.007 (Avalee (Vaughan) Inc.) BE APPROVED, to amend the City of Vaughan Official Plan 2010, Volume 2, Section 12.15 - Northeast Quadrant of Kipling Avenue and Highway 7, to increase the maximum permitted Floor Space Index from 4 to 5.1 times the area of the lot;

2. THAT the implementing Zoning By-law Amendment include the provision for a monetary contribution of $458,000 pursuant to Section 37 of the *Planning Act* towards the following potential community benefits, to be finalized and implemented through a Section 37 Density Bonusing Agreement executed between the Owner and the City of Vaughan in return for the increase in the maximum permitted FSI, to the satisfaction of the City:

    a. Public Art and Privately Owned Public Space Upgrades – located within the quadrant in accordance with the City-wide Public Art Program and the policies of VOP 2010; and

    b. Woodbridge Library - improvements to include new entrance addition and interior work;

3. THAT prior to the enactment of the implementing Zoning By-law, the Owner shall enter into and execute a Section 37 Bonusing Agreement with the City to secure the contribution and pay to the City the Section 37 Agreement surcharge fee in accordance with the in-effect Tariff of Fees for Planning Applications;

4. THAT Zoning By-law Amendment File Z.19.019 (Avalee (Vaughan) Inc.) BE APPROVED, to amend Zoning By-law 1-88 to rezone the subject lands from R3 Residential Zone to RA3 Residential Apartment Zone, as shown on Attachment 4, together with the site-specific zoning exceptions identified in Table 1 of this report;

5. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the City of Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the subject lands came into effect, to permit minor adjustments to the implementing Zoning By-law;

6. THAT Site Development File DA.19.069 (Avalee (Vaughan) 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 a 12-storey apartment with 72 residential dwelling units and 385 m^2 of at-grade commercial uses having a Floor Space Index of 5.1 times the area of the lot; and

7. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

   "THAT Site Development File DA.19.069 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 72 residential apartment units (159 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 (the 'Subject Lands') are municipally known as 2 Lansdowne Avenue and are located on the northwest corner of Regional Road 7 and Lansdowne Avenue, east of Kipling Avenue. The Subject Lands are 0.26 ha in area and consist of 5 amalgamated properties previously known as 4, 8, 14, 20 and 24 Lansdowne Avenue that were each developed with a single detached dwelling that have since been demolished, except for 4 Lansdowne Avenue which was developed with a single-detached dwelling occupied by a chiropractic clinic and a residential unit that has also been demolished. The Subject Lands and surrounding land uses are shown on Attachment 2.

Official Plan and Zoning By-law Amendment and Site Development Applications have been submitted to permit a 12-storey mixed-use apartment building

Avalee (Vaughan) Inc. (the 'Owner') has submitted the following applications (the 'Applications') to permit a 12-storey apartment with 72 residential dwelling units and 385 m^2 of at-grade commercial uses having an FSI of 5.1 times the area of the lot and 149 underground parking spaces (the 'Development'), as shown on Attachments 4 to 7:

1. Official Plan Amendment File OP.19.007 to amend the "Mid-Rise Mixed-Use" designation of Vaughan Official Plan 2010 ('VOP 2010'), specifically Section 12.15, Volume 2: "Northeast Quadrant of Kipling Avenue and Highway 7", to increase the maximum permitted FSI on the Subject Lands from 4 to 5.1 times the area of the lot.

2. Zoning By-law Amendment File Z.19.019 to amend Zoning By-law 1-88 to rezone the Subject Lands from "R3 Residential Zone" ('R3 Zone'), subject to site-specific Exception 9(163) to "RA3 Residential Apartment Zone" ('RA3 Zone') in the manner shown on Attachment 4, together with the site-specific zoning exceptions identified in Table 1 of this report.

3. Site Development File DA.19.069 to facilitate the Development.

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

On January 10, 2020, the City circulated a Notice of Public Hearing (the 'Notice') to all property owners within 150 m of the Subject Lands and to the Village of Woodbridge Ratepayer's Association and West Woodbridge Homeowners Ratepayer's Association. A copy of the Notice was also posted on the City's website at www.vaughan.ca and two notice signs were installed on the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

Vaughan Council on February 11, 2020, ratified the recommendation of the Committee of the Whole to receive the Public Hearing report of February 4, 2020, and to forward a comprehensive technical report to a future Committee of the Whole meeting. The following deputations and written submissions were received by the Development Planning Department and at the Public Hearing:

Deputations:

- Eldon Theodore, MHBC Planning, Weston Road, representing the Owner
- Paul Cucci, Hawman Avenue
- Sylvia Sajdyk, Hawman Avenue
- Michael Horner, McKenzie Street
- Ron Moro, Tasha Court
- Julie Lovatsis, Ellerby Square
- Pasquale Aieloo, Ellerby Square
- David Arkell, Hawman Avenue
- Dean Velk, Angelina Avenue

Written Submissions:

- Debbie Vorich, Cheltenham Avenue, email dated January 20, 2020
- House of Styles Hair Salon, Kipling Avenue, letter dated January 30, 2020
- Rosemarie L. Humphries, Pippin Road, letter dated January 30, 2020
- Cathy Lovett, Cheltenham Avenue, email dated February 4, 2020
- Gord Linkletter, Cheltenham Avenue, email dated February 4, 2020
- Augustus Theodorou, Lansdowne Avenue, email dated July 20, 2020
- Gianna Di Lorio, Graceview Court, letter dated September 8, 2020

The following is a summary of the comments provided in the deputations and written submissions to the Public Hearing of February 4, 2020, and written submissions received by the Development Planning Department:

Privacy, Shadow, and View

- The Development will shadow and impact the privacy and view of adjacent properties

Access, Traffic and Safety

- The proposed rear laneway access to the Development will negatively impact existing adjacent properties
- Existing traffic congestion in the area will worsen with Development
- It is difficult to make left turns onto Regional Road 7 and Kipling Avenue from the side streets
- There is no right-hand turn lane southbound on Kipling Avenue turning onto Regional Road 7
- Delay in widening of Regional Road 7 due to the railway bridge to the east needing to be widened first
- Concern with the safety of students travelling to the Woodbridge Public School at Lansdown Avenue and Burwick Avenue
- Kipling Avenue does not continue south to Steeles Avenue West

Density, Built Form and Building Design

- The Development is too tall and will introduce too many residents to the area

Construction

- Construction of the Development will impact the operations of adjacent businesses and will be unsightly

Limited Community/Pedestrian Space in Area

- There are not enough community spaces in the area
- Existing sidewalks are not pedestrian friendly

The Development Planning Department on September 16, 2021 emailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the application.

Previous Reports/Authority

Previous reports relating to the Subject Lands and these Applications are available at the following link:

Avalee (Vaughan) Inc. Public Hearing Report:
February 4, 2020 Committee of the Whole (Public Hearing) Report, Item 4, Report No. 6, ratified by Council on February 11, 2020

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 Applications are consistent with the PPS, specifically Sections 1.1.3.1 to 1.1.3.4, 1.2.1 a), 1.4.3, 1.5.1 and 1.6.6.2 regarding: focusing development to settlement areas; efficient land use patterns; coordination of infrastructure; appropriate development standards to facilitate transit-supportive intensification; promoting publicly accessible and walkable spaces; utilizing municipal services to support intensification; redevelopment and compact form.

The Subject Lands are located within a Settlement Area as defined by the PPS. The Development is consistent with the policies of the PPS as it makes more efficient use of the Subject Lands by minimizing land consumption and providing a range and mix of housing options and commercial uses, and contemplates the future build out and infrastructure requirements of the north-east quadrant of Regional Road 7 and Kipling Avenue. The Subject Lands abut Regional Road 7, identified as a Regional Rapid Transit Corridor on Schedule 10 – Major Transit Network by VOP 2010, and serviced by York Region Transit ('YRT') (route 77) and Brampton Transit (route 501 ZUM).

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 ('Growth Plan'), as amended, 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 Development conforms to the policy framework of the Growth Plan as the built form would efficiently intensify the Subject Lands. The Applications will facilitate housing at a density supportive of the Growth Plan objectives, specifically Sections 1.2.1, 2.2.1(2)(a) and 2.2.2(2) regarding the achievement of complete communities, supporting a range and mix of housing options and directing the majority of growth to settlement areas.

The Subject Lands are located within a Settlement Area and a Delineated Built-up area as defined by the Growth Plan, where intensification and the establishment of complete communities is encouraged.

The Applications conform to the York Region Official Plan 2010

The York Region Official Plan 2010 ('YROP') guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Urban Area" on Map 1 - Regional Structure by the YROP which permits a range of residential, industrial, commercial, and institutional uses. Section 5.0 of the YROP states that "intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region". Section 5.3 of the YROP encourages intensification within built-up areas that maximizes efficiencies in infrastructure delivery and supports active and public transportation use.

The Subject Lands abut Regional Road 7 with a planned 22.5 metre right-of-way and is identified as a Regional Rapid Transit Corridor on Schedule 10 – Major Transit Network by VOP 2010 and are serviced by the YRT and Brampton Transit.

The Development would offer additional housing types in the form of 1, 2 and 3-bedroom residential apartments, mixed-use development at a transit-supportive density and is located on an existing public transit network supported by the YROP.

York Region on October 30, 2019, exempted Official Plan Amendment File OP.19.007 from approval by the Regional Planning Committee of the Whole and Council, and considers the application a matter of local significance.

An amendment is required to VOP 2010 to permit the Development. The Development Planning Department supports the proposed amendment

The Subject Lands are located within a "Community Area" by Schedule 1 - Urban Structure of VOP 2010 and are designated "Mid-Rise Mixed-Use" by VOP 2010, specifically Section 12.15, Volume 2: "Northeast Quadrant of Kipling Avenue and Highway 7" (the 'Area Specific Plan'), with a maximum permitted building height of 12-storeys and a maximum permitted FSI of 4 times the area of the lot. This designation permits residential and a range of commercial and community uses in mid-rise or institutional building types where the ground floor frontage facing arterial and collector streets are predominantly retail uses. The Area Specific Plan promotes compact transit-oriented development that is also sensitive to the scale of adjacent Low-Rise Residential areas, provides a mix of uses and range of unit types.

An amendment to VOP 2010 is required to increase the permitted FSI from 4 to 5.1 times the area of the lot. The Development Planning Department can support the proposed amendment for the following reasons:

- The Development conforms with the maximum building height of 12-storeys permitted by VOP 2010 and would include ground floor commercial uses to animate the Regional Road 7 street frontage

- The Development would facilitate an appropriate built form by applying building setbacks in accordance with Policies 12.15.3.2 e. and 12.15.3.3 b. of the Area Specific Plan which require the Development to be oriented towards Regional Road 7 and Lansdowne Avenue, and provides an appropriate 7.5 m separation from existing and future adjacent low-rise residential uses

- The Development substantially complies with the 45-degree angular plane from the rear lot line under Policy 12.15.3.2 e. of the Area Specific Plan, with the exception of projections from the proposed balconies and terraces. Section 10.2.1.7 of VOP 2010 permits minor variations from the numerical standards of the Plan. The Owner submitted an Urban Design Brief, prepared by MHBC Planning dated September 2019, in support of the Development which has been reviewed and accepted by the Development Planning Department

- The Development would provide appropriate, transit-supportive intensification along a Regional Rapid Transit Corridor

- The Development Engineering Department has reviewed the submitted Transportation Impact Assessment ('TIS'), prepared by GHD Limited dated March 18, 2021, and agree that the Development is supported by the existing road and transit networks, subject to the resolution of comments pertaining to the proposed site access on Lansdowne Avenue.

In addition, consistent with Section 37 of the *Planning Act* and the policies of VOP 2010, Section 10.1.2.9, the Owner will be required to enter into a Section 37 Bonusing Agreement for the increase to the maximum FSI, as discussed later in this report, should the Applications be approved.

The Owner is required to enter into a Section 37 Bonusing Agreement for the proposed increase in FSI in exchange for community benefits

Vaughan Council has the authority under Section 37(1) of the *Planning Act*, in a By-law enacted under Section 34 of the *Planning Act*, to authorize an increase to the building height and/or FSI of the Development above what is otherwise permitted in return for the provision of community benefits.

To determine the uplift value and Section 37 contribution, the Owner retained Schaufler Realty Advisors Ltd. who provided an appraisal report for the uplift value of the Subject

Lands resulting from the proposed increase in density (FSI). The Owner on January 15, 2021 submitted an appraisal and on April 23, 2021 an addendum to the City for review and approval. The appraisal report identifies the uplift value of the Subject Lands as of the effective date of December 14, 2020 to be $2,285,880. The Infrastructure Development Department, Real Estate Division, reviewed and accepted the appraisal report.

Based on the policies of VOP 2010 and the City's Guidelines for the Implementation of Section 37 Benefits, the Owner and the City have agreed to a monetary contribution of $458,000. This contribution will be included in the implementing Zoning By-law and secured through an amended Section 37 Density Bonusing Agreement executed between the Owner and the City prior to the enactment of the Zoning By-law, to the satisfaction of the City. The contribution will be directed towards one or a combination of the following potential benefits, to be finalized prior to the execution of the Density Bonusing Agreement:

- Public Art and Privately Owned Public Space ('POPS') Upgrades - located within the quadrant in accordance with the City-wide Public Art Program and the policies of VOP 2010

- Woodbridge Library - improvements to include new entrance addition and interior work

The Owner will be required to pay the Section 37 Bonusing Agreement Surcharge Fee in accordance with the "Tariff of Fees By-law for Planning Applications", in effect at the time of the execution of the Agreement to prepare the Section 37 Agreement, should the Applications be approved. Conditions to this effect are included in the Recommendations of this report.

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

The Subject Lands are zoned R3 Zone and a portion of the Subject Lands are subject to site-specific Exception 9(163), as shown on Attachment 2. This zoning permits single detached dwellings, and through site-specific Exception 9(163) a home occupation consisting of a chiropractic office and one dwelling unit is also permitted.

The Owner is proposing to rezone the Subject Lands to the RA3 Zone, together with the following site-specific zoning exceptions:

Table 1:

	Zoning By-law 1-88 Standards	RA3 Zone Requirements	Proposed Exceptions to the RA3 Zone Requirements
	Permitted Uses in an RA3 Zone	• Apartment Dwelling • Day Nursery	Permit the following additional uses on the ground-floor only: • Business and Professional Office • Retail Store • Personal Service Shop • Bank or Financial Institution • Eating Establishment, Convenience and Take-Out (max. 10% of the commercial floor area) • Print Shop • Post Office
	Minimum Yard Setbacks in an RA3 Zone	Front Yard (Regional Road 7) - 7.5 m Interior Side Yard - 3.1 m Exterior Side Yard (to Building) (Lansdowne Avenue) - 7.5 m Exterior Side Yard (to Underground Parking Garage) - 1.8 m	Front Yard (Regional Road 7) - 2 m Interior Side Yard - 21.72 m (based on a building height of 43.5 m) Exterior Side Yard (to Building) (Lansdowne Avenue) - 0.8 m Exterior Side Yard (to Underground Parking Garage) - 1 m
	Maximum Canopy Encroachment into	0.5 m	1 m

	Zoning By-law 1-88 Standards	RA3 Zone Requirements	Proposed Exceptions to the RA3 Zone Requirements
	Required Front, Exterior and Interior Side Yards		
	Minimum Lot Area Per Unit	67 m^2	36 m^2
	Minimum Parking Requirements	Retail/Commercial (Blended Rate) - 385 m^2 GFA at 6 spaces/100 m^2 = 24 spaces	Provide a total Retail/Commercial parking supply of 23 spaces
	Minimum Parking Space Dimensions	2.7 m x 6 m	2.6 m x 5.6 m (for 4 spaces only)
	Minimum Setback to an Exhaust Shaft Enclosure (Interior Side Yard)	3 m	0 m

Minor modifications may be made to the zoning exceptions identified in Table 1 prior to the enactment of an implementing Zoning By-law, as required through the final review of Site Development File DA.19.069.

The Development Planning Department can support the site-specific zoning exceptions in Table 1 to implement the Development as follows:

- The proposed additional retail and commercial uses would animate the ground floor of the building along Regional Road 7 in accordance with VOP 2010 and the Area Specific Plan

- The proposed building setbacks conform to the build-within zone from Regional Road 7 and orient the building towards pedestrian focused areas, allowing a 7.5 m rear yard setback that maintains an appropriate transition to the surrounding existing development, as required by Policy 12.15.3.3.b. and Zoning By-law 1-88

- The proposed interior side yard (west) setback of 3.1 m is to a portion of the building which will not contain residential balconies, with the majority of the building providing an interior side yard setback of 10.4 m

- The commercial parking deficiency of 1 space is considered minor and has been reviewed by the Development Engineering Department

- The reduced parking space dimensions apply to 4 residential spaces only, where there is already a surplus of 13 residential spaces and therefore this exception will not impact any parking spaces required by Zoning By-law 1-88

- The zoning exceptions will facilitate a Development with a mix of uses and built-form to animate the street and appropriately intensifies the Subject Lands in accordance with the land use and built-form vision and Policies of VOP 2010 and the Area Specific Plan

The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 years of a Zoning By-law coming into full force and effect

Section 45 (1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application to the Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance application(s) within 2 years of the passing of the zoning by-law amendment.

Should Council approve Zoning By-law Amendment File Z.19.019, the Development Planning Department has included a Recommendation to permit the Owner to apply for Minor Variance application(s), if required, in advance of the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the Development.

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 has no objection to the Development, subject to the conditions in Attachment 1

Block Plan

Policy 12.15.7.2 of the Area Specific Plan requires that a Block Plan be submitted to support the first development proposal within the Mid-Rise Mixed-Use and the Low-Rise Mixed-Use designations shown on Map 12.15.A. of the Plan. The Applications represent the first development within the Area Specific Plan; however, given the relatively small scale of the block, the requirements for a Block Plan have been addressed through the Applications. The Landscape Master Plan for the Block Plan is shown on Attachment 3.

The Block Plan review is intended to facilitate appropriate phasing and interconnectivity of each development block by coordinating access driveways, creating mid-block connections for pedestrian and vehicle circulation and establishment of a POPS located central to the block which provides additional open space and recreational opportunities for both the expected new population within the Block Plan area and existing residents in the community.

Being the first development within the Block, the Applications represent Phase 1, and a framework for future phases has been provided. Policy 12.15.3.4.a. of the Area Specific Plan requires landowners to consolidate driveways and provide interconnected rear laneways where appropriate to service multiple developments within the Block. The Landscape Master Plan identifies an east west laneway running central through the block, connecting Kipling Avenue to Lansdowne Avenue, as shown on Attachment 3. The Development will provide the east portion of the laneway contained within the Subject Lands, which shall be extended to connect to Kipling Avenue as future phases develop. All owners/condominium corporations of the lands required for the future laneway shall agree in their respective Site Plan Agreements to grant reciprocal easements for access in favour of each other which conform to the final Block Plan drawings reviewed through the Applications.

Policy 12.15.7.1 of the Area Specific Plan requires that lots be assembled to facilitate development blocks that support the creation of common amenity areas and minimize access points, to the satisfaction of the City. The Subject Lands represent an assembly of 5 lots that make up the full depth of the Mid-Rise Mixed-Use designation from Regional Road 7 to the Low-Rise Mixed-Use designation at the rear, as shown on Map 12.15.A. This would facilitate an appropriate development supported by the Mid-Rise Mixed-Use designation and optimally locates the private rear laneway central to the block, allowing efficient coordination with future phases.

Policies 12.15.3.2.k. and 12.15.6.f. of the Area Specific Plan requires that private open space elements of the Block and the Development be pedestrian permeable and provide for public access easements in favour of the City to maximize opportunities to

create new pedestrian routes. The Owner shall register a public access easement over the private walkway/amenity area on the west side of the Development in favour of the City. A condition to this effect is included in Attachment 1.

Policy 12.15.3.4.l. of the Area Specific Plan supports the incorporation of POPS that contributes to the open space network, as additional developments will increase pressure on existing parks and open spaces in the area. The POPS is planned central to the Block, north of the east-west private laneway, and will connect to the public access easement proposed over the west private amenity area of the Development, enabling safer pedestrian movement and connectivity within the Block. Detailed programming of the POPS will be considered in future phases of the Block. If approved, a portion of the Section 37 contribution will be allocated towards upgrading the POPS and the potential inclusion of Public Art into its design.

Parking

The Development includes 122 residential, 21 visitor and 23 retail/commercial parking spaces, inclusive of 6 accessible parking spaces, and 38 long term bicycle parking spaces contained in 3 levels of underground parking. Eight (8) short term bicycle parking spaces will be provided at grade.

Amenity Areas

The Development will include various indoor amenities, outdoor amenity and landscaped areas, terraces and balconies totaling 3,300 m^2. The public access easement along the west of the Subject Lands will also provide access to the future POPS to be located north of the private service lane, as shown on Attachment 3.

Waste Storage and Pick-Up

Waste storage will be located internal to the building in a designated room, which is accessed from garage doors at the rear of the building via the private service lane, separate from the garage doors accessing the underground parking. A waste staging area is also provided internal to the building and adjacent to the waste storage room for temporary storage on collection days.

Snow Storage

Snow storage is located to the rear of the building adjacent to the private servicing lane, as shown on Attachment 4.

Landscape Plan

The proposed landscape plan is shown on Attachment 5. The Development Planning Department has reviewed the landscape plan and provided a comment memo dated April 13, 2021 detailing required changes to the landscape plan including the relocation of planters and design of outdoor amenity areas. Street furniture, benches, waste

receptacles and bike racks are to be placed on private property and maintained by the future condominium corporation. Additional temporary landscape screening is also recommended along the north property line to buffer existing adjacent residential development until such time these lands develop as part of a consolidated development block and future phase of the Block Plan. The Owner shall address all comments provided in the memo dated April 13, 2021 to the satisfaction of the Development Planning Department. A condition to this effect is included in Attachment 1.

Arborist Report and Tree Protection

The Owner has submitted an Arborist Report and Tree Preservation Plan, prepared by North-South Environmental Inc. dated April 4, 2019, which recommends the removal of 24 trees and 4 hedges with a replacement value of 38 trees. 7 of the trees proposed to be removed are located on the adjacent properties 7777 and 7787 Kipling Avenue, and 2 of the trees are owned by the City. Prior to the execution of the Site Plan Agreement, the Owner must provide written consent from the adjacent property owners of 7777 and 7787 Kipling Avenue for the removal of 7 trees and enter into a Tree Protection Agreement for the City trees to be removed. If written consent cannot be obtained, upgraded tree protection measures may be required to retain said trees. Conditions to this effect are included in Attachment 1.

Building Elevations

The proposed building elevations are shown on Attachments 6 and 7. The Development substantially complies with the 45-degree angular plane to the rear lot line and provides a minim rear yard setback of 7.5 m to the existing adjacent low-rise residential uses to minimize potential shadow impacts of the Development. The Owner submitted a Sun/Shadow Study, prepared by Diamond Schmitt Architects dated September 12, 2019, which has been reviewed and accepted by the Development Planning Department as the shadow impacts on adjacent properties will be minimal. The Owner is advised to include bird friendly window treatments in the final building elevations. treatment. A condition to this effect is included in Attachment 1.

Sustainability Performance Metrics

The Development achieves an overall Sustainability Performance Metrics application score of 60 points (silver level) which exceeds the City’s minimum threshold requirement.

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

The Development Engineering ('DE') Department supports the Development, subject to conditions of Site Development Approval

The DE Department has provided a comment matrix dated May 15, 2021 to be addressed by the Owner to the satisfaction of the DE Department through the resubmission of plans and reports, specifically the Functional Servicing Report ('FSR'), Stormwater Management Report ('SWM'), servicing, grading and storm drainage plans.

Water Servicing

The Subject Lands are located within the City of Vaughan Pressure District 4 ('PD4') 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 the existing municipal sanitary sewer on Lansdowne Avenue flowing west along the north side of Regional Road 7 to the municipal sanitary sewer on Kipling Avenue, and ultimately to the municipal sanitary sewer on Hawman Avenue. Based on the provided analysis, the Development will increase the capacity of the existing sanitary sewer system to a surcharge state.

The City's sanitary sewer model and City's Focus Area Core Servicing Strategy (December 2017) identifies minimal surcharging in the sanitary sewer downstream of the Development which shall be permitted in the interim until local infrastructure improvements are completed. The Owner is required to make a financial contribution in the amount of $78,690 towards these improvements. A condition to this effect is included in Attachment 1.

Functional Servicing and Stormwater Management Report

The Owner has submitted a FSR and SWM, prepared by Valdor Engineering Inc. dated March 12, 2021, in support of the Applications. The FSR and SWM identifies the proposed water, sanitary and stormwater servicing schedules. The DE Department has provided comments on the FSR to be addressed by the Owner.

Servicing Allocation

Vaughan Council on December 15, 2020, endorsed its 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 72 residential apartment units (159 persons equivalent). A resolution to allocate servicing capacity is included in the Recommendations of this report.

Road Network

Access to the Subject Lands is proposed via Lansdowne Avenue, which currently has a rural cross section requiring urbanization, including the installation of a new storm sewer and road to accommodate the Development. Improvements to Lansdowne Avenue shall be in accordance with the City and York Region standards. The Owner shall enter into a Development Agreement with the City for the urbanization of Lansdowne Avenue. A condition to this effect is included in Attachment 1. A reduced driveway access width of 6 m is also proposed as an interim condition from Lansdowne Avenue to reduce turning radius conflicts with the adjacent lands to the north. The driveway will be revised in the future upon redevelopment of the lands to the north which may share this access. The DE Department has reviewed the site plan and TIS and agree that the Development is supported by the existing road and transit network; however, the outstanding comments identified on Attachment 1 are to be addressed by the Owner as a condition of Site Development Approval.

Environmental

The Owner submitted a Phase One Environmental Site Assessment ('ESA'), prepared by Edward Wong & Associates Inc. dated June 28, 2018, in support of the Applications. The findings of the Phase One ESA report identified no potential contaminating activities on the Subject Lands and recommend no further environmental investigations. The Owner is required to file for a Ministry of the Environment, Conservation and Parks (MECP) Record of Site Condition (RSC) for the Subject Lands as a result of the change from commercial to a more sensitive residential land use. The Owner shall provide a copy of the RSC filed on the MECP Environmental Site Registry prior to the execution of a site plan agreement. A condition to this effect is included in Attachment 1.

Noise Impact Study

The Owner submitted a Noise Impact Study ('NIS'), prepared by J. E. Coulter Associates Limited dated September 19, 2019, in support of the Applications. The NIS demonstrates the sound levels generated by Regional Road 7 and the CP MacTier railway located approximately 250 m to the east of the Subject Lands will have a moderate acoustical impact on the future residential development. Noise control measures such as ventilation upgrades, and upgrades to façade elements, along with warning clauses have been recommended to address the transportation noise issues.

In consideration of the distance between the Subject Lands and the CP MacTier railway, vibration from the railway does not need to be considered. There are no nearby sources of stationary noise that need to be considered for their potential impact on the Subject Lands. The Owner shall provide a certification from an acoustical consultant confirming that the recommendations provided in the NIS have been implemented, such as equipping all units with air conditioning and provision of upgraded windows. 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, erosion sediment control and site grading drawings 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, subject to development charges being paid

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-law of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Boards, prior to the issuance of a building permit. A standard condition to this effect will be included in the Site Plan Agreement.

Fire and Rescue Services has no objection to the Development

Vaughan Fire and Rescue Service 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.

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

The Solid Waste Management division has no objection to the Development subject to the submission of a revised truck maneuvering plan reflecting the reduced access width from Lansdowne Avenue from 7.5 m to 6 m. A condition to this effect is included in Attachment 1.

The Policy Planning and Environmental Sustainability Department have no objection to the Development

The Policy Planning and Environmental Sustainability Department have no objection to the Development as the Subject Lands are not located in proximity to any natural features and/or hazards.

The Parks Planning 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 Planning Department and the Office of Infrastructure Development, Real Estate Services have no objection to the Development, providing the Owner pay to Vaughan by way of a certified cheque(s), cash-in-lieu of the dedication of parkland at a rate of 1 ha per 500 units or at a fixed unit rate, prior to the issuance of a building permit, in accordance with the *Planning Act* and the City's Cash-in-lieu of Parkland

Policy. A condition to this effect will be included in the Site Plan Agreement, as identified on Attachment 1.

The School Boards have no objection to the Development

The York Region District School Board and 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. Conditions capturing Canada Post's requirements are included in Attachment 1.

The utility providers have no objection to the Development

The utility providers including HydroOne, Bell Canada, Rogers Communication Inc., Enbridge Gas Distribution and Alectra Utilities Corporation have no objection to the Development, subject to the Owner providing any easements for the Development at no cost to the utility provider, if required. A condition to this will be included in the Site Plan Agreement and in Attachment 1.

Financial Impact

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

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 October 30, 2019 exempted the Official Plan Amendment Application from approval by the Regional Committee of the Whole and Council.

The Owner is required to convey sufficient lands to provide for a right-of-way of 22.5 m and a 7.5 m by 7.5 m site triangle at the corner of Regional Road 7 and Lansdowne Avenue. York Region has provided the Owner technical comments to be satisfied prior to final Site Development Approval, including redline comments on various plans and reports and the requirement of an updated Phase One ESA. A condition to this effect is included in Attachment 1.

Conclusion

The Development Planning Department is satisfied the Applications are consistent with the PPS, conforms to the Growth Plan and the York Region Official Plan. The proposed amendments to VOP 2010 and Zoning By-law 1-88 are appropriate for the development

of the Subject Lands. The Development utilizes an intensified compact built form, is compatible with the surrounding area, adds a mix of unit types to the community and is in close proximity to existing and planned public transit facilities. The Applications also include a framework for coordinated future development within the quadrant to consolidate access points and improve recreational opportunities.

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 Chris Cosentino, Planner at extension 8215.

Attachments

1. Conditions of Site Plan Approval
2. Context and Location Map
3. Landscape Block Plan
4. Site Plan and Proposed Zoning
5. Landscape Plan
6. Building Elevations – South and East
7. Building Elevations – North and West

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