

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, Report No. 35, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on October 24, 2017, as follows:

By approving the following:

- 1) ***That the third Bullet in recommendation 1. contained in the report of the Deputy City Manager, Planning & Growth Management, Director of Development Planning and Senior Manager of Development Planning, dated October 3, 2017, be deleted and replaced with the following:***
 - ***to amend, on a site-specific basis, the definition of a detached dwelling in Vaughan Official Plan 2010, as identified in Table 1 of this report;***

By approving the following:

- 1) ***That prior to the start of construction, the Owner shall be required to enter into an agreement in respect to construction logistics that includes details on access and construction worker parking, with appropriate financial securities to the satisfaction of the City;***

By approving the confidential recommendation of the Council (Closed Session) meeting of October 24, 2017; and

By receiving the following Communications:

- C1 Mr. Frank Fallico, dated October 4, 2017;***
- C2 Ms. Floderlin Pompei, John Street, Kleinburg, dated October 5, 2017;***
- C3 Ms. Maria Pizzitola, dated October 5, 2017;***
- C4 Ms. Lisa Ferri, Napier Street, Kleinburg, dated October 17, 2017;***
- C7 Mr. David Brand, Camlaren Crescent, Kleinburg, dated October 22, 2017;***
- C8 Paulette and John Cutler, Westridge Drive, Kleinburg, dated October 23, 2017;***
- C9 Mr. Richard Lorello, dated October 24, 2017;***
- C10 Ms. Kathryn Angus, Teston Road, Kleinburg, dated October 24, 2017; and***
- C11 Mr. Frank Fallico, dated October 24, 2017.***

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**OFFICIAL PLAN AMENDMENT FILE OP.15.006
ZONING BY-LAW AMENDMENT FILE Z.15.025
SITE DEVELOPMENT FILE DA.16.071
KLEINBURG VILLAGE DEVELOPMENT CORP.
WARD 1 - VICINITY OF ISLINGTON AVENUE AND STEGMANS MILL ROAD**

The Committee of the Whole recommends:

- 1) **That the recommendation contained in the following report of the Deputy City Manager, Planning & Growth Management, Director of Development Planning and Senior Manager of Development Planning, dated October 3, 2017, be approved;**
- 2) **That the following Deputations and Communications be received:**
 1. **Mr. Mark Yarranton, President, KLM Planning Partners Inc., Jardin Drive, Concord on behalf of the applicant;**
 2. **Ms. Kathryn Angus, President, Kleinburg & Area Ratepayers' Association, Kleinburg;**
 3. **Mr. Ken Schwenger, Coldspring Road, Kleinburg;**

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4. Ms. Alexandra Hatfield, Camlaren Crescent, Kleinburg;
 5. Mr. Frank Fallico, Harvey Kalles & DG Developments, Kellam Street, Kleinburg;
 6. Ms. Marsha Lomis, Nashville Road, Kleinburg, and Communication C2 dated September 29, 2017;
 7. Mr. Richard Lorello, Treelawn Boulevard, Kleinburg;
 8. Mr. Robert Klein, Daleview Court, Kleinburg;
 9. Mr. Peter Pallotta, Maria Antonio Road, Woodbridge;
 10. Ms. Valerie Burke on behalf of Mr. Edward Jackman, Napier Street, Kleinburg; and
 11. Mr. Frank Greco, Heritage Hill Developments (II) Corporation, Islington Avenue, Kleinburg, and Communication C7 submitted at the meeting;
- 3) That the following Communications be received:
- C1 Ms. Marina Dykhtan, dated September 29, 2017;
- C3 Jeff and Amy Reeves, Kleinburg, dated October 2, 2017; and
- C4 Ms. Kathryn Angus, President, Kleinburg and Area Ratepayers' Association, Kleinburg, and Mr. Tony Zuccaro, Vice-President, Carrying Place Ratepayers' Association, Kleinburg, dated October 2, 2017
- C6 Mr. Furio Liberatore, dated October 2, 2017; and
- 4) That the coloured elevation submitted by the applicant be received.

Recommendation

The Deputy City Manager, Planning & Growth Management, Director of Development Planning and Senior Manager of Development Planning recommend:

1. THAT Official Plan Amendment File OP.15.006 (Kleinburg Village Development Corp.) BE APPROVED, to amend Vaughan Official Plan 2010, to permit the development of 28 dwelling units, as shown on Attachments #3 to #9, specifically to:
 - amend the policies in Volume 2 of Vaughan Official Plan 2010 (The Kleinburg Core) respecting the design and compatibility criteria for new development within the "Village Residential" designation, including lot configuration and size, built form, scale and physical character of surrounding developments;
 - increase the maximum permitted building height from 9.5 m to 9.85 m for Units 3 to 27, as shown on Attachment #3; and
 - amend the policies in Volume 1 of Vaughan Official Plan 2010 to change the definition of a detached dwelling, as identified in Table 1 of this report.
2. THAT Zoning By-law Amendment File Z.15.025 (Kleinburg Village Development Corp.), BE APPROVED, to rezone the subject lands from R1 Residential Zone, as shown on Attachment #2, to R5(H) Residential Zone with the Holding Symbol "(H)" and OS1 Open Space Conservation Zone (valleyland and buffers), in the manner shown on Attachment #3, together with the site-specific zoning exceptions to the R5 Zone standards of Zoning By-law 1-88, as identified in Table 2 of this report, subject to the following condition:
 - a) THAT the Holding Symbol "(H)" shall not be removed from the lands zoned R5(H) Residential Zone with the Holding Symbol "(H)", as shown on Attachment #3, until:
 - i) the Focus Area Core Sanitary Servicing Strategy Study is completed and the Owner agrees to contribute towards the financing and/or the implementation of necessary downstream system improvements, to the satisfaction of the City.

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3. THAT Site Development File DA.16.071 (Kleinburg Village Development Corp.), BE APPROVED, to permit 28 dwelling units that are detached at grade and having attached private garages located in an underground parking structure, as shown on Attachments #3 to #9, subject to the following conditions:
- a) that prior to the execution of the implementing Site Plan Agreement:
 - i) the Development Planning Department shall approve the final site plan, building elevations, landscape plans, landscape cost estimate, perspective renderings, and building materials list;
 - ii) the Development Engineering and Infrastructure Planning Department shall approve the grading and servicing plan, erosion and sediment control plan, Stormwater Management Report, Geotechnical Report, Noise Report and Soil Report;
 - iii) the Owner shall enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise, with regard to such matters including the financing and implementation of the requisite sanitary system improvements in the Kleinburg-Nashville service area (downstream of the subject lands) based on the conclusions and recommendations of the Vaughan Focus Area Core Sanitary Servicing Strategy Study, payment of Development Charges, and the provision of municipal services. The said Development Agreement shall be registered against the lands to which it applies and to the satisfaction of the Development Engineering and Infrastructure Planning Department;
 - iv) the Owner shall provide the required technical documents for external works pertinent to the service connections for the subject lands, including, but not limited to, general notes, plan and profiles, erosion and sediment control, composite utilities, and temporary traffic control plans, to the satisfaction of the Development Engineering and Infrastructure Planning Department;
 - v) the Owner shall satisfy all requirements of the Urban Design Department, Cultural Heritage Division, including, but not limited to, approval of the final Authenticity Study and Heritage Interpretation Program (i.e. heritage plaques), and successfully obtaining a Heritage Permit;
 - vi) the Owner shall satisfy all requirements of the Environmental Services Department (Solid Waste Management Division);
 - vii) the Owner shall satisfy all requirements of the Parks Development Department;
 - viii) the Owner shall convey the valleylands and open space buffer area zoned OS1 Open Space Conservation Zone into public ownership (i.e. the Toronto and Region Conservation Authority) free of all charges and encumbrances;
 - ix) the Owner shall agree to provide and register all necessary easements to the City of Vaughan for the open space buffer area, which easements are to be determined through the detailed design process for the pedestrian walkway;

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- ix) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority; and
- x) the Owner shall satisfy all requirements of Canada Post.
- b) The Site Plan Agreement shall include the following clauses:
 - i) The following warning clause shall be included in all Offers of Purchase and Sale or Lease and in the future Condominium Agreement and Declaration for Units 17 to 28 inclusive (abutting the proposed OS1 Open Space Conservation Zone):

"Purchasers and/or tenants are advised that the unit abuts a valley/open space buffer within which a pedestrian trail will be constructed in the future, together with satisfactory security and safety arrangements, and that noise and/or lighting should be expected from the active use of the trail. A 1.5 m high (or higher) black vinyl chain link fence is to be constructed abutting the walkway boundary with all fencing material, including foundations, being on the subject lands, as per the City Walkway Standard, to delineate the boundary of the walkway and to screen the amenity area abutting the OS1 Open Space Conservation Zone on the lot."

- ii) The following noise warning clauses shall be included in all Offers of Purchase and Sale or Lease and in the future Condominium Agreement and Declaration for all Units:

"Purchasers and/or tenants are advised that sound levels due to increasing road traffic, may on occasion(s) interfere with some activities of the dwelling occupants as the sound levels may exceed the Municipality's and Ministry of Environment and Climate Change noise criteria."

"Purchasers are advised of the proximity of the adjacent school, playing fields (soccer, baseball and tennis), and Bindertwine Park, the sound from which may at times be audible and lighting may at times be visible."

"This dwelling unit has been fitted with a forced air heating system and ducting sized to accommodate central air conditioning. Installation of central air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality's and Ministry of Environment and Climate Change (MOECC) noise criteria."

"Purchasers and/or tenants are advised that any proposed exterior alterations to the subject property will require a Heritage Permit application and approval from the City of Vaughan."

- iii) "The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-Lieu of Parkland

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Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

4. THAT Site Plan Development File DA.16.071 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 28 residential units (100 persons equivalent).

Contribution to Sustainability

The applications implement the following Goals and Objectives of Green Directions Vaughan:

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.1: To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City's Consolidated Growth Management Strategy - 2031, and by ensuring that the strategy is subject to periodic review and renewal
- Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth
- Objective 2.3: To create a City with sustainable built form

Goal 3: To ensure that getting around in Vaughan is easy and has a low environmental impact

- Objective 3.1: To develop and sustain a network of sidewalks, paths and trails that supports all modes of non-vehicular transportation

In accordance with the goals and objectives identified above, the Owner has advised that the following, but not limited to, sustainable site and building features will be included in the proposed development:

- a connected internal street network and enhanced streetscapes to encourage pedestrian activity, while providing a safe pedestrian environment that facilitates the efficient movement of pedestrians within the community
- enhanced landscaping along Stegman's Mill Road and the internal pedestrian walkways, thereby creating a comfortable pedestrian environment and reducing the urban heat island effect
- bicycle parking located throughout the site
- low-flow and water conserving plumbing fixtures
- LED light fixtures throughout the site

Economic Impact

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

Communications Plan

On January 8, 2016, a Notice of Public Hearing was circulated to all property owners within 150 m of the subject lands, and to the Kleinburg and Area Ratepayers Association (KARA). A copy of the Notice of Public Hearing was also posted on the City's website at www.vaughan.ca and a notice sign was installed on the subject lands in accordance with the City's Notice Sign Procedures and Protocols.

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The recommendation of the Committee of the Whole to receive the Public Hearing report of February 2, 2016, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on February 16, 2016. Vaughan Council also resolved to hold a community meeting with residents, City staff, the Local Councillor and Regional Councillors. The Community Meeting was held on April 12, 2016. The following deputations and written submissions were received at the Public Hearing:

Deputations

- R. Mino-Leahan, KLM Planning Partners Inc., Jardin Drive, Vaughan, on behalf of the Owner
- A. Cadati, Rafael & Bigauskas Architects, Sheppard Avenue West, Toronto, on behalf of the Owner
- N. Jagtiani, Keele Street, Vaughan, on behalf of M. & J. Zuccaro, Stegman's Mill Road
- S. Recine, Hazelridge Court, Kleinburg
- S. Gagliardi, Cardish Street, Kleinburg
- R. Lorello, Treelawn Boulevard, Kleinburg
- R. Dickinson, Donhill Crescent, Kleinburg
- M. Arthur, representing the Kleinburg and Area Ratepayers' Association
- R. Klein, Daleview Court, Kleinburg
- P. Gep, Old Humber Crescent, Kleinburg
- F. Fallico, Kellam Street, Kleinburg
- F. Greco, representing Heritage Hill Developments (II) Corporation, Kleinburg
- I. Craig, Stegman's Mill Road, Kleinburg

Written Submissions

- A. Reeves, Napier Street, Kleinburg, dated January 29, 2016
- J. Reeves, Napier Street, Kleinburg, dated January 29, 2016
- K. Schwenger, President, Kleinburg & Area Ratepayers' Association, Kleinburg, dated January 29, 2016
- L. Ferri, Napier Street, Kleinburg, dated January 31, 2016
- S. Kalkiewicz, Wishing Well Court, Kleinburg, dated January 31, 2016
- D. Blakemore, no address provided, dated January 31, 2016
- J. Stambolich, Cardish Street, Kleinburg, dated February 1, 2016
- J. Gabaudan, dated February 1, 2016
- N. Smolskaia, Fairlane Crescent, Woodbridge, dated February 1, 2016
- J. Caponio, John Street, Vaughan, dated February 1, 2016
- B. & H. Wilson, Art Drive, Kleinburg, dated February 1, 2016
- S. Chari, no address provided, dated February 1, 2016
- G. Hartly, no address provided, dated February 2, 2016
- Z. Masood, Via Borghese, Woodbridge, dated February 2, 2016
- G. Matukas, Camlaren Crescent, Kleinburg, dated February 2, 2016
- N. Van Geest, no address provided, dated February 2, 2016
- C. Falcone, Napier Street, Kleinburg, dated February 1, 2016
- M. & D. Andrusky, Kellam Street, Kleinburg, dated January 12, 2016
- R. & M. Chittick, Treelawn Boulevard, Kleinburg, dated February 1, 2016;
- A. Nicholls, no address provided, dated February 1, 2016
- M. Lomis, Nashville Road, Kleinburg, dated February 1, 2016
- R. Mickovsky, Colton Crescent South, Woodbridge, dated February 2, 2016
- T. Ferdinandusz, Beechnut Road, Vaughan, dated February 2, 2016
- D. Mugford, no address provided, dated February 2, 2016

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- M. Di Lauro, Hazelridge Court, Kleinburg, dated February 2, 2016
- H. Peacock, John Kline Lane, Kleinburg, dated February 2, 2016
- J. Zeppieri, Weaver Court, Kleinburg, dated February 16, 2016
- Kleinburg and Area Ratepayers Association (KARA), P.O. Box 202, Kleinburg, dated August 26, 2016

The following is a summary of and response to the matters identified in the deputations, written submissions and petitions submitted at the Public Hearing (February 2, 2016) and the subsequent community meeting held on April 12, 2016, with the residents, the Ward 1 Councillor lafrate, the Owner and the Owner's consultants:

a) Conformity to the Official Plan

The development proposal does not meet the essential compatibility criteria or the permitted uses in the "Village Residential" designation of the Official Plan.

Response

The proposed development provides for an appropriate transition in scale and built form from north to south, while respecting the existing built form and lot fabric located on the north side of Stegman's Mill Road and Napier Street, and is considered to be compatible with the existing development to the west. The proposed built form along the south side of Stegman's Mill Road is consistent and compatible with the development pattern on the north side of Stegman's Mill Road and with the existing development on Napier Street.

The three dwellings along Stegman's Mill Road are proposed on land areas that would be equivalent to lots that measure between 500 m² to 650 m² in lot area and 17 m to 20 m in lot frontage, with lot depths ranging from 25 m to 32 m. This pattern is consistent with the smaller residential lots located on Napier Street (i.e. 400 m² in lot area, 18 m in lot frontage and 17.5 m in lot depth). The remaining portion of the development (i.e. 25 detached dwellings) reflects a transition in height and density immediately west of the subject lands along Islington Avenue. The compatibility criteria is discussed in more detail in the Vaughan Official Plan section of this report.

With respect to the concern that the form of the proposed dwellings does not meet the VOP 2010 definition for a detached dwelling and therefore is not a permitted use, the proposed units will appear as detached dwellings above grade, as the dwellings are clearly separated from each other and from the street/pedestrian promenade. The proposed 25 dwelling units located within the interior of the subject site will be separated by a minimum 1.8 m distance between each dwelling unit. The three dwelling units proposed along Stegman's Mill Road will be separated by minimum distances of 7 m and 12 m between units.

The only physical connection between dwellings is the underground parking structure that will not be visible above ground level. On this basis, the Development Planning Department is of the opinion that the proposed development maintains the intent of a detached residential dwelling built form, as the proposed dwellings are not attached to any other residential building above ground level.

The matter of conformity to the Official Plan is further addressed in detail under the Land Use Policies and Planning Considerations section of this report.

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b) Size, Scale and Design

The Owner proposes to amend the definition of a detached residential dwelling identified in VOP 2010 to include dwellings that are detached above grade and have vehicular access from an underground garage. This built form does not meet the intent of the Official Plan as the proposed condominium units are not detached dwellings on single lots as required by Section 12.4.6.2 of the Kleinburg Core Secondary Plan. In addition, Section 9.2.3.1 of Vaughan Official Plan 2010 (in part) defines a detached residential dwelling as “a dwelling situated on a single lot and not attached to any other residential building”.

The proposed development includes the consolidation of three lots to accommodate the condominium development. Section 12.4.4.7 of the Kleinburg Core Secondary Plan states (in part) that “the consolidation or severance of lands shall be discouraged”.

Land consolidation may set a precedence for future consolidations within the “Village Residential” designation, and may allow further development to proceed at much higher densities throughout the village.

Response

The Development Planning Department is of the opinion that the proposed development maintains the intent of a detached residential dwelling built form, as discussed in the “Conformity to the Official Plan” section of this report.

The subject lands are considered to be a singular unique set of three lots within this vicinity of the Kleinburg Core and distinct from the existing neighbourhood to the north by virtue of the size of the lots and the land uses that bound the subject lands. The lands located on the east side of Napier Street are adjacent to a natural valley system that is regulated by the Toronto and Region Conservation Authority. Any proposed redevelopment on these lands would reasonably require specific setbacks and buffers to the valley area similar to the conditions imposed on the subject development applications, thereby creating shallower lots than what exists today. In addition, given that Napier Street consists of single detached dwellings on both sides of the street, the potential for a similar development being proposed would be limited, as it would have direct impacts on the existing residential fabric on Napier Street.

The proposed development provides for an appropriate transition in scale and built form from north to south, while respecting the existing built form and character located on Napier Street. While the proposed future tenure for the development is a standard condominium, and therefore, the subject lands will technically be considered as one lot, a consistent development pattern and built form character would be maintained along Stegman’s Mill Road. The proposed dwelling units fronting onto Stegman’s Mill Road would be located on site areas similar in size to lots that measure between 500 m² to 650 m² in area and 17 m to 20 m in frontage, with depths ranging from 25 m to 32 m. Therefore, this development would not compromise the intent of Section 12.4.4.7 regarding lot consolidation in the Kleinburg Core Secondary Plan.

c) The Type of Development Being Proposed

A concern was raised that the proposed type of development was not clear. Reference was made to single-family homes, yet the units are situated atop an underground parking structure and appear more oriented towards a townhouse development.

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Response

The proposed development includes the consolidation of three lots that encompass the subject lands (i.e. 357, 365 and 375 Stegman's Mill Road). The standard condominium tenure proposed for the development would deem the subject lands as one lot, with specific common elements to be owned and maintained by a future condominium corporation. The proposed dwellings are designed to be and will physically appear as detached dwellings above grade that are orientated on a private street/pedestrian promenade. Resident and visitor parking is proposed within an underground parking structure.

d) Traffic

The impact on traffic within Kleinburg from the subject development, and other developments in the area, will make it worse. In addition, concerns were identified regarding traffic and safety on Stegman's Mill Road to the east of the subject lands (i.e. the top of a hill), and near Napier Street and Stegman's Mill Road, where sightlines are limited.

Response

The Owner has submitted a Sightline and Traffic Impact Analysis ("Analysis") prepared by LEA Consulting Ltd., dated April 27, 2017. According to the Analysis, the proposed development is expected to generate 21 two-way trips during the weekday A.M. peak period (or one car every 3 minutes) and 28 two-way trips during the weekday P.M. peak period (or one car every 2 minutes).

The Analysis assessed three access options on Stegman's Mill Road: a westerly access approximately 15 m from the westerly limit of the site; an aligned access with Napier Street; and an offset driveway access approximately 10 m to the west of Napier Street. The Analysis concluded that the offset driveway to the west of Napier Street is the optimal location to meet the City's design criteria in achieving the required minimum stopping distance of 60 m.

The Development Engineering and Infrastructure Planning (DEIP) Department has reviewed the Sightline and Traffic Impact Analysis and has no objections to the methodology used to determine its findings and the conclusions of the report. Further information regarding traffic impact is discussed under the DEIP section of this report.

e) Negative Impact on Vegetation

There are numerous mature trees in the district that are a significant feature of the district and an effort must be made to preserve existing mature trees.

Response

The Owner has submitted a Tree Inventory and Protection Plan prepared by Davey Resource Group. As part of the proposed development, 40 of the 99 existing trees on the subject lands will be retained. The retained trees are primarily located within the proposed buffer area located on the east side of the subject lands adjacent to the valley that overlooks Bindertwine Park. As part of the development proposal, 114 new trees will be planted, for a total of 154 trees on the subject lands.

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Landscaping in the form of 6 deciduous (basswood) trees and a combination of shrubs, perennials and grasses, is proposed in the Stegman's Mill Road right-of-way in order to compensate for the removal of existing trees on the site. The existing trees located on site to be retained and the proposed planting, representing a total of 69 trees, would comply with the approved tree species list in Section 9.7 of the Kleinburg-Nashville Heritage Conservation District Plan. The Urban Design Department has no objections to the conclusions of the Tree Inventory and Protection Plan.

f) Overcrowding of School and Post Office facilities

The proposed development will place further stress on school enrolment in the Kleinburg Public School and on the post office.

Response

The applications were circulated to the York Region District School Board (YRDSB) and the York Region Catholic School Board (YRCSB) for review and comment. Both the YRDSB and YRCSB have advised that they have no comments or objections to the approval of the development applications. The Conseil Scolaire de District Catholique Centre-Sud was circulated on the proposed development and provided no response, as such Development Planning staff are satisfied they have no objection to the proposed development.

The applications were circulated to Canada Post for review and comment. Canada Post has no objections to the proposed development subject to their conditions identified in the Canada Post section of this report. Canada Post has advised that mail delivery for the proposed development will be from a designated Community Mailbox.

On September 20, 2017, the Development Planning Department mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the applications.

Purpose

To seek approval from the Committee of the Whole for the following applications on the subject lands shown on Attachments #1 and #2:

1. Official Plan Amendment File OP.15.006, specifically to amend the policies in Volume 1 of Vaughan Official Plan 2010 and Volume 2 of Vaughan Official Plan 2010 (The Kleinburg Core) to permit the development of 28 dwelling units, as shown on Attachments #3 to #9, specifically to:
 - amend the policies in Volume 2 of Vaughan Official Plan 2010 (The Kleinburg Core) respecting the design and compatibility criteria for new development within the "Village Residential" designation, including lot configuration and size, built form, scale and physical character of surrounding developments;
 - increase the maximum permitted building height from 9.5 m to 9.85 m for Units 3 to 27, as shown on Attachment #3; and
 - amend the policies in Volume 1 of Vaughan Official Plan 2010 to change the definition of a detached dwelling, as identified in Table 1 of this report.
2. Zoning By-law Amendment File Z.15.025 to rezone the subject lands from R1 Residential Zone, as shown on Attachment #2, to R5(H) Residential Zone with the Holding Symbol "(H)" and OS1 Open Space Conservation Zone (valleyland and buffers), in the manner

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shown on Attachment #3, together with site-specific zoning exceptions to the R5 Zone standards of Zoning By-law 1-88, identified in Table 2 of this report.

3. Site Development File DA.16.071 to permit 28 dwelling units that are detached at grade and having attached private garages located in an underground parking structure that will form part of the common elements to be owned and maintained by a future condominium corporation, as shown on Attachments #3 to #9.

Background - Analysis and Options

Synopsis

The Owner proposes to amend the policies in Volume 2 of Vaughan Official Plan 2010 (The Kleinburg Core), together with the amendments identified in Table 1 of this report, to permit 28 dwelling units that are detached at grade and having attached private garages located in an underground parking structure. In order to implement the development proposal, the Owner is also proposing to rezone the subject lands from R1 Residential Zone to R5(H) Residential Zone with the Holding Symbol "(H)" and OS1 Open Space Conservation Zone (valleyland and buffers), together with the site-specific zoning exceptions to the R5 Zone standards of Zoning By-law 1-88. The Development Planning Department supports the proposed amendments to the Vaughan Official Plan and Zoning By-law 1-88, and approval of the proposed site plan, as the applications would implement a development proposal that is appropriate and compatible, but not identical, with the surrounding existing and planned land uses.

Location

The subject lands are 1.14 ha in size and are located on the south side of Stegman's Mill Road, east of Islington Avenue, and are known municipally as 357, 365 and 375 Stegman's Mill Road. The surrounding land uses are shown on Attachment #2.

Application History

The Owner's initial submission through Official Plan Amendment File OP.15.006 and Zoning By-law Amendment File Z.15.025 consisted of 30, three-storey detached dwelling units with a building height of 11 m having attached private garages located in an underground parking structure. In addition, the proposed development did not address the heritage character of Stegman's Mill Road, as the proposed streetscape along Stegman's Mill Road consisted of loading and garbage staging areas, and a proposed ramp to the underground garage.

The Owner subsequently revised the development proposal through the submission of Site Development File DA.16.071 to address the heritage, urban design and streetscape concerns identified through the application review process. This proposal introduced massing and built-form along Stegman's Mill Road that was in keeping with the existing built form to the north, which resulted in the removal of one unit, for a total of 29 units. The proposed loading area, garbage area and ramp to the underground parking structure were relocated behind the dwellings fronting onto Stegman's Mill Road to provide a more appropriate streetscape.

Through further comments by the Heritage Vaughan Committee, City Staff, and residents, the Owner made further revisions to address design and compatibility issues, specifically through the following changes:

- the removal of one addition unit, for a total of 28 units
- redesigned building elevations for the units fronting Stegman's Mill Road and the interior units that are in keeping with the heritage policies of the Kleinburg-Nashville Heritage Conservation District

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- removal of a flat roof design for the proposed interior units
- the addition of landscape elements to address the removal of existing landscape areas on the current lots
- a greater front yard setback for Unit 28 (8.5 m), as shown on Attachment #3, to maintain the vista of the valleyland to the east
- the addition of a public pedestrian walkway within the proposed 10 m environmental buffer, as shown on Attachments #3 and #4.

Land Use Policies and Planning Considerations

The Development Planning Department has reviewed the development proposal shown on Attachments #3 to #9 in consideration of the following policies:

1. Provincial Policy Statement 2014

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement, 2014 (PPS). The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. Council's planning decisions are required by the *Planning Act* to be consistent with the PPS. The Development Planning Department has reviewed the proposed development in consideration of the PPS and is of the opinion that the proposed development is consistent with provincial interests, specifically:

- Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses
- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land
- Section 1.5.1 - planning for and providing publicly accessible built and natural settings
- Section 1.7 - encouraging a sense of place by promoting well-designed built-form and cultural planning
- Section 2.6.1 - the conservation of cultural heritage landscapes

The proposal shown on Attachments #3 to #9 provides for a residential development within a settlement area that efficiently utilizes the subject lands. The proposal also includes a pedestrian walkway within a valleyland buffer area, thereby providing access to a natural amenity. The proposed development incorporates built form and landscape elements that are reflective of the heritage district of Kleinburg, and proposes the retention of an existing vista into the valleylands adjacent to Bindertwine Park. On this basis, the development proposal is consistent with the PPS.

2. The Provincial Growth Plan for the Greater Golden Horseshoe

The Provincial Growth Plan for the Greater Golden Horseshoe Growth Plan (Growth Plan) is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for

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where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The proposed development is consistent with the policy framework of the Growth Plan as it optimizes the use of the existing land supply, makes efficient use of existing infrastructure, and provides housing at densities that are supportive of the Growth Plan objectives, specifically:

- Section 2.2.1 - directing growth to settlement areas
- Section 2.2.2 - contributing to meeting 50% of residential development within a delineated built-up area by 2031
- Section 2.2.6 - providing a diverse mix of housing densities to meet the needs of current and future residents
- Section 4.2.7 - implementing the goals and objectives of the municipal cultural heritage plan, and the conservation of cultural heritage landscapes

The proposal shown on Attachments #3 to #9 provides for a residential development within a settlement area that contributes to meeting the prescribed 50% of residential development within a delineated built-up area. The proposal also provides for a housing density to meet the needs of future and current residents, while meeting the goals and objectives of the Kleinburg-Nashville Heritage Conservation District. Accordingly, the development proposal conforms to the Growth Plan.

3. 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 "Towns and Villages" on Map 1, "Regional Structure" of the YROP. Towns and Villages are intended to have their own unique sense of place and identity, and form part of York Region's intensification strategy through modest growth.

The YROP also encourages pedestrian scale, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscaping and public streetscapes. The proposed residential development will diversify housing options in the community, provide for an attractive streetscape along Stegman's Mill Road, and create a public amenity through the proposed pedestrian walkway with the potential for future connections through the existing valley system.

The proposed development meets the applicable cultural heritage policies in the YROP, specifically:

- Section 3.4.4 - to promote heritage awareness and support local municipal efforts to establish Heritage Conservation Districts
- Section 3.4.8 - meeting the City's urban design standards in core historic areas that reflect the areas' heritage, character and streetscape
- Section 3.4.9 - to encourage access to core historic areas by walking, cycling and transit, and to ensure that the design of vehicular access and parking complements the historic built form
- Section 5.5.3 - to revitalize and preserve cultural heritage resources within core historic areas through urban design standards which reflect local heritage, character, and streetscape.

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On January 15, 2016, York Region exempted Official Plan Amendment File OP.15.006 (Kleinburg Village Development Corp.) from York Region approval. York Region has indicated that they have no objections to the Official Plan Amendment, Zoning By-law Amendment and Site Development Applications.

4. Vaughan Official Plan 2010

The subject lands are located within a “Community Area” and are adjacent to a “Local Centre” as identified on Schedule 1, “Urban Structure” of Vaughan Official Plan 2010 (VOP 2010). The subject lands are also designated “Low-Rise Residential” on Schedule 13, “Land Use” in VOP 2010.

“Community Areas” are generally established with a number of older, residential neighbourhoods that are characterized by large lots and/or by their historical, architectural, or landscape value. “Community Areas” are also characterized by their substantial rear, front and side yards and by lot coverages that contribute to expansive amenity areas, which provide opportunities for attractive landscape development and streetscapes.

The subject lands are located within the Kleinburg Core Secondary Plan (“KCSP”), as identified on Schedule 14-B, “Areas Subject to Area Specific Plans” of VOP 2010. The policies of the KCSP are found under Section 12.4 in Volume 2 of VOP 2010.

As per Section 10.2.1.8 of VOP 2010, the policies of the KCSP provide more specific direction than those in Volume 1 of VOP 2010. As such, where the policies of Volume 1 of VOP 2010 conflict with the policies in Volume 2 of VOP 2010, the Volume 2 policies prevail.

The subject lands are designated “Village Residential” by the KCSP, which provides for a maximum building height that shall generally not exceed 9.5 m above finished grade. There is no maximum density requirement prescribed in the “Village Residential” designation. The KCSP also identifies compatibility criteria that directs new development to respect and reinforce the physical character of the Kleinburg Core, and that residential infilling in the Kleinburg Core shall be compatible with, and complementary to, the local lot pattern, size and configuration of adjacent developments.

The Owner has submitted an Official Plan Amendment application to address the compatibility criteria in Section 12.4 of the KCSP, together with the following amendments:

Table 1:

	VOP 2010 Official Plan Policy	Proposed Amendment
a.	Section 12.4.10.22 states, in part: “Redevelopment of existing sites in the Kleinburg Core shall generally not exceed a maximum height of 9.5 m above finished grade.”	Notwithstanding Section 12.4.40.22, the maximum building height for Units 3 to 27, as shown on Attachment #3, shall be 9.85 m (3-storeys) above finished grade.

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b.	<p>The “Village Residential” designation (Section 12.4.6.2) permits detached residential dwellings, defined in Section 9.2.3.1 (in part) as:</p> <p>“A low-rise residential building up to three storeys in height, situated on a single lot and not attached to any other residential building.”</p>	<p>Notwithstanding Sections 9.2.3.1 and 12.4.6.2, a detached residential dwelling shall be defined as a building containing only one (1) dwelling unit that is not attached to any other dwelling unit above finished grade, and having attached private garages located in an underground parking structure.</p>
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The Development Planning Department's review of the amendments requested is discussed in detail below:

- a) Section 12.4.1.1, 12.4.2.1, 12.4.4.2, 12.4.4.6 and 12.4.10.21 - Respecting Community Objectives and Compatibility within the Kleinburg Core

The proposed development abuts a variety of land uses within the Kleinburg Village. An existing woodlot overlooking Bindertwine Park is located to the east, the Kleinburg Public School to the south, an established residential neighbourhood to the north, and a mix of commercial and residential uses to the west, as shown on Attachment #2.

The properties located to the west of the subject lands are located on Islington Avenue, and are designated “Mainstreet Commercial” in the KCSP. These lands are also identified as a “Local Centre”, forming part of the City's Intensification Areas, in VOP 2010. Directly adjacent to the west property limit of the subject lands is a recently constructed three-storey residential apartment building, as shown on Attachment #2, which included the conversion of two heritage buildings to commercial uses (i.e. a florist shop and eating establishment). In addition, there are several other existing commercial buildings including a veterinary office, music studio and a jewellery store along Islington Avenue abutting the subject lands.

The neighbourhood located to the north of the subject lands consists of properties on Napier Street that are also designated “Village Residential” by the KCSP. This neighbourhood is comprised of detached dwellings within the R1 Residential Zone, with lot frontages and areas that range between 18 m and 48 m and 400 m² to 1,350 m², respectively.

The policies of Sections 12.4.1.1, 12.4.2.1, 12.4.4.2, 12.4.4.6 and 12.4.10.21 of the KCSP provide a framework to ensure that new development is compatible and commensurate with the scale and character of the existing community, and integrated with the pattern of development contemplated in the surrounding area. The subject lands are considered to be a unique condition that is distinct from the existing neighbourhood to the north by virtue of the land uses that bound the subject lands to the east and south (valleylands and Bindertwine Park, and the Kleinburg Public School, respectively), and the three-storey mixed use building and existing commercial uses directly abutting the subject lands on Islington Avenue to the west.

The context and character of the subject lands compared to the Napier Street neighbourhood are further distinguished by street access and road hierarchy.

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The subject lands have frontage on a minor collector road that leads directly to Islington Avenue, whereas Napier Street is a local street that terminates at the north end of the Kleinburg Core area, with secondary connections to Islington Avenue through John Street and Kellam Street. In addition, the subject lands contain substantial lot depths exceeding 110 m, whereas the average lot depth on Napier Street is approximately 50 m.

The proposed development shown on Attachments #3 to #9 consists of three distinct “precincts”. The first precinct establishes a residential lot fabric along Stegman’s Mill Road through three (3), two-storey dwelling units that contain heritage architectural styles in terms of massing, proportion and architectural detailing, in order to meet the Kleinburg-Nashville Heritage Conservation District Urban Design Guidelines. The proposed site plan for the 3 dwellings is consistent with the existing character of the development to the north, and the dwellings front onto a public street (Stegman’s Mill Road).

These detached dwellings would maintain a consistent pattern of building height, scale and setbacks as the detached dwellings and lots located on Napier Street. The proposed dwelling units fronting onto Stegman’s Mill Road would be located on a site area that would be similar in size to lots that measure between 500 m² to 650 m² in area and 17 m to 20 m in frontage, and depths ranging from 25 m to 32 m. These dimensions are consistent with the smaller residential lots located on Napier Street (i.e. 34 Napier Street and 21 Kellam Street) The proposed development along Stegman’s Mill Road satisfies the compatibility criteria established by the KCSP.

The second precinct provides a separation distance ranging from 6.8 m to 7.8 m between the dwellings fronting on Stegman’s Mill Road and the smaller building fabric proposed for the balance of the subject lands. This separation distance provides a transition from the Stegman’s Mill Road frontage and public realm to the residential infilling proposed for the remainder of the site.

The third precinct on the remainder of the subject lands includes 25 dwellings that are detached at grade and having attached private garages located in an underground parking structure. The proposed units will appear as detached dwellings at grade, and each unit will occupy the equivalent to a lot frontage of 8.6 m, and will be separated by a minimum distance of 1.8 m.

The proposed development yields a Floor Space Index (FSI) of 0.93 times the area of the lot. While the “Village Residential” designation in the KCSP does not contain a maximum density requirement, the proposed development is compatible with the existing density in the immediate area to the west. Most notably, the development is similar from a density perspective to the recently constructed three-storey mixed use apartment building, which included the conversion of two heritage buildings to commercial uses (File DA.12.056, as shown on Attachment #2). This development directly abuts the subject lands to the west and has a FSI of 1.06 times the area of the lot.

The overall lot coverage for the proposed development is 33.5%, of which 2% is for covered and unenclosed porches. The proposed coverage reflects a minor increase in the maximum permitted lot coverage of 30% permitted by the R1 Residential Zone, which is the predominant zone category on Napier Street.

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The Owner has submitted a lot coverage calculation for the three units fronting onto Stegman's Mill Road, utilizing the separation area (precinct two) to form the basis of the lot coverage calculation. The total coverage of the three dwellings equals 29%, which is in keeping with the lot coverage requirements of the R1 Zone.

The transition within the proposed development from larger detached dwellings fronting on Stegman's Mill Road to smaller, more compact detached dwellings to the interior of the site, together with the proposed setbacks between the dwellings, provides an appropriate built form transition from Napier Street, and establishes a residential development with an appropriate progression of height and density that exists immediately west of the subject lands along Islington Avenue. In addition, the proposed development maintains an overall lot coverage that is generally consistent with the lot coverage requirements of the R1 Residential Zone.

The Development Planning Department is of the opinion that the proposed development shown on Attachments #3 to #9, while not identical, respects the existing character and built form of the surrounding area.

b) Section 12.4.4.7 - Lot Consolidation

Section 12.4.4.7 of the KCSP states "the consolidation or severance of land shall be discouraged". This section also states "any consolidation or severance of land may be permitted if the proposed lot pattern is consistent with the existing lot pattern in the immediate surrounding area, in situations of minor lot line adjustment or where otherwise required by-law". The policy does not specifically prohibit the consolidation of lots and allows it to occur on the basis that the proposed lot pattern is consistent with the existing lot pattern in the immediate surrounding area. The surrounding context of the area includes a variety of lot sizes and developments.

As noted earlier in this report, the proposed development provides for an appropriate transition in scale and built form from north to south, while respecting the existing built form and character located on Napier Street. While the proposed future tenure for the development is a standard condominium and therefore, the subject lands will technically be considered as one lot, a consistent development pattern and built form character would be maintained along Stegman's Mill Road. The proposed dwelling units fronting onto Stegman's Mill Road would be located on site areas similar in size to lots that measure between 500 m² to 650 m² in area and 17 m to 20 m in frontage, with depths ranging from 25 m to 32 m.

The proposed pattern of development includes detached dwellings at grade on lands consistent with the smaller residential lots located on Napier Street (i.e. 400 m² in lot area, 18 m in lot frontage and 17.5 m in lot depth). In addition, the land area devoted to each unit is consistent with the smallest lot located directly across the street from the subject lands, being 6 Napier Street, which consists of a lot area of 672 m² through the approval of Consent Application B008/13 and Minor Variance Application A135/13. The remaining portion of development (i.e. 25 detached dwellings) reflects a transition in height and density that has been established immediately west of the subject lands along Islington Avenue.

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The subject lands are considered to be a singular unique set of three lots within the Kleinburg Core, distinct from the existing neighbourhood to the north by virtue of the size of the lots and the land uses that bound the subject lands. The generous lot depths that currently exist for the three lots that comprise the subject lands are not reflective of the average lot depths that exist on Napier Street. In addition, the lands located on the east side of Napier Street are adjacent to a natural valley system that is regulated by the Toronto and Region Conservation Authority. Any proposed redevelopment on these lands would require specific setbacks and buffers to the valley area similar to the conditions imposed on the subject development applications, thereby creating shallower lots than what exists today.

The consolidation of the three properties will facilitate the proposed development which is considered to be compatible with the development pattern within the immediate neighbourhood context given the variation in lot sizes and the existing development that exists along Islington Avenue. Therefore, this development proposal would not be considered as the basis for setting a precedent or compromising the intent of Section 12.4.4.7 in the KCSP, within the “Village Residential” designation.

c) Section 12.4.10.2 - Compatibility

Section 12.4.10.2 of the KCSP states that new development will be compatible with and complementary to the historic character of buildings, with particular regard for setbacks, spacing, massing and architectural design.

The residential fabric proposed along Stegman’s Mill Road contains 3 authentic two-storey dwelling units that would have heritage architectural styles, massing, proportion and architectural detailing that meet the Kleinburg-Nashville Heritage Conservation District urban design guidelines.

The proposed front yard setbacks of the heritage style dwellings along Stegman’s Mill Road range from 2 m to 9.6 m from the property line, and 12 m to 16 m from the curb of Stegman’s Mill Road. Of the three dwellings proposed along the street, Unit 28, as shown on Attachment #3, will feature the largest setback of 9.6 m and 16 m from the curb of Stegman’s Mill Road in order to preserve the existing vista to the adjacent valleyland to the east. The proposed front yard setbacks are generally in keeping with the smaller front yard setbacks for residential lots on Napier Street. The 2 m front yard setback proposed for a portion of Unit 2 is the result of the irregular front lot line of the subject lands along Stegman’s Mill Road. The proposed setbacks from the curb of Stegman’s Mill Road are consistent with the existing dwellings located on the north side of Stegman’s Mill Road and Napier Street.

The proposed separation between the heritage style dwellings are 7 m between Units 1 and 2, and 12 m between Units 2 and 28, respectively, as shown on Attachment #3. The siting of the dwellings along Stegman’s Mill Road are in keeping with the guidelines of the Kleinburg-Nashville Heritage Conservation District (KNHCD).

Within the interior of the site, most of the units have a proposed setback of 3 m from the edge of the main pedestrian promenade, and a 1.8 m separation distance between units. Although the proposed setback to the pedestrian promenade is shallower than what currently exists in the KNHCD, it is noted that

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the separation distance between the interior units is consistent with the interior side yard setback separation between certain dwellings on Napier Street, specifically 45 and 51, 14 and 20, and 90 and 96 Napier Street. The placement of Units 17 to 27 are also staggered along the pedestrian promenade to include a variety of porch projections, as shown on Attachment #3, thereby providing additional visual articulation.

d) Section 12.4.10.22 - Maximum Building Height

Section 12.4.10.22 of the KCSP states that “redevelopment of existing sites in the Kleinburg Core shall generally not exceed a maximum height of 9.5 m above finished grade.” The Owner is proposing a maximum building height of 9.5 m for Units 1, 2, and 28 facing Stegman’s Mill Road shown on Attachment #6, and 9.85 m for the 25 interior dwelling units, as shown on Attachment #7, which is 0.35 m above what is generally permitted within the KCSP. Attachment #8 provides a comparison of building height for the proposed interior lots from Stegman’s Mill Road (i.e. looking north) from 9.5 m to 9.85 m. The increase in building height will not be discernable at the public street level, and would have no visual impact from Stegman’s Mill Road.

The proposed building height of this development is within the range of what has been established in the immediate surrounding area, particularly the existing three-storey mixed use apartment building measuring 12.7 m in height immediately adjacent to the subject lands to the west. The Development Planning Department has no objection to the proposed building heights.

e) Section 12.4.6.2 - Definition of “Detached Residential Dwellings”

The “Village Residential” designation in Section 12.4.6.2 of the KCSP permits “detached residential dwellings”. Section 9.2.3.1 in Volume 1 of VOP 2010 provides further clarity regarding the definition of a detached dwelling as “a low-rise residential building up to three storeys in height, situated on a single lot and not attached to any other residential building.”

The Owner is proposing to amend the definition of a detached dwelling to permit the proposed development shown on Attachments #3 to #9. The amended definition will recognize the proposed dwellings that are detached at grade and having attached private garages located in an underground parking structure.

The proposed 25 dwelling units located interior to the site are separated by a minimum separation distance of 1.8 m. The proposed three dwelling units located along Stegman’s Mill Road are separated by a distance above grade ranging from 7 m and 12 m between units. The proposed units will appear as detached dwellings above grade, as the dwellings are clearly separated from each other from the street/pedestrian promenade. The only physical connection between dwellings is the underground parking structure that will not be visible above ground level. All garages, with the exception of Unit 1, are contained wholly underground, thereby providing for a desirable streetscape on Stegman’s Mill Road and throughout the pedestrian promenade on the subject lands.

On this basis, the Development Planning Department is of the opinion that the proposed development maintains the intent of a “detached residential dwelling”, as the proposed dwellings are not attached to any other residential building above grade.

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5. The Kleinburg-Nashville Heritage Conservation District (KNHCD)

The subject lands are designated under Part V of the *Ontario Heritage Act* and are located within the KNHCD Plan subject to Section 12.2.1.1a (“Heritage Conservation Districts”) in Volume 2 of VOP 2010. Therefore, all applications for planning approvals, demolition and new construction must be consistent with the KNHCD Plan and Guidelines. The subject lands are located within a “Residential Village” area in the KNHCD Plan. As such, those policies and guidelines apply to the subject applications.

a) Heritage Vaughan Committee

The Heritage Vaughan Committee originally considered the development proposal on November 16, 2016, and it was deferred to the December 14, 2016 meeting for the Owner to consider comments made by the Heritage Vaughan Committee, City staff and the deputations received from representatives of KARA and Kleinburg residents. These comments included the following concerns:

- the possible associative cultural heritage values of the existing properties and research regarding the historical timeline regarding ownership of the properties was incomplete
- design concerns regarding flat roof architecture used for some of the interior units
- setbacks and lot coverage of the proposed development
- maintaining and enhancing the rural character in the village, as defined in the KNHCD.

The Owner submitted a revised submission on November 30, 2016, responding to the concerns identified above, specifically:

- submission of research regarding the historical ownership of the subject lands, prepared by ERA Architects Inc, dated November 14, 2016
- removal of the flat roof design
- confirmation of the proposed lot coverage for the proposed development
- elimination of planter retaining walls and the introduction of greater variety of native plant species that is reflective of the rural village.

The Heritage Vaughan Committee considered the revised proposal on December 14, 2016, and recommended approval of the proposed demolition under Section 42 of the *Ontario Heritage Act* for the three existing detached dwellings located on the subject lands, subject to the outcome of the review and approval of the related Site Development File DA.16.071 by Vaughan Council.

The Heritage Vaughan Committee also recommended approval of the proposed development in principle, subject to a focused third-party peer review of the development proposal in the context of the goals and objectives of the KNHCD Plan, including possible improvements to the proposed built form, design, landscape, and layout, prepared by an independent professional Heritage Consultant at the expense of the Owner.

The recommendations of the Heritage Vaughan Committee were ratified by Vaughan Council on January 24, 2017.

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b) Independent Third-Party Review

As required by the Heritage Vaughan Committee, a third-party peer review of the development proposal submission, in the context of the goals and objectives of the KNHCD, was undertaken by Mark Thompson Brandt Architect (MTBA) Associates Inc. The technical memorandum prepared by MTBA, dated March 3, 2017, noted that there were a number of supportable fundamentals of the development proposal subject to the following mitigation measures:

i) Authenticity Study

The technical memorandum states that “the architectural ‘historic interpretations’ that are the three front houses along Stegman’s Mill Road are generally compatible with the KNHCD. However, they are not easily distinguishable as of their own time.” Accordingly, the proposed dwellings should have a more studied relevance to the historic vernacular of Kleinburg dwellings, both building and landscape.

Recommendation

The technical memorandum recommends the submission of an Authenticity Study that details the authenticity of the three street front houses, the denser street front planting landscape, and the incorporation of a heritage-interpretive public information program, to be prepared by a qualified Heritage Conservation consultant.

Response

The Owner submitted an Authenticity Study, prepared by ERA Architects, dated April 3, 2017, that addresses the concern of the MTBA technical memorandum. The Authenticity Study illustrates that the units are authentic to their stated heritage architectural style in terms of massing, proportions, and architectural detailing. The findings of the Authenticity Study are acceptable to the Urban Design Department, Cultural Heritage Division.

In order to address the recommended incorporation of a heritage-interpretive public information program by the MTBA Technical Memorandum, the Owner is proposing an interpretive plaque in front of Unit 2, as shown on Attachment #3, that identifies the history behind the traditional Kleinburg dwellings.

ii) Addressing the “Street Front Gap” Along Stegman’s Mill Road

The proposal illustrates a large “contemporary gap” where the automobile lane separates the middle and east homes along Stegman’s Mill Road (Units 3 and 28, respectively, as shown on Attachment #3). This gap, in prominent view along the streetscape, and near the approach from Napier Street, is in contravention with the KNHCD character, and a distraction from the opening into the natural greenspace area on the east side of the property adjacent to the valley. The following is required to alleviate this:

- The gap should be visually and physically narrowed with architectural and landscape elements; and

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- The views through the gap from the street need to be of natural elements (i.e. trees) instead of architectural elements.

Recommendation

The technical memorandum recommends a revised submission to indicate an increased street front compatibility that details the following:

- How the view from Stegman's Mill Road at the gap area is both narrowed by landscape elements near the street and more open and natural as one looks into that area from the street; and
- In renderings and adjusted/developed site plan details, how this will work and remain improved over time as the trees and plant material mature.

Response

The Owner submitted perspective renderings of the Stegman's Mill Road streetscape showing the identified "gap" in the streetscape at the entry drive. The proposal was modified to show additional plantings within the "gap" and increased setbacks from the pedestrian promenade for Units 3, 7, 12 and 16. These representations clearly show that the built form along this access has been set back further from the pedestrian promenade, and has allowed for an opportunity for increased planting to be provided. The Urban Design Department, Cultural Heritage Division have concluded that these revisions adequately address the concerns and recommendations of the MTBA memorandum in this regard.

The technical memorandum concludes that the proposed development can be supported from a heritage conservation and contextual urban design perspective, subject to the recommended adjustments described above, which the Owner has satisfactorily addressed, as shown on Attachments #3, #5 and #9.

c) Urban Design Department, Cultural Heritage Division

The Urban Design Department, Cultural Heritage Division has reviewed the development proposal and advise that the styles of the three dwelling units along Stegman's Mill Road conform with Section 9.5.3.2 of the KNHCD Plan (Architectural Styles in Residential Villages), which states that new construction should "use authentic detail, consistent with the architectural style".

The proposed Italianate (Unit 1), Georgian (Unit 2), and Victorian Gothic Revival (Unit 28) styles are consistent with the residential building "heritage styles" found in Section 9.2.1 of the KNHCD Plan. The submitted material specification samples comply with the policies of Section 9.10.1 of the KNHCP Plan (Appropriate Materials Heritage Buildings). Material specification samples showing the building material product name and colour shall be submitted for the internal units prior to final Site Plan approval, should the applications be approved.

The increased building setbacks from the pedestrian promenade for Units 3 and 7, as shown on Attachment #3, address the concern of the MTBA technical memorandum that the view through the identified "gap" from Stegman's' Mill

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Road should be of the landscaping, and not the internal architecture. The landscape plan shown on Attachment #5 includes additional plantings within the “gap” and increased setbacks from the pedestrian promenade for Units 3 (from 4.5 m to 7.2 m), 7 (from 1.2 m to 3.3 m), 12 (from 1.2 m to 2.4 m) and 16 (from 1.2 m to 2.5 m). There are also additional plantings proposed along the “gap” closer to Stegman’s Mill Road.

The Owner shall satisfy all requirements of the Urban Design Department, Cultural Heritage Division, including, but not limited to, the approval of the final Authenticity Study and the Heritage Interpretation Program, and successfully obtaining a Heritage Permit. A condition to this effect is included in the recommendation of this report.

Summary of Planning Policy

In consideration of the applicable Provincial policies and Regional and City Official Plan Policies outlined in this report, the Owner has demonstrated that the proposed development provides a low-rise residential development that is appropriate and compatible, but not identical, with the surrounding development.

The proposal provides an appropriate transition in density and built form within the surrounding land uses, thereby demonstrating compatibility between the existing and proposed building types. The proposed development reinforces and respects the physical character of the Kleinburg Core, while maintaining the valleylands and natural areas located on the east limit of the subject lands. The Development Planning Department is of the opinion that the proposal is consistent with the policies of the PPS and Growth Plan, conforms to the YROP, and maintains the intent of VOP 2010 and the KCSP.

Zoning

The subject lands are zoned R1 Residential Zone by Zoning By-law 1-88, which permits detached dwellings on a lot with a minimum frontage of 18 m and a lot area of 540 m². The Owner is proposing to rezone the subject lands to R5(H) Residential Zone with the Holding Symbol “(H)” and OS1 Open Space Conservation Zone in order to permit the proposed development shown on Attachments #3 to #9, together with the following site-specific zoning exceptions to the R5 Zone:

Table 2

	Zoning By-law 1-88 Standard	R5 Residential Zone Requirements	Proposed Exceptions to the R5 Residential Zone Requirements
a.	Definition of “Lot”	A parcel of land fronting on a street separate from any abutting land.	The subject lands shall be deemed one lot, regardless of the number of buildings or structures constructed on the lands.

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b.	Definition of "Detached Dwelling"	The R5 Zone permits Single Detached Dwellings defined as "a separate building containing only one (1) dwelling unit."	A detached dwellings unit means: a building containing only one (1) dwelling unit that is not attached to any other dwelling unit above finished grade, and having attached private garages located in an underground parking structure.
c.	Definition of "Parking Space"	A rectangular area measuring at least 2.7 metres by 6 metres, exclusive of any aisles or ingress and egress lanes, used for the temporary parking of motor vehicles and shall include a private garage or carport and private driveway leading thereto.	A rectangular area measuring at least 2.7 metres by 6 metres, exclusive of any aisles or ingress and egress lanes, used for the temporary parking of motor vehicles, and shall include a private garage and private driveway leading thereto, and shall also include tandem parking spaces (Units 5, 7, 9, 10, 12, 16, and 17).
d.	Definition of "Soft Landscaping"	An area of land comprising trees, shrubs, flowers, grass or other horticultural elements.	An area of land comprising trees, shrubs, flowers, grass or other horticultural elements, including raised planters.
e.	Permitted Uses	i) Detached Dwelling ii) Semi-Detached Dwelling	Permit a maximum of 28 Detached Dwelling Units (as defined) on one lot.
f.	Minimum Lot Frontage (Stegman's Mill Road)	7.5 m / unit	90 m (for entire subject lands)
g.	Minimum Lot Area	6,300 m ² (225m ² / unit)	7,700 m ² for the entire subject lands (275 m ² / unit)

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h.	Minimum Number of Parking Spaces	Three (3) parking spaces per dwelling unit for lots greater than 11 m frontage. Two (2) parking spaces per dwelling unit for lots less than and equal to 11 m frontage.	Detached Dwelling Unit (as defined) - 2 parking spaces / unit. Residential Visitor Parking - 0.25 spaces / unit (18 total spaces).
i.	Minimum Front Yard Setback	4.5 m	2 m (Unit 2 only)
j.	Minimum Rear Yard Setback (South Property Line)	7.5 m	3 m (Units 13 and 14) 4.2 m (Unit 15) 5.8 m (Unit 16) 2 m (Unit 17)
k.	Minimum Interior Side Yard Setback	1.2 m	0.7 m (Unit 4)
l.	Minimum Setback to Portions of Buildings Below Grade (Underground parking structure)	1.8 m	0 m (Stegman's Mill Road)
m.	Minimum Setback to Access Stairs for Underground Parking	i) Front - 4.5 m ii) Rear - 7.5 m iii) Interior Side - 1.2 m	Access stairs for an underground parking structure shall be setback a minimum 0.5 m to any lot line.
n.	Minimum Joint Ingress/Egress Driveway Width	7.5 m	6 m
o.	Minimum Driveway Width (Unit 1)	6 m	5 m
p.	Minimum Number of Driveways Per Lot	1 Driveway	2 Driveways (Main driveway and Driveway for Unit 1)

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q.	Minimum Landscape Strip Width (Stegman's Mill Road)	6 m	2 m (abutting Unit 2 only), and shall not prevent the provision of access driveways, intake shafts and access stairs across the said strip. An exterior stairway and unenclosed porch for Unit 2 may encroach into the permitted landscape strip.
r.	Maximum Height of a Retaining Wall	1 m	2.7 m (South and west property lines) 2.2 m (Between Units 1 and 2)
s.	Permitted Height of Exterior Stairs	Exterior stairways shall be permitted in the rear yard only except that an exterior stairway not exceeding one-half storey in height shall be permitted in any yard.	Exterior stairways shall be permitted in the rear yard only except that an exterior stairway not exceeding one and one-half storey in height measured from the finished floor level of the underground parking structure shall be permitted in any yard.

The Development Planning Department has reviewed the proposed site-specific exceptions to Zoning By-law 1-88 and provides the following comments:

a) Proposed Definitions

The proposed definition of a "lot" recognizes that the property is being developed as a standard condominium and therefore, for the purposes of the Zoning conformity, the lands will technically be considered as one lot. On this basis, a modified definition of lot is required to implement the proposed development.

The proposed "detached dwelling" definition recognizes that the design of the dwellings are detached at grade having attached private garages located in an underground parking structure. The definition of "parking space" has been modified to permit a tandem parking space arrangement for Units 5, 7, 9, 10, 12 and 16, as shown on Attachment #4. The definition of "soft landscaping" is proposed to be modified to include raised planter boxes in order to ensure sufficient soil depth is available to provide for the growth of landscape material, as an underground parking structure is proposed below grade. The Development Planning Department has no objections to the proposed definitions as they will implement a development that is considered to be compatible with the surrounding area.

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b) Permitted Uses

The proposed 28 dwelling units will appear as detached dwellings above grade having attached private garages located in an underground parking structure, which will not be visible above ground level. All garages, with the exception of Unit 1, are contained wholly within the underground structure, thereby providing for a desirable streetscape on Stegman's Mill Road and throughout the pedestrian promenade.

c) Minimum Lot Frontage and Area

The proposal will be developed as a standard condominium and therefore, the subject lands will technically be considered to be one lot. The lot frontage (90 m) and lot area (7,700 m²) is to recognize the existing overall lot dimensions of the subject lands.

d) Minimum Number of Parking Spaces

The Owner is proposing 63 residential parking spaces and 18 visitor parking spaces (inclusive of 2 barrier-free spaces) on the subject lands, for a total of 81 parking spaces. The proposed dwellings include enclosed private garages located wholly within the underground structure. Each private garage unit will have two (2) resident parking spaces, with the exception of Units 3, 5, 7, 9, 10, 12, 16, which will have three resident parking spaces (the third parking space for Units 5, 7, 9, 10, 12 and 16 would be tandem parking spaces). The proposed parking ratio is consistent with the required parking ratio of 2 parking spaces per dwelling unit for lots less than or equal to 11 m in frontage, as required in the R5 Residential Zone by Zoning By-law 1-88. The proposed visitor parking rate of 0.25 spaces per dwelling unit is consistent with the minimum visitor parking spaces requirement in Zoning By-law 1-88.

e) Building Setbacks

The proposed front yard setbacks to the dwellings along Stegman's Mill Road range from 2 m to 9.6 m from the property line, and 12 m to 16 m from the curb of Stegman's Mill Road. The proposed 2 m front yard setback is for a portion of Unit 2 only, given the irregular front lot line of the subject lands along Stegman's Mill Road. The building setbacks from the curb of Stegman's Mill Road are consistent with the existing dwellings located on the north side of Stegman's Mill Road and Napier Street.

The rear yard setbacks for Units 13 to 17 from the southerly lot line will have minimal impact on the adjacent lands to the south, as an existing field and playground (the Kleinburg Public School) abuts the subject lands.

An interior side yard setback of 0.7 m is proposed for Unit 4, as shown on Attachment #3. The other dwelling units located adjacent to the west lot line (Units 1, 8 and 13) have greater side yard setbacks that range from 1.5 m to 3 m, which meet the interior side yard setback requirement of the R5 Residential Zone. The reduced side yard setback is appropriate and will have minimal impact on adjacent properties given that it will be located adjacent to an existing retaining wall on the adjacent lands to the west measuring 3 m in height.

The proposed 0.5 m setback for the access stairs is appropriate in consideration of the proposed location along the west interior and rear (south) lot line, which will result in minimal impact on adjacent lands.

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The proposed setback of 0 m to the underground parking structure located adjacent to Stegman's Mill Road will have no adverse visual impact, as the structure is located entirely below grade. This setback is also typical of other developments with underground garages approved in the City.

f) Minimum Driveway Width and Number of Driveways

The reduced driveway width of 5 m for Unit 1 is considered minor in nature. The minimum driveway width of 6 m leading to and within the underground parking structure represents a reduction of 1.5 m. The Development Engineering and Infrastructure Planning (DEIP) Department has reviewed the proposed underground parking plan and has no objection to a 6 m driveway.

The Owner is proposing two driveways from Stegman's Mill Road. The first driveway is located along the west property limit to serve Unit 1 exclusively. The second driveway is located closer to the east property line and is offset from Napier Street, and serves as the main access to the underground parking structure. The DEIP Department has reviewed the Sightline and Traffic Impact Analysis prepared by LEA Consulting Ltd., dated April 27, 2017, and has no objections to the methodology used to determine its findings and the conclusions of the report for the location of the driveways.

g) Minimum Landscape Strip Width

The proposed 2 m wide landscape strip is for a portion of the front yard located in front of Unit 2 only. The remaining portion of the front yard consists of landscape widths measuring 6.8 to 9 m, which exceeds the landscape strip requirement of 6 m. The landscape plan shown on Attachment #5 also includes mature landscaping along Stegman's Mill Road to mitigate any visual impact of the reduced landscape strip width.

h) Maximum Height for a Retaining Wall and Exterior Stairway

The proposed 2.7 m high retaining wall is located mostly between Units 16 and 17 along the rear (southerly) property line, and along the side (westerly) property line. A 2.2 m high retaining wall is located towards the rear of, and between Units 1 and 2, as shown on Attachment #3, and will be screened by substantive landscaping and picket fencing, and will therefore have minimal impact on the Stegman's Mill Road streetscape.

The increase in height for the exterior stairs from one-half storey to one and one-half storeys is for two access stair corridors located along the west interior and rear (south) lot line. The access stairs are measured from the floor of the underground parking structure to the top of the stairs. The access stairs are located entirely within the underground parking structure with the exception of the railings located at-grade. On this basis, the access stairs will have no impact on adjacent lands or the proposed development.

i) Additional Zoning Exceptions

The Owner is proposing additional zoning exceptions in order to implement the proposed development shown on Attachments #3 to #9. The following zoning exceptions are either not contained in Zoning By-law 1-88, or are more restrictive than the Zoning By-law requirements in the R5 Residential Zone, and would be included in the implementing Zoning By-law, should the applications be approved:

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- Prohibiting Accessory Structures

The Owner is proposing to prohibit all accessory structures (e.g. sheds and cabanas) in order to maintain the heritage character of the subject lands.

- Minimum Separation Distance Between Dwellings

The Owner is proposing a minimum separation distance between buildings (Units 4 to 27) of 1.8 m, and a minimum separation distance of 11.5 m between the front elevations (i.e. the elevation with the front door) of dwellings. As the subject lands will be developed as one lot, the inclusion of separation distances between two dwellings will function similar to minimum building setback requirements in the Zoning By-law.

- Maximum Lot Coverage

The Owner is proposing a maximum lot coverage of 33.5%, of which 2% is identified for covered and unenclosed porches, whereas the R5 Residential Zone permits a maximum lot coverage of 50%. The overall lot coverage for the proposed development represents a minor increase in the permitted maximum lot coverage of 30% contained in the R1 Residential Zone. In order to implement the development proposal, a maximum lot coverage of 33.5% will be included in the Zoning By-law, should the applications be approved.

- Maximum Building Height

The Owner is proposing to restrict the maximum building height to 9.5 m for the units along Stegman's Mill Road (Units 1, 2 and 28), and 9.85 m for the 25 interior units (Units 3 to 27) in order to maintain the general intent of the KCSP, whereas the R5 Residential Zone permits a maximum building height of 11 m. The proposed 9.5 m building height for the units on Stegman's Mill Road complies with the maximum building height requirement in the R1 Residential Zone, while the proposed 9.85 m building height for the interior units represents a minor increase that will not be discernable at the public street level from Stegman's Mill Road

- Permitted Building Projections

The Owner is proposing that the following projections be permitted for the proposed dwelling units:

- Exterior stairway and porch (covered or uncovered) projections from the front of the dwelling to a maximum of 1.8 m for up to 5 units, including Unit 2 fronting Stegman's Mill Road
- The permitted projections from the front wall for the remaining units shall be to a maximum of 0.6 m
- Exterior stairways, porches (covered or uncovered) and decks shall be permitted to project from the rear wall of a dwelling unit, up to a maximum of 1.8 m for all units.

The proposed building projections from the front wall are appropriate in order to provide variation and visual articulation along the proposed pedestrian promenade and Stegman's Mill Road. The proposed projection into the rear amenity space of each dwelling unit will have minimal impact on adjacent lots and dwelling units within the proposed development.

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The Development Planning Department is satisfied that the proposed amendments to Zoning By-law 1-88 maintain the intent of the Official Plan and will facilitate a residential development that is compatible with the existing and planned built form of the surrounding area.

Holding Symbol “(H)”

Should Vaughan Council approve the subject applications, the implementing Zoning By-law will rezone the residential portion of the subject lands to R5(H) Zone with a Holding Symbol “(H)”. The Holding Symbol “(H)” will not be removed until the Vaughan Focus Area Core Sanitary Servicing Strategy Study is completed and the Owner agrees to finance and implement any necessary downstream system improvements, to the satisfaction of the City. A condition to this effect is included in the recommendation of this report.

Site Plan Review

a) Site Plan and Underground Parking Structure

The proposed site plan shown on Attachment #3 consists of 28 dwelling units that are detached at grade and having attached private garages located in an underground parking structure. The three dwelling units that front onto Stegman’s Mill Road consist of two-storey dwellings that are 9.5 m in height, with “heritage styles” that comply with Section 9.2.1 of the KNHCD Plan. The remaining 25 dwelling units are three-storeys and 9.85 m in height. Access to the proposed underground parking structure, as shown on Attachment #4, is integrated under Unit 2. The underground parking structure consists of 27 private garages with individual garage doors, as shown on Attachment #4, and with an access to the interior of each dwelling unit. All residential and visitor parking is located below grade, except for Unit 1, which incorporates an at-grade garage and a driveway.

A 6 m wide pedestrian promenade, as shown on Attachment #3, provides pedestrian-only access to the dwelling units, with access only for emergency and service vehicles available through knock-down bollards located south of the proposed entrance to the underground garage. The proposed pedestrian promenade together with the underground parking structure provides a visually desirable green space realm throughout the subject lands. Exclusive use amenity areas are located at the rear of each unit, with the exception of Unit 2 where the amenity area is located at the side of the unit. Common amenity areas are located adjacent to and at the terminus of the pedestrian promenade, as shown on Attachment #3.

Garbage and recycling is collected below grade, brought to grade level by a lift system, and stored in a garbage enclosure that matches the elevation details of the interior dwellings and consists of landscape plantings on the roof. The Owner shall satisfy all requirements of the Environmental Services Department (Solid Waste Management Division) respecting the proposed waste collection. A condition to this effect is included in the recommendation of this report.

Access to the site consists of two driveway entrances from Stegman’s Mill Road. A driveway provides vehicular access to Unit 1 only, and is located on the west side of the subject lands. The second entrance is located off-set from Napier Street and provides access to the underground parking structure and the pedestrian promenade for emergency and service vehicles.

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b) Building Elevations

The proposed building elevations are shown on Attachments #6 to #9. The proposed dwellings fronting onto Stegman's Mill Road each consist of different heritage styles that are consistent with the KNHCD Plan, as discussed in this report.

Unit 1, as shown on Attachment #6, is an example of the Italianate style, which was a popular house style in York Region beginning in the 1800's and continuing into the early 20th century. The design includes a two storey structure that is 9.5 m high at the mid-roof level and utilizes appropriate materials including a red buff brick, asphalt shingles and wood fascia, trim and window frames.

Unit 2, as shown on Attachment #6, is an example of a Georgian style, showing a two-storey, 9.5 m high bay house in a brown brick, asphalt shingles, wooden shutters, and white painted wooden trim including the fascia and porch. This style was popular in the local area through the initial settlement era through to the 1880's and remained a popular style through the 20th century, undergoing several revivals. Cultural Heritage Staff recognize that the proposed design reflects other existing contributing Georgian homes in the area with its traditional materials and scale.

Unit 28, as shown on Attachment #6, is in the Victorian Gothic style which was an available house plan style throughout southern Ontario from the 1870's to the 1890's. Materials include red buff brick, asphalt shingles and wood fascia, trim and window frames. Of the three houses proposed along Stegman's Mill Road, Unit 28 will feature the largest setback from the street and extensive front yard landscaping.

The building elevations for the remaining 25 dwelling units, as shown on Attachment #7, utilize contemporary architecture that borrows built forms and materials from the evolving building vernacular within Kleinburg to provide a variety of forms within the development. Materials primarily consisting of red brick or wood clapboard siding, asphalt shingles or a steel roof, with wood accents and a stone base will be used. All of the interior dwelling units are 9.85 m high at the mid-point of the roofline. The smaller individual footprints of the units contribute to creating a close village feel.

Cultural Heritage Staff have advised that future homeowners shall be made aware that any proposed exterior alterations to the subject property will require a Heritage Permit application and approval. A warning clause to this effect will be included in the implementing Site Plan Agreement, which will be registered on title and also be included in all Offers of Purchase and Sale/Lease and in the future Condominium Agreement and Declaration. A condition to this effect is included in the recommendation of this report.

c) Landscape Plan

The landscape plan shown on Attachment #5 consists of deciduous and coniferous trees and shrubs, perennials and grasses. Large growth plantings are proposed within the Stegman's Mill right-of-way and within the "gap" of the driveway along the pedestrian promenade, as shown on Attachments #4 and #9.

The Owner has submitted a Tree Inventory and Protection Plan prepared by Davey Resource Group. As part of the proposed development, 40 of the 99 existing trees will be retained. The retained trees are primarily located within the proposed buffer area adjacent to the valleylands. As part of the development proposal, 114 new trees will be planted, for a total of 154 trees on the subject lands. A deep root system (i.e. silva cells) and planter boxes are utilized throughout the site to ensure the proper growth of the landscaping.

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The proposed pedestrian promenade and driveway entrance to Unit 1 consists of unit pavers on a concrete base. A concrete walkway is proposed at each unit entrance. A parkette is proposed adjacent to Unit 7, and consists of benches and a garden area. Fencing consists of a 1.5 m high black vinyl chain link fence around the west, south and east property lines, with a 1.8 m high privacy fence between the rear amenity area of the interior units. One-metre high picket fences are proposed closer to Stegman's Mill Road for Units 1, 2 and 28.

A public pedestrian walkway is proposed within the valleyland buffer area overlooking Bindertwine Park, consisting of ravine limestone paving, armourstone seating, and deciduous tree plantings. The proposed walkway terminates at the southerly portion of the subject lands, with the possibility of future connections to the Kleinburg Public School and McMichael Art Gallery. Further details regarding the public pedestrian walkway are explained in the Parks Development Section of this report.

The Development Planning Department is satisfied with the proposed development of the subject lands as shown on Attachments #3 to #9, subject to the finalization of the site plan, building elevations, landscape plans, landscape cost estimate, perspective renderings, and building materials list, as discussed in this report. A condition to this effect is included in the recommendation of this report.

Development Engineering and Infrastructure Planning (DEIP) Department

The DEIP Department has reviewed the applications and provides the following comments:

a) Road Network

Site access is being proposed via Stegman's Mill Road. A second driveway access from Stegman's Mill Road is provided for Unit 1. A pedestrian promenade and driveway for emergency and service vehicles is proposed at grade.

b) Water and Sanitary Servicing

The Owner is proposing a water servicing connection to the existing watermain on Stegman's Mill Road, which will provide the domestic water supply and a fire line to the subject development.

Sanitary servicing for the development will be provided by a proposed sanitary sewer which will outlet to a proposed sanitary manhole connecting to the existing municipal sewer on Stegman's Mill Road.

c) Storm Drainage and Servicing

The subject site is located within the Humber River watershed, and the valleylands associated with the Humber River are located immediately to the east of the subject development. The Humber River watershed is regulated by the Toronto and Region Conservation Authority (TRCA).

Based on the existing topography, the subject site currently drains in the form of sheet flow in a south easterly direction to the adjacent valleylands associated with the Humber River. The subject development is proposed to be serviced by a storm service connection to a proposed manhole on Stegman's Mill Road then connected to an existing manhole located along Stegman's Mill Road.

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Post-development flows up to and including the 100-year storm event must be controlled so that it is less than and/or equal to the allowable 5-year pre-development release rate for the subject site. The Owner is proposing to maintain the allowable release rate by introducing underground stormwater storage tanks, which is an acceptable practice. All underground storage devices and appurtenances must be located entirely on private property and maintained by the Owner.

The DEIP Department has advised that detailed analysis including pre and post area drainage mapping must be illustrated within the revised Stormwater Management Report ("Report"). The Report must also address how the existing overland drainage from adjacent properties will be accommodated, including recommendations to address any adverse impact to the subject development. Also, detailed analysis and calculations for foundation drainage should be included within the revised Report.

The Owner has proposed an oil-grit separator and provided manufacturer data indicating the unit is capable of treating the entire site area based on a minimum of 80% total suspended solids removal. An oil-grit separator is an acceptable quality measure for quality control. Low Impact Development (LID) measures including an infiltration trench and permeable pavers are also proposed to be implemented on-site to supplement the benefits of the proposed oil/grit separator.

d) Environmental Noise Report

The DEIP Department has reviewed the "Noise Feasibility Study, Proposed Residential Development 357 365 and 357 Stegman's Mill Vaughan, Ontario" ("Study") prepared by HGC Engineering dated May 19, 2017. The Owner shall satisfy all requirements with respect to noise attenuation and ensure it is in accordance with the noise features recommended by the Study. As such the warning clauses identified in the recommendation are to be registered on title and be included in Offers of Purchase and Sale and/or Lease for designated units. In addition, these warning clauses shall and included in the future Condominium Agreement and Declaration.

e) Lot Grading

The site grading shall adhere to the City's lot grading design criteria. Retaining walls greater than one (1) metre in height including the proposed retaining wall to the west must be designed and stamped by a professional engineer. The walls must be designed to support any proposed fencing and safety measures, as required, to the satisfaction of the City.

f) Environmental

The DEIP Department has reviewed the following environmental documents and has advised that no further environmental site assessment documents are required at this time:

- Site Screening Questionnaire and the Signed Certificate;
- Toronto Inspection Limited (TIL) report entitled "Report on Phase One Environmental Site Assessment, 357, 365, 375 Stegman's Mill Road, Kleinburg, City of Vaughan", dated April 30, 2015;
- Soil Engineers Ltd. (SEL) report entitled "A Report to Kleinburg Village Development Corp., Phase Two Environmental Site Assessment, Proposed Residential Development, 357, 365, and 375 Stegman's Mill Road, City of Vaughan", dated March 15, 2017;

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- Soil Engineers Ltd. (SEL) report entitled “A Report to Terraquest Enterprises Inc., A Soil Investigation for Proposed Residential Subdivision, 357, 365, and 375 Stegman’s Mill Road, City of Vaughan”, dated September 2015; and
- Soil Engineers Ltd. (SEL) Letter of Reliance, dated September 6, 2017.

g) Transportation

In support of the applications, the Owner has submitted a Sightline and Traffic Impact Analysis (“Analysis”) prepared by LEA Consulting Ltd., dated April 27, 2017. The Development Engineering and Infrastructure Planning (DEIP) Department has reviewed the Sightline and Traffic Impact Analysis and has no objections to the methodology used to determine the findings and the conclusions of the Analysis.

According to the Analysis, the proposed development is expected to generate 21 two-way trips during the weekday A.M. peak period (or one car every 3 minutes) and 28 two-way trips during the weekday P.M. peak period (or one car every 2 minutes).

The Analysis evaluated three (3) access options on Stegman’s Mill Road near the subject lands, including:

1. Westerly Access Option

A westerly access located approximately 15 m from the westerly limit of the subject lands was considered. However, the Analysis concluded this option not to be feasible due to the topography of this section of Stegman’s Mill Road. The subject lands are situated on a significant grade differential, of approximately 5 m from northwest to the southeast, which leads into the valleylands. Permitting the access at this location would result in a steep driveway entrance and significant changes to the proposed architecture for the dwelling units fronting Stegman’s Mill Road.

2. Aligned Access with Napier Street Option

The DEIP Department requested the Owner to consider aligning the proposed access with Napier Street to the north in order to improve the sightline distance and eliminate overlapping left turns for vehicles turning left onto the subject lands. The Analysis prepared by LEA Consulting compared an offset access approximately 10 m west of Napier Street in relation to an aligned access. The Analysis concludes that the aligned option would provide limited improvements compared to the offset access option with regards to safe sight stopping distance and decision site distance.

Grading and architecture were additional reasons for not proceeding with an aligned access with Napier Street, as this would require significant changes to the elevations for the proposed dwelling units fronting onto Stegman’s Mill Road. These changes would have included the introduction of up to 15 steps from the pedestrian promenade in order to enter the dwelling, thereby potentially introducing non-authentic heritage building elevations that are not in keeping with the KNHCD Plan.

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3. Offset Driveway Access Option

An offset access approximately 10 m west of Napier Street is proposed for the subject lands. This option results in the proposed access being located outside of the horizontal and vertical curves of Stegman's Mill Road, while achieving the City's design criteria.

The Analysis concludes that the offset driveway access option located 10 m to the west of Napier Street (option #3 from above) is the optimal location and meets the City's design criteria such as the required minimum stopping sight distance of 60 m.

Overlapping left-turns, introduced as a result of the proposed off-set intersection, are expected to be minimal as the queued vehicles turning onto Napier Street and the subject lands is not expected to exceed one car length. The Analysis evaluated the overlapping left turn scenario by providing traffic counts for left turns onto Napier Street, and found that the proposed site access location will not introduce significant delay to movements on Stegman's Mill Road. As such, the proposed site access is not expected to negatively impact the existing traffic conditions. However, there are existing sightline challenges for the southbound (Napier Street) traffic at this intersection.

The existing challenges are currently being mitigated through an existing convex mirror that is installed on the south side of the intersection. However, the traffic consultant recommends additional measures be considered to further improve operation through one of the following two options;

- Proposed right-in/out traffic movement with a traffic diverting island at Napier Street and Stegman's Mill Road; or
- Proposed right-in/right-out access with a traffic diverting island and an acceleration taper.

The above-mentioned options should be considered by the City as part of a future review, separate from the subject applications, and in consultation with local area residents and other impacted stakeholders.

h) Sewage and Water Allocation

On December 13, 2016, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City. Accordingly, servicing capacity for Site Development File DA.16.071 is available and unrestricted. A condition to this effect is included in the recommendation of this report.

i) Focus Area Core Sanitary Servicing Strategy Study

The intent of the Focus Area Core Servicing Strategy Study is to assess and quantify the availability of sanitary servicing capacity in the City's existing wastewater collection system within proposed development areas, including the Kleinburg-Nashville service area. A detailed technical analysis will be completed which builds on the City-Wide Water/Wastewater Master Plan analysis completed in 2014. The Study will also determine, where necessary, infrastructure improvements to accommodate future development. The Owner is to finance and implement any necessary downstream system improvements as a result of the Focus Area Core Servicing Strategy Study. This will be included in the implementing Zoning By-law, should the applications be approved, prior to removal of the Holding Symbol "(H)". A condition to this effect is included in the recommendation of this report.

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j) Development Agreement

Prior to the execution of the Site Plan Agreement, the Owner is required to enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise, with regard to such matters including the financing and implementation of the requisite sanitary system improvements in the Kleinburg-Nashville service area (downstream of the subject lands) based on the conclusions and recommendations of the Focus Area Core Sanitary Servicing Strategy Study, payment of Development Charges, and the provision of municipal services. The Development Agreement shall be registered against the lands to which it applies and to the satisfaction of the DEIP Department. A condition to this effect is included in the recommendation of this report.

The DEIP Department must approve the final grading and servicing plan, erosion and sediment control plan, Stormwater Management Report, Geotechnical Report, Noise Report and Soil Report. A condition to this effect is included in the recommendation of this report.

Parks Development Department

The Parks Development Department has reviewed the applications and have no objection to the Official Plan Amendment and Zoning By-law Amendment changes being proposed. The Parks Development Department has reviewed the proposed pedestrian walkway connection within the 10 m open space buffer area on the east portion of the subject lands, and have no objection to its location subject to the following conditions:

- the Owner shall submit detailed design drawings including grading plans and cross-sections of the proposed pedestrian walkway within the open space buffer area, to the satisfaction of the City;
- the pedestrian walkway shall not exceed a 5% grade, shall be paved, and have a planned width of 3 m with an additional 1 m mow strip on either side. The pedestrian walkway shall be site verified by the Parks Development Department prior to construction;
- any crossing over a culvert shall flare out 2 m on either side of the pedestrian walkway, as required by City Standards;
- suitable light levels shall be achieved along the pedestrian walkway within the open space buffer area, as required by the City. If suitable light levels cannot be achieved from street lighting, pedestrian lighting may be required along the pedestrian walkway, to the satisfaction of the City;
- the Owner shall agree to provide and register all necessary easements to the City of Vaughan for the open space buffer area, which easements are to be determined through the detailed design process for the pedestrian walkway; and
- the Owner shall erect a 1.5 m high (or higher) vinyl chain link fence along the property limit of the lots that abut the open space buffer area, to the satisfaction of the City.

The Owner shall satisfy all requirements of the Parks Development Department prior to the registration of the Site Plan Agreement, should the applications be approved. A condition to this effect is included in the recommendation of this report.

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Toronto and Region Conservation Authority (TRCA)

The TRCA has reviewed the development applications and have no objection to Official Plan and Zoning By-law Amendment applications.

On August 14, 2017, the TRCA provided comments for Site Development File DA.16.071. These comments primarily address ecological matters, specifically erosion and sediment control measures, buffer plantings and the location of the proposed trail. The Owner has relocated the proposed pedestrian walkway to the edge of the development side of the open space buffer area, as opposed to being located in the middle, to prevent any encroachments or disturbances into the natural system. The Owner shall satisfy all requirements of the TRCA. A condition to this effect is included in the recommendation of this report.

Office of the City Solicitor, Real Estate Division

Should the subject applications be approved, the Owner is required to pay the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-Lieu Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.

School Boards

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the applications, and require no conditions. The Conseil Scolaire de District Catholique Centre-Sud was circulated on the proposed development and provided no response, as such Development Planning staff are satisfied they have no objection to the proposed development.

Canada Post

Should the subject applications be approved, Canada Post requires that the Owner to agree to include in all Offers of Purchase and Sale/Lease, a statement that advises the prospective purchaser that mail delivery will be from a designated Community Mailbox. The Owner will be responsible for notifying the purchaser of the exact Community Mailbox location prior to the closing of any home sale. The Owner is required to consult with Canada Post Corporation to determine a suitable location for the placement of a Community Mailbox and to indicate these locations on the appropriate servicing plan.

The Owner must provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:

- An appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailbox;
- Any required walkway across the boulevard, as per municipal standards; and
- Any required curb cut depressions for barrier free access.

The Owner further agrees to determine and provide a suitable temporary Community Mailbox location, which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox location.

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Utilities

Rogers Cable and Bell Canada have no objections to the proposed development.

Enbridge Gas Distribution has no objection to the applications, subject to conditions respecting securing easements and the Owner contacting Enbridge Gas for service and meter installations, should the applications be approved.

Alectra Utilities Corporation (formerly PowerStream Inc.) has reviewed the Site Development application and has indicated that it is the Owner's responsibility to contact Alectra and discuss all aspects of the site with respect to electrical supply and the transformer location(s), should the applications be approved.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

This report supports the following priority set forth in Term of Council Service Excellence Strategy Map (2014-2018):

- Continue to develop transit, cycling and pedestrian options to get around the City
- Continue to cultivate an environmentally sustainable City

Regional Implications

York Region has reviewed the proposed Official Plan Amendment application and has determined that the proposed amendments to the Official Plan are a matter of local significance, and do not adversely affect Regional planning policies or interests. Accordingly, should Vaughan Council approve the application, the implementing Official Plan Amendment is exempt from approval by the Regional Planning Committee and Council, which allows the Amendment to come into effect following its adoption by the City of Vaughan, and following the required appeal period.

Conclusion

Official Plan Amendment File OP.15.006, Zoning By-law Amendment File Z.15.025 and Site Development File DA.16.071 have been reviewed in consideration of the policies of the PPS, Growth Plan, York Region Official Plan, VOP 2010, the KCSP, the requirements of Zoning By-law 1-88, comments from the public, City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development consisting of 28 dwelling units that are detached at grade and having attached private garages located in an underground parking structure is appropriate, compatible, and consistent, but not identical to, the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment and Site Development Applications, subject to the recommendations of this report.

Attachments

1. Context Location Map
2. Location Map
3. Site Plan & Proposed Zoning
4. Underground Parking Plan
5. Landscape Master Plan
6. Front (North) Elevations - Units 1, 2 and 28
7. Typical Elevations (Interior Streetscape)
8. Elevations - Stegman's Mill Road Streetscape (Height Analysis)
9. Rendering - Stegman's Mill Road Streetscape

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