

**CITY OF VAUGHAN**

**EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 25, 2013**

Item 30, Report No. 32, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 25, 2013.

**30**

**OFFICIAL PLAN AMENDMENT FILE OP.12.016  
ZONING BY-LAW AMENDMENT FILE Z.12.037  
SITE DEVELOPMENT FILE DA.12.089  
KING JANE DEVELOPMENTS INC. AND TONY AND GERMANA GUGLIETTI  
WARD 4 - VICINITY OF DUFFERIN STREET AND MAJOR MACKENZIE DRIVE**

**The Committee of the Whole recommends:**

- 1) That the recommendation contained in the following report of the Commissioner of Planning and the Director of Development Planning, dated June 18, 2013, be approved;**
- 2) That the deputation of Ms. Rosemarie Humphries, representing the applicant be received; and**
- 3) That the coloured elevation drawings submitted by the applicant be received.**

**Recommendation**

The Commissioner of Planning and the Director of Development Planning recommend:

1. THAT Official Plan Amendment File OP.12.016 (King Jane Developments Inc. and Tony and Germana Guglietti) BE APPROVED, specifically to amend OPA #600, as amended by OPA #656 and OPA #714 to redesignate the subject lands shown as Parts "A", "B", and "C" on Attachment #3, as follows:
  - i) Parts "A" and "B"  
  
Redesignate Parts "A" and "B" (1381 and 1331 Major Mackenzie Drive) from "High Density Residential/Commercial" and "Valley Lands" to "Medium Density Residential/Commercial" (consistent with the tableland designation on Part "C") and "Valley Lands"; and,
  - ii) Parts "A", "B" and "C"  
  
To permit a maximum density of 47 units per hectare on the combined developable tableland portions of the subject lands (Parts "A", "B" and "C") proposed to be designated "Medium Density Residential/Commercial", and maintain a "Valley Lands" designation for the undevelopable portion of the subject lands.
2. THAT Zoning By-law Amendment File Z.12.037 (King Jane Developments Inc. and Tony and Germana Guglietti) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown as Parts "A", "B" and "C" in the manner shown on Attachment #3, as follows:
  - i) Part "A"  
  
Rezone Part "A" (1381 Major Mackenzie Drive) from RR Rural Residential Zone subject to Exception (779) and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol "(H)" and OS5 Open Space Environmental Protection Zone (valleyland);

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ii) Part “B”

Rezone Part “B” (1331 Major Mackenzie Drive) from A Agricultural Zone subject to Exception 9(779) and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol “(H)” and OS5 Open Space Environmental Protection Zone (valleyland);

iii) Part “C”

Rezone Part “C” (1221 Major Mackenzie Drive) from A Agricultural Zone and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol “(H)”, A Agricultural Zone, and OS5 Open Space Environmental Protection Zone (valleyland); and,

- iv) that the implementing Zoning By-law include the site-specific zoning exceptions identified in Table 1 of this report to permit a maximum of 136 block townhouse and 6 semi-detached dwelling units.

3. THAT the Holding Symbol “(H)” shall not be removed from the subject lands zoned RM2(H) Multiple Residential Zone until such time as the following conditions are addressed to the satisfaction of the City:

- i) that City of Vaughan Council adopt a resolution allocating sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the City’s approved Servicing Capacity Distribution Protocol assigning capacity to the subject lands for the proposed 136 block townhouse and 6 semi-detached units (future standard condominium).

4. THAT Site Development File DA.12.089 (King Jane Developments Inc. and Tony and Germana Guglietti) BE APPROVED, to permit the development of the subject lands with 136 block townhouse units and 6 semi-detached dwelling units (future standard plan of condominium) as shown on Attachments #3 to #6, subject to the following conditions:

- a) that prior to the execution of the Site Plan Agreement:

- i) the final site plan, building elevations and landscape plan shall be approved by the Vaughan Development Planning Department;
- ii) the final site grading and servicing plan, stormwater management report, noise report, streetlighting, access, and on-site circulation shall be approved by the Vaughan Development/Transportation Engineering Department;
- iii) the Owner shall enter into a development agreement with the City to satisfy all financial, legal and engineering matters including the dedication of lands and easements, grading, fencing, landscaping, provision of road improvements, sidewalks, streetlighting, stormwater management facilities, installation of municipal services, securities, cash contributions, and other matters of the City respecting the development of these lands in accordance with the latest standards;
- iv) the Owner must provide a letter from the Block 11 Trustee confirming that the Owner has satisfied the financial and cost sharing obligations of the Block 11 Developers Group Agreement;

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- v) the Owner shall pay to the City, a woodlot development charge at the rate of \$1000.00 per residential unit in accordance with the previous Special Area Woodlot Development Charge By-law and the City's Woodlot Acquisition Front-end Agreement;
  - vi) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority; and,
  - vii) the Owner shall satisfy all requirements of the Region of York; and,
- b) the Site Plan Agreement shall contain the following provisions:
- i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, 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 Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall for the basis of the cash-in-lieu payment;
  - ii) garbage and recycling collection, road maintenance, snow clearing, water and wastewater services, and storm drainage for the residential condominium units shall be privately undertaken and shall be the responsibility of the Owner or the Condominium Corporation(s);
  - iii) the Owner shall satisfy all requirements with respect to noise attenuation in accordance with the noise attenuation features recommended by the approved report entitled Detailed Noise Control Study, Proposed Residential Development Mackenzie Ridge Terraces, 1331 Major Mackenzie Drive, Vaughan including the inclusion of the necessary warning statements in all offers of purchase and sale with respect to environmental noise and implementation procedures;
  - iv) the Owner shall provide direct walking and cycling connections to roadways and adjacent developments to promote non-auto travel modes to the satisfaction of the City of Vaughan and Region of York;
  - v) the Owner shall provide an information package to each residential unit, which includes a York Region Cycling map, community maps, and York Region Transit and GO Transit Schedules;
  - vi) the Owner shall work with the City of Vaughan Development/Transportation Engineering Department in coordination with the Region of York, on implementation and monitoring of Traffic Demand Management strategies for the site;
  - vii) the Owner shall obtain all the necessary approvals from the Region of York regarding the dedication of the 10 X 10 metre day light triangles at the intersection of Major Mackenzie Drive and Sir Benson Drive, and the dedication of a 22.5 m right-of-way for Major Mackenzie Drive, which shall be finalized to the satisfaction of the Region of York. The emergency services access to the site, located approximately 90 metres west of the Centre Line of Sir Benson Drive shall be restricted to only emergency vehicles usage and be barricaded with removable bollards;

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- viii) the Owner shall update the Block 11 Community Plan to reflect the approval of this development application on the subject lands;
- ix) the Owner shall display a Community Plan on the interior wall of the sales office, comprising information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City, and that no Building Permit shall be issued until such information is approved by the City of Vaughan Development Planning Department:
- plan for the broader area, showing the surrounding land uses, arterials, etc.;
  - location of street utilities, entrance features, sidewalks, transit stops;
  - the location of parks, open space, trails, community facilities;
  - the location of Institutional uses, including schools, places of worship, community facilities;
  - the location and type of commercial sites;
  - colour-coded identification of singles, semis, townhouses and apartment units;
  - the following notes in BOLD CAPITAL TYPE on the map:
- “For further information, on proposed and existing land uses, please call or visit the City of Vaughan, Development Planning Department, at 2141 Major Mackenzie Drive, L6A 1T1, 905-832-8585.
- “This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers.” [in such circumstances the Owner is responsible for updating the map and forwarding it to the City for verification.]”;
- x) the Owner shall satisfy the requirements of Canada Post regarding Community Mail Boxes;
- xi) that the applicant successfully obtain a TRCA permit under Ontario Regulation 166/06 (*Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*) for site grading/development and a storm outfall of the subject property;
- xii) that the open space valleyland and 10 m ecological buffer be dedicated to public ownership, either to the Toronto and Region Conservation Authority (TRCA) or the City of Vaughan, free of all charges and encumbrances;
- xiii) that the applicant provide a complete technical re-submission package satisfactorily addressing all outstanding TRCA technical comments as noted in TRCA's letter of March 7, 2013; and,
- xiv) that the applicant erect a fence (approximately 1.5 m high chain link) along the limits of the development parcel, and adjacent to the 10 m ecological buffer.

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#### **Contribution to Sustainability**

The applications implement the following Goal 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
- 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

In accordance with the goal 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:

- i) higher density form of housing (condominium townhouses) on private streets and lanes, reducing building setbacks, thereby reducing need for expensive infrastructure; higher density supports the existing public transit system and local commercial activities;
- ii) the compact design and proximity to local commercial facilities encourages residents to walk or cycle and reduce reliance on automobile use;
- iii) the wooded open space area on the site will be maintained;
- iv) granular pads to assist with the water balance in providing runoff to the perimeter green areas. The granular pads hold and release storm runoff at a slower rate to promote groundwater recharge to the forested areas and also reduce the use of water for landscaping, since sod is not proposed. Reduced sod areas reduce yard maintenance and reduce the use of fertilizers and pesticides;
- v) native drought tolerant plants will be used in green areas where possible.
- vi) bike stands will be provided adjacent to the amenity area and stormwater management pond on site; and,
- vii) buildings will use Energy Star Rated lighting and appliances, low flow aerators in faucets and showers, and high efficiency toilets to reduce domestic water use.

#### **Economic Impact**

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

#### **Communications Plan**

On January 11, 2013, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands, and to Valleys of Thornhill Ratepayers Association. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 5, 2013, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on February 13, 2013. No comments were received by the Development Planning Department concerning these applications.

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**Purpose**

The Owner has submitted the following applications for the subject lands shown on Attachments #1 and #2 to facilitate the development of 136 residential townhouse dwelling units and 6 semi-detached dwelling units, to be developed on private roads as a future standard condominium as shown on Attachments #3 to #7:

1. Official Plan Amendment File OP.12.016 to redesignate the subject lands shown as Parts “A”, “B”, and “C” on Attachment #3, as follows:
  - i) Parts “A” and “B”  
Redesignate Parts “A” and “B” (1331 and 1381 Major Mackenzie Drive) from “High Density Residential/Commercial” and “Valley Lands” to “Medium Density Residential/Commercial” (consistent with the tableland designation on Part “C”) and “Valley Lands”; and,
  - ii) Parts “A”, “B” and “C”  
To permit a maximum density of 47 units per hectare on the combined developable tableland portions of the subject lands (Parts “A”, “B” and “C”) proposed to be designated “Medium Density Residential/Commercial”, and maintain a “Valley Lands” designation for the undevelopable portion of the subject lands.
2. Zoning By-law Amendment File Z.12.037 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown as Parts “A”, “B” and “C” in the manner shown on Attachment #3, as follows:
  - i) Part “A”  
Rezone Part “A” (1381 Major Mackenzie Drive) from RR Rural Residential Zone subject to Exception (779) and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol “H” and OS5 Open Space Environmental Protection Zone (valleyland);
  - ii) Part “B”  
Rezone Part “B” (1331 Major Mackenzie Drive) from A Agricultural Zone subject to Exception 9(779) and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol “H” and OS5 Open Space Environmental Protection Zone (valleyland);
  - iii) Part “C”  
Rezone Part “C” (1221 Major Mackenzie Drive) from A Agricultural Zone and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol “H” and OS5 Open Space Environmental Protection Zone (valleyland); and,
  - iv) Permit the site-specific zoning exceptions to the RM2 Multiple Residential Zone to implement the development proposal identified in Table 1 of this report.
3. Site Development File DA.12.089 to facilitate the development of 136 block townhouse units and 6 semi-detached dwelling units on private roads within a future standard condominium as shown on Attachments #3 to #7.

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#### **Background - Analysis and Options**

##### Location

The 3.07 ha subject lands shown on Attachments #1 and #2 are located on the south side of Major Mackenzie Drive, east of Dufferin Street, municipally known as 1221, 1331 and 1381 Major Mackenzie Drive, City of Vaughan. The surrounding land uses are shown on Attachment #2.

##### Background

The portion of the subject lands known as 1381 and 1331 Major Mackenzie Drive (Parts "A" and "B" on Attachment #3), are subject to OPA #656, which was approved by Vaughan Council in May 2007, and permits a 325 unit high-rise residential apartment building with a density of 150 units per hectare (uph). The implementing zoning by-law was never enacted to implement OPA #656. In November 2010, Council approved OPA #714 to facilitate a revised development proposal on Parts "A" and "B" consisting of 600 units within three 14-storey apartment buildings with a density of 282 uph. A zoning by-law to implement OPA #714 was also never enacted.

The property known as 1221 Major Mackenzie Drive (Part "C" on Attachment #3) was subject to Official Plan and Zoning By-law Amendment Applications OP.06.017 and Z.06.024, respectively, to permit an apartment building with 270 high rise units by the previous Owner. The applications were considered at a Public Hearing on May 10, 2006, and have not been further pursued by the previous Owner. Part "C" is now owned by the Owners of 1331 and 1381 Major Mackenzie Drive and forms part of the subject applications.

##### Land Use Policies and Planning Considerations

The Vaughan Development Planning Department has reviewed Official Plan Amendment File OP.12.016, to redesignate the subject lands to "Medium Density Residential", in light of the following land use policies:

a) Provincial Policy Statement (PPS)

The Provincial Policy Statement includes policies that encourage new growth within urban areas. The subject lands are located within the urban area and the proposed medium density residential development meets the intent of the PPS with respect to the efficient use of land and infrastructure and would promote development patterns to support a livable and healthy community. The proposed development will also make efficient use of existing public service facilities within the surrounding area. The proposed development conforms to the goals, objectives and policies of the PPS.

b) Provincial Growth Plan - Places to Grow

The Growth Plan policies guide the development of the Greater Golden Horseshoe area; encourages compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and, directs growth to settlement areas that offer municipal water and wastewater systems. Opportunities for the optimal use of land and infrastructure are provided for by the Growth Plan by directing growth to existing urban areas. The subject lands are located within the built up area of the City. The Growth Plan encourages intensification throughout the built-up area and includes infill development and development of under-utilized lots. The subject lands are currently developed with an estate residential dwelling. The proposed development would constitute the redevelopment of under-utilized lots.

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To reduce dependence on the automobile and provide pedestrian-friendly urban environments, the Growth Plan encourages intensification, a mix of uses, and transit supportive densities for new developments. Population and employment growth are also encouraged to be accommodated within the built up areas encouraging the development of complete communities with a mix of land uses, a range and mix of employment and housing types, high quality public open spaces, and easy access to local stores and services. The proposal will provide townhouse and semi-detached dwellings, within an area of the community which is generally developed with single detached dwellings. The subject property is located within a built up area and within a serviced community, supported by existing municipal water, sewer systems, and existing public transit. The proposed development is consistent with the goals of the Growth Plan.

#### c) Region of York Official Plan

The subject lands are designated “Urban Area” by the Region of York Official Plan, which permits a wide range of residential, commercial, industrial and institutional uses. The Regional Official Plan encourages a broad range of housing types within efficient and mixed use compact communities at an overall transit supportive density. The proposal provides for townhouses and semi-detached dwellings to provide for a variety of housing forms to meet the needs of different households, which is consistent with the Region of York’s policy to provide a variety of housing types. The proposed Amendment is consistent with the Regional Official Plan policies that direct development to existing built-up portions of urban areas.

The site is located along Major Mackenzie Drive which is identified as a Regional Transit Route in the Regional Official Plan. The Plan encourages pedestrian-scale development, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscaping and streetscapes. The Plan recognizes the relationship between transportation and urban form. The medium density residential use with a compact urban form encourages and supports a higher level of public transit use. The subject lands are within walking distance of existing commercial uses located on the north side of Major Mackenzie Drive, and at Major Mackenzie Drive and Dufferin Street. The proximity of the site to existing facilities and services within the surrounding community reduces the overall parking demand and the length of trips to destinations for work, shopping and school. The Region has indicated that the proposed development does not adversely affect Regional interest. Accordingly, on February 5, 2013, the Region of York exempted Official Plan Amendment File OP.12.016 from Regional approval.

#### d) Vaughan Official Plan (In-effect)

The subject lands are located within the Urban Village 2 Carrville District Planning Block 11. Parts “A” and “B” (1381 and 1331 Major Mackenzie Drive) are designated “High Density Residential/Commercial” and “Valley Lands” by in-effect OPA #600, as amended by site-specific OPA #656 and OPA #714, which permits apartment buildings at a maximum density of 600 apartment units (282 uph) and a maximum building height of 14-stores or 43 m on the “High Density” lands.

Part “C” (1221 Major Mackenzie Drive) is designated “Medium Density Residential/Commercial” and “Valley Lands” by in-effect OPA #600, which permits semi-detached and block townhouse uses with a maximum density of between 17 and 40 units per hectare (uph). The proposal for medium density uses on Parts “A” and “B” does not conform to the in-effect site-specific Official Plan policies. An Official Plan Amendment is required for the overall lands to permit a mix of semi-detached and block townhouse uses on the tableland of Parts “A”, “B” and “C” at a maximum density of 47 uph.



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e) New City of Vaughan Official Plan 2010 (Not In-effect)

The subject lands are designated “Mid-Rise Mixed-Use” with a maximum height of 10-storeys and a maximum density of 3.0 Floor Space Index (FSI) by the new City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified on September 27, 2011, March 20, 2012, and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and is pending approval from the Ontario Municipal Board.

The “Mid-Rise Mixed-Use” designation permits apartment and commercial uses but does not permit the proposed townhouse and semi-detached dwellings. The proposed development yields an FSI of 0.92. The proposed development does not conform with the use policies of VOP 2010.

The Development Planning Department can support the approval of Official Plan Amendment File OP.12.016 to re-designate the subject lands from “High-Density Residential” and “Valleylands” to “Medium-Density Residential” and “Valleylands” to facilitate development of 136 townhouse and 6 semi-detached dwelling units. The proposal is consistent with the goals and objectives of the PPS, the Growth Plan and the Regional Official Plan, with respect to efficient use of land in Urban areas, served by existing infrastructure such as water and sewage capacity, and provides transit supportive densities and the proposed development is compatible with the surrounding existing and planned land uses.

#### Zoning

The subject lands are zoned RR Rural Residential Zone, A Agricultural Zone, and OS5 Open Space Environmental Protection Zone (valleyland), subject to Exception 9(779). The proposal to permit semi-detached and townhouse units on the tableland does not comply with Zoning By-law 1-88, and therefore, a Zoning By-law Amendment is required to rezone the subject lands and to permit the proposed zoning exceptions identified below.

Table 1 Proposed Exceptions to the RM2 Zone Requirements:

	<b>By-law Standard</b>	<b>By-law 1-88 RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to RM2 Multiple Residential Zone Requirements</b>
a)	Permitted Uses	Permits Block Townhouse dwelling units but does not permit Semi-Detached dwelling units	To permit 6 Semi-Detached dwelling units within the RM2 Zone
b)	Minimum Lot Area	230 m <sup>2</sup> /unit	216.23 m <sup>2</sup> /unit
c)	Maximum Building Height	11 m	12 m

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d)	Minimum Front Yard Setback	4.5 m	2.0 m (Unit 12 in Block 2 abutting access) 2.2 m (Unit 13 in Block 3 abutting access)
e)	Covered Porches and Step Encroachment into Front Yard	Covered Porches and Front Steps are not permitted to encroach into the Front Yard	Covered Porches and Front Steps are permitted to encroach 2.8 m into the Front Yard for Buildings 1 - 4, and 26
f)	Minimum Rear Yard Setback	4.5 m (to dwelling)	1.5 m (to a deck attached to dwelling)
g)	Minimum Amenity Area	90 m <sup>2</sup> /unit (for 3 bedroom units x 20 units) = 1,800 m <sup>2</sup> + 110 m <sup>2</sup> /unit (for 4 bedroom units x 122 units) = 13,420 m <sup>2</sup>  Total Required = 15,220 m <sup>2</sup>	87.45 m <sup>2</sup> /unit x 142 units  Total Proposed = 12,418 m <sup>2</sup>
h)	Minimum Landscape Strip Width Around a Parking Area	3 m	0 m
i)	Maximum Garage Dimensions	3.0 m x 6.0 m	Permit 2 steps (3 risers) to encroach into the garage
j)	Minimum Required Parking for Semi-Detached Units	Semi-Detached Dwelling parking unit ratio is not provided in the RM2 Zone	Permit Semi-Detached Units with a parking ratio of 2.0 spaces/unit in the RM2 Zone
k)	Maximum Driveway Widths	7.5 m	7.0 m

The Development Planning Department can support the proposed site-specific exceptions to Zoning By-law 1-88, for the following reasons:

a) Minimum Lot Area

The RM2 Zone requires a minimum lot area of 230 m<sup>2</sup>/unit, whereas, the Owner has requested a minimum lot area of 216.25 m<sup>2</sup>/unit for the subject lands. The proposed development will be built as a condominium on private roads. The reduced lot area is minor and is considered appropriate for the proposed form of development.

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b) Maximum Building Height

The RM2 Zone permits a maximum building height of 11m, whereas, the Owner proposes 12 m. The increase in the maximum permitted building height is minor and will not impact on the surrounding land uses.

c) Minimum Rear Yard Setback

Zoning By-law 1-88 requires a minimum 4.5 m rear yard setback measured from the dwelling to the lot line. The Owner proposes to reduce the minimum rear yard setback to 1.5m measured from the rear deck to the property line. The rear yards abuts a 10 m ecological buffer adjacent to a heavily wooded valley and stream corridor. There is no view across the corridor. The reduced rear yard with deck will continue to provide a private amenity area and will not impact on the surrounding uses. The rear yard setback reduction can be supported.

d) Minimum Amenity Area

The proposal requires a total minimum amenity area of 15,200 m<sup>2</sup> to comply with By-law 1-88 amenity area requirements, whereas, the Owner proposes a total of 12,418 m<sup>2</sup>. Amenity area for the development will be provided for in the form of private decks for each unit (some units with upper and lower decks) and a common parkette in the centre of the site. A dry storm pond is provided at the southerly end of the site, which is a stormwater management pond, and not amenity area. However, there is a landscape feature and combined with the pond, create the sense of a larger open space amenity. Given the site is surrounded by a heavily wooded valley and stream corridor feature, there is an abundance of green space surrounding the development and the reduction of per unit amenity space provided on site is justified and can be supported.

e) Landscape Strip Width Surrounding a Parking Area

Zoning By-law 1-88 requires a 3.0 m wide landscape strip around outdoor parking areas. The Owner is requesting a reduction in the minimum width of the landscape strip to 0m. Small visitor parking areas are located throughout the site comprised of 3 – 5 parking spaces, which are surrounded by walkways and/or sodded areas to serve the residential units. Therefore, the Development Planning Department can support the proposed reduction.

f) Garage Dimensions

Zoning By-law 1-88 requires a minimum garage dimension of 3.0 m x 6.0 m. The By-law allows for the width of the garage interior to be reduced on one side by 0.3 m, and the rear by 1 m, to allow for the provision of steps into the dwelling. However, the Owner is requesting an exception to allow 2 steps (3 risers) to encroach into the minimum interior garage dimensions. This exception is required for some units due to the interior door location relative to the steps into the garage. The Owner has provided documentation in support of the exception and the City is satisfied that the exception can be supported and can be applied for all units across the site.

g) Driveway Width

By-law 1-88 requires an access or driveway to be at least 5.4 m but not exceeding 7.5 m in width, unless the driveway is a joint ingress and egress driveway, in which case the width shall be 7.5 m. The main entrance to the development is proposed with a 5.4 m wide inbound lane separated with a landscaped median and two outbound lanes with a width of 7 m. There is also a 7 m wide emergency vehicles only access that is

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barricaded with removable bollards and is proposed at the west end of the site along Major Mackenzie Drive. Staff can support the reduction of the driveway access width to 7m and the design of the accesses, which meets the Region of York's requirements.

h) Semi-Detached Uses and Parking Requirements

Zoning By-law 1-88 does not permit Semi-Detached units, which are considered to be complementary with the permitted block townhouse use within the RM2 Multiple Residential Zone, therefore, the Zoning By-law does not include a parking ratio for semi-detached units within this Zone. A parking ratio of 2.0 spaces/unit are generally applied to Zones that permit semi-detached dwelling units. An exception to permit this use and parking ratio must be included in the RM2 Multiple Residential Zone to identify the minimum required parking for the proposed 6 semi-detached dwelling units. The Development Planning Department can support the inclusion of the semi-detached dwelling and parking ratio of 2.0 spaces/unit in the RM2 Multiple Residential Zone, as discussed above.

i) Minimum Front Yard Setback

The Owner is proposing a reduction in the minimum required front yard setback of 4.5 m for Unit 12 in Block 2 and Unit 13 in Block 3 which abut a site triangle fronting onto Major Mackenzie Drive. The proposed reductions of 2.0 m and 2.2 m respectively, are a result of the required site triangles abutting the driveway accesses onto Major Mackenzie Drive. The Development Planning Department is of the opinion that the proposed reductions are considered minor and are appropriate to accommodate the end townhouse units in Blocks 2 and 3.

j) Covered Porches and Step Encroachment into Front Yard

The proposed covered porches and steps on Blocks 1 to 4 and 26 which front onto Major Mackenzie Drive encroach into the required front yard setback of 4.5 m. The Owner is proposing that the covered porches and steps be permitted to encroach 2.8 m into the front yards for Blocks 1 to 4 and 26. The proposed covered porch and step encroachments are considered appropriate for the development as it encourages an urban built form along Major Mackenzie Drive and is considered minor in nature.

Site Design

The subject applications propose the development of an enclave of residential dwellings surrounded by a heavily treed valley and stream corridor system. The site is accessed from Major Mackenzie Drive at the signalized intersection opposite Sir Benson Drive. One emergency access is provided to the west of the main driveway and will be barricaded with removable bollards and restricted to emergency vehicle access only. A private road system is proposed from Major Mackenzie Drive, through the site, to provide access to the 136 block townhouse units and 6 semi-detached dwelling units, a central private parkette/amenity area, visitor parking spaces across the site, and a dry storm water management pond located at the southerly most point of the property as shown on Attachments #3 and #4.

The minimum required parking by Zoning By-law 1-88 for the proposed development is calculated as follows:

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• 136 Block Townhouse units:	136 units x 1.5 spaces/unit	=	204 spaces
• 6 Semi-Detached Units:	6 units x 2.0 spaces/unit (as discussed earlier)	=	12 spaces
• Visitor Parking Spaces:	142 units x 0.25 spaces/unit	=	<u>36 spaces</u>
• Total Parking Spaces required:			252 spaces

The Owner is proposing a total of 258 parking spaces on site with an additional 81 tandem parking spaces provided within the units of Buildings 1-13 and 26, as shown on Attachment #3, for a total of 339 spaces as follows:

• Block Townhouse units (1.5 spaces/unit):	207 spaces
• Semi-Detached Dwelling Units (2 spaces/unit):	12 spaces
• Visitor Parking Spaces (0.25 spaces/unit):	<u>39 spaces (3 barrier free spaces included)</u>
• Total Parking Spaces provided:	258 spaces
• Tandem Parking Spaces provided:	<u>81 spaces</u>
• Total Overall Parking Spaces Provided:	339 spaces

The Owner is providing parking in excess of the amount required by Zoning By-law 1-88 for the proposed development.

The proposed landscape plan on Attachment #4 illustrates an urban streetscape along the Major Mackenzie Drive frontage. The front entrances of the units adjacent to Major Mackenzie Drive front onto the street with garages accessed from a rear lane, as shown on Attachment #3. The amenity area for these units is located above the garage area as shown on Attachment #5. The landscaping along Major Mackenzie Drive will provide a private front yard area delineated by a decorative fence situated south of the Regional right-of-way.

The Development Planning Department and the Toronto and Region Conservation Authority (TRCA) have reviewed a Tree Inventory and Arborist Report, prepared by Charles Tree Service, dated March 19, 2013, to evaluate the impact of the proposal on the existing vegetation and mature street trees along Major Mackenzie Drive. The report identified 73 trees to be preserved, and 283 trees to be removed including 7 trees from within the Region's right-of-way. However, the approved report provides for 322 replacement trees (231 deciduous, 91 coniferous) to be planted on site and adjacent to the 10 m ecological buffer. An Edge Management Plan has been provided to determine and mitigate the impact of the proposed development on the existing adjacent valleylands. Prior to final site plan approval, the Edge Management Plan must be approved to the satisfaction of the TRCA and the Development Planning Department.

Attachments #5 and #6 show the proposed building elevations and building materials. There is a variety in the design of the townhouse units throughout the site. Most of the units within the development will have front facing garages and rear yard decks and amenity areas as shown on Attachment #6.

The final site plan, landscape plan and building elevations shall be to the satisfaction of the Development Planning Department. A condition to this effect is included in the recommendation of this report.

#### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the applications and provides the following comments:

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a) Site Services and Sewage and Water Allocation

A Functional Servicing Report prepared by Schaeffers Consulting Engineers, dated December 2012, and the April 2013 updated report, were reviewed by the Vaughan Development/Transportation Engineering Department.

These reports conclude that the proposed site development can be serviced by full municipal services by connecting to the existing watermain and sanitary sewer on Major Mackenzie Drive.

From a water perspective, the site development is located within Pressure District 7. The existing 300 mm diameter watermain on Major Mackenzie Drive at Sir Benson Drive can provide sufficient supply and pressure for the proposed development. Given the number of units in the development, two water connections will be required for security and supply. Pressures are expected to be in the range of 65 to 80 psi. A sanitary sewer exists on Major Mackenzie Drive just east of the site, which can be extended to service the development. Given the topography on the site, Buildings 17 to 23 will be serviced by an individual low pressure pumping station and forcemain system. The Owner shall enter into a Servicing Agreement with the City to satisfy the requirement for extending the watermain, sanitary sewer and sidewalk along Major Mackenzie Drive.

The internal private driveways will be equipped with curb and gutter, catchbasins and storm sewers to manage drainage. The post development storm water runoff will be controlled by a private end of pipe storm water management pond located at the southeast limit of the development next to the open space lands. The location of the pond is shown on Attachments #3 and #4. This storm water management pond will control the post development flows to pre-development rates. The pond will discharge to the existing watercourse, which is in the adjacent open space area. Water quality control will be provided by an inline oil/grit separator located upstream of the pond. The Owner is also proposing to introduce infiltration galleries in the rear yards of some of the dwellings next to the open space lands to address ground water balance requirements for the development.

Prior to the execution of the Site Plan Agreement, the servicing and storm water management strategy for the site shall be to the satisfaction of the Toronto and Region Conservation Authority (TRCA) and the City. In addition, all site grading should meet the City's lot grading design criteria to ensure that no concentrated flows are allowed into the valleyland.

b) Servicing Capacity Allocation

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council, formal allocation of Servicing Capacity is required for each residential unit (a total of 142 residential units). The approved June 26, 2012, Servicing Capacity Distribution Protocol did not reserve nor assign potential future capacity for this development and therefore, servicing allocation capacity is currently not available for this development. The availability of servicing capacity may be revisited as part of the City's annual review of servicing allocation capacity for the above noted development applications. Should the applications be approved, a Holding Symbol "(H)" must be placed on the proposed RM2 Multiple Residential Zone, to ensure that the proposed development does not proceed until the City allocates servicing capacity. The condition for removing the Holding Symbol "(H)" will be Vaughan Council's approval of the allocation for the proposed 142 residential units.

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c) Access and Transportation

The site development will be serviced by a full move signalized driveway from Major Mackenzie Drive opposite Sir Benson Drive, and a secondary emergency vehicles only access west of the main access.

A Traffic Impact Study (TIS) has been prepared by Cole Engineering for this development proposal, which is dated August 2012. The Study assesses the traffic impact generated by the proposed 142 unit development and concluded the proposed 142 unit development is expected to have negligible impact on the surrounding road network. According to the TIS Report, the main access to the site is expected to continue to operate at an overall Level of Service 'A' during both peak periods.

To provide access to the site, the Owner will be required to carry out improvements to the existing signalized intersection at the Major Mackenzie Drive/Sir Benson Drive site access including the construction of an exclusive eastbound right turn lane, signal and streetlighting modifications, pavement markings and sidewalks to the satisfaction of York Region and the City. Given the number of units in the development, an emergency vehicle only access is being provided west of the main intersection.

The Vaughan Development/Transportation Engineering Department highlighted a concern with the emergency access. The Traffic Impact Study was reviewed by both the Region of York and the City of Vaughan Engineering Department. The emergency services access is to be located at approximately 90 metres west of the centreline of Sir Benson Drive and shall be restricted to only emergency vehicles usage and be barricaded with removable bollards, in accordance with the requirements of the Region of York.

d) Transportation Demand Management

The Traffic Impact Study recommends the following Transportation Demand Management (TDM) strategies:

- transit incentives (i.e. PRESTO cards to each household);
- marketing (i.e. welcome package to inform new/prospective residents with travelling options);
- multi-modal navigation tools (i.e. a 'Travelling Brochure' including information regarding travelling options as well as surrounding amenities); and,
- monitoring.

The Vaughan Development / Transportation Engineering Department and/or York Region may consider implementing a sustainable mobility program for this community, which may include the recommended TDM strategies listed above. The Owner shall commit to work with the City, in coordination with York Region, on the proposed sustainable mobility program, including implementation and monitoring of TDM strategies.

e) Active Transportation

The site plan proposes the construction of a discontinuous sidewalk on Major Mackenzie Drive along the frontage of the site. To ensure the residents of this development have direct walking and cycling connections to roadways and adjacent developments, the Owner shall be required to construct additional sidewalk links in conjunction with the development to form a connected pedestrian system to the satisfaction of the City and Region of York.

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f) Environmental Site Assessment (ESA)

Parts “A” and “B” were assessed in an Environmental Site Assessment (ESA) report by Soil Engineers Ltd., for the previously approved High Density Residential Application (OPA #656). No ESA concerns were identified in that report. However, since the date of that report, the 2011 MOE amendments to O. Reg, 153.04 have come into effect. The amendments to the regulation included changes to the chemical concentration standards for a number of contaminants. The original ESA report has been reviewed against the current standards and the City requested that the proponent retain an environmental consultant to prepare a Risk Evaluation Assessment report to address the exceedence of the cyanide parameter in native soil which now exceeds the current standards, to ensure there are no adverse effects to users of the site. The proponent provided a Risk Evaluation Assessment completed by Golder Associates and the report concluded that the maximum cyanide concentration in the soil at the site is well below the applicable MOE human health component values and therefore, risks to human health are not present. As the ESA and Risk Evaluation reports have been submitted, and documented no environmental concerns, the Development/Transportation Engineering Department has no objections to the application proceeding to Committee of the Whole.

An ESA report dated December 17, 2012, was prepared for Part “C” by Soil Engineers Ltd. along with a Chemical Analysis of the Soil Samples. The ESA report did not identify any concerns or issues with Part “C”. These reports concluded that no Phase 2 ESA is required and since there is no change of use on the site, a Record of Site Condition (RSC) is not required for this site.

The Region of York's Transportation Department, however, requires an ESA for the portion of the site that will be dedicated to the Region for the Region of York right-of-way along Major Mackenzie Drive and the Owner shall satisfy all requirements of the Region of York through the Region's Site Plan Agreement.

g) Noise Attenuation

The Vaughan Development / Transportation Engineering Department has reviewed the Noise Feasibility Study prepared by SS Wilson Associates, Consulting Engineers, dated April 30, 2013, which recommended noise attenuation measures for a number of the proposed units, especially the units adjacent to Major Mackenzie Drive.

The major noise sources impacting the proposed development include traffic on Major Mackenzie Drive and the stationary noise from the roof top mechanical equipment on the buildings in the commercial plaza on the north side of Major Mackenzie Drive opposite the site.

Based on the analysis and findings of the Noise Study, the noise impact from the stationary sources from the commercial plaza are significantly lower than the applicable MOE limits and therefore, do not require any noise mitigation. The noise from the traffic on Major Mackenzie Drive will impact the living environments of some of the dwellings in the development. Accordingly, the report recommends the following:

- minimum 1.8 m high acoustic barrier (fence) are required atop of the elevated decks to shield the outdoor living areas for the units exposed to Major Mackenzie Drive;
- mandatory central air conditioning systems for units adjacent to and in proximity to Major Mackenzie Drive;
- provisions for air conditioning in units in proximity to Major Mackenzie Drive;



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- upgraded building components, if required; and,
- warning statements in all Offers of Purchase and Sale to inform the future residents of the residential buildings of the noise issues and the presence of the traffic noise from the adjacent roadway.

The Development/Transportation Engineering Department are generally satisfied with the methodology used in the analysis of the noise impacts and the findings of the study subject to a number of minor revisions. Prior to the execution of the Site Plan Agreement, the noise study shall be approved by the Vaughan Development/Transportation Engineering Department. Conditions regarding noise attenuation and the finalization of the noise study have been included in the recommendations of this report.

#### h) Street Lighting

The Development/Transportation Engineering Department has indicated that the proposed street lighting for the private roads within the development shall meet the minimum IESNA (Illuminating Engineering Society of North America) standards.

#### i) Fencing

The Owner shall be required to install a 1.5 m high black vinyl chain link fence next to the open space lands to the satisfaction of the City.

Prior to the execution of the Site Plan Agreement, the final detailed storm water management report, site servicing plans, grading plans, noise report and lighting plans must be to the satisfaction of the Vaughan Development / Transportation Engineering Department.

#### Approved Block 11 Plan

The subject lands are located within Planning Block 11. The Owners were not part of the Block 11 Developers Group Agreement. Prior to the execution of the Site Plan Agreement, the City must be in receipt of a letter from the Block 11 Trustee confirming that the Owner has satisfied the obligations of the Block 11 Developers Group Agreement. A condition of approval has been included in the recommendation of this report.

Should Vaughan Council approve the applications, the Owner shall update the approved Block 11 Plan to reflect this approval, to the satisfaction of the Development Planning Department. The Owner shall display a Community Plan which reflects the approved Block 11 Plan, on the interior wall of the sales office, comprising information approved by the City of Vaughan, prior to offering any units for sale, and that no Building Permit shall be issued until such information is approved by the City of Vaughan Development Planning Department. A condition to this effect will be included in the implementing Site Plan Agreement.

Urban Design and Architectural Guidelines were prepared for Block 11. The Block 11 Control Architect has reviewed and approved the proposed building elevations shown on Attachments #5 to #6.

#### Vaughan Fire and Rescue Services

The Vaughan Fire and Rescue Services Department has no comments/concerns with this development application.

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##### Vaughan Real Estate Division

The Vaughan Real Estate Division requires that the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, or a fixed unit rate per unit, whichever is higher, in accordance with the Planning Act and the City's Cash-in-lieu Policy. A condition to this effect is included in the recommendation of this report.

##### Vaughan Public Works Department - Waste Management

The subject lands will be developed as a residential condominium on private roads. All snow removal and garbage and recycling pick up will be the responsibility of the future Condominium Corporation. A condition of site plan approval has been included in the recommendation section of this report to address future snow and garbage and recycling removal. Private curb side pick up is proposed in accordance with the Site Plan/Waste Management Plan for this application.

##### PowerStream Inc.

The Owner shall contact PowerStream Inc. regarding their hydro requirements for the proposed development and shall address all conditions to the satisfaction of PowerStream Inc.

##### School Boards

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the applications.

##### Canada Post

Canada Post will provide postal service to the proposed units, through 5 Community Mail Box (CMB) sites. Canada Post's letter dated April 18, 2013, outlines the requirements for CMB's and provides direction to the Owner and to the City regarding Canada Post's requirements for Developer Agreements.

##### Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposed applications, the supporting studies and reports, including: a slope stability analysis; a functional servicing report; a tree inventory; arborist report; and a Meander Belt and Erosion Assessment, and provides the following comments:

a) Slope Stability

A Slope Stability Analysis for 1331 and 1381 Major Mackenzie Drive, was prepared by Soil Engineers Ltd, dated December 14, 2012. The analysis indicates that to prevent disturbance of the existing stable slope and to enhance the stability of the slope for the proposed development that the following geotechnical constraints are recommended, subject to TRCA approval:

- i) that the prevailing vegetative cover must be maintained, since its extraction would deprive the bank rooting system that is reinforcement against soil erosion by weathering. If the vegetative cover is stripped, it must be reinstated to its original, or better, protective condition;

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- ii) the leafy topsoil cover on the bank face should not be disturbed, since it provides insulation and screen against frost wedging and rain-wash erosion;
- iii) grading of the land adjacent to the bank must be such that concentrated runoff is not allowed to drain onto the bank face. Landscape features which may cause runoff to pond at the top of bank, as well as frequent lawn watering which will saturate the crown of the bank must not be permitted; and,
- iv) where the development is carried out adjacent to the valley bank, soil saturation from maintenance of landscaping features, stripping of topsoil or vegetation, dumping of loose fill, and material storage close to the top of bank must be prohibited.

In comments dated March 7, 2013, the TRCA confirmed that it established the limits of the natural features and the 10 m ecological buffer on Parts “A” and “B” in 2005 related to the review of the previous Official Plan and Zoning By-law Amendment Applications (Files OP.05.019 and Z.05.040, respectively). The TRCA’s letter confirmed that the limit of development for Part “C” has been satisfactorily depicted on the current site plan drawing (Attachment #3) for the subject lands.

b) Water Balance

The TRCA identified technical issues regarding the water balance analysis and the soils report which required resolution prior to Vaughan Council’s approval of the Zoning By-law Amendment and Site Plan. The Owner has submitted the required water balance analysis and soils report.

As per comments received on May 13, 2013, the TRCA confirmed that they were satisfied with the proposed limits of development and as such, has no objections to the approval of the Official Plan Amendment Application. However, with respect to the Zoning By-law Amendment and the Site Plan Applications, the TRCA is satisfied with the level of information provided to address the two previous outstanding comments relating to water balance and the soils report, and have provided conditions of approval which have been included in the recommendation of this report.

c) Redside Dace Habitat and Meander Belt Study

The TRCA’s March 7, 2013 letter indicated the Red-Side Dace habitat was a matter requiring Ministry of Natural Resources (MNR) comments and or clearance. The Owner completed a Meander Belt Study in September 2012, which assessed the Meander Belt width of the East Don River tributary in the vicinity of the subject lands and illustrated the erosion setback and 30 m Red-Side Dace Riparian Area relative to the proposed development limits of the subject property. The MNR confirmed the site is located upstream of an occupied Red-Side Dace reach in correspondence dated February 2011. The Meander Belt Study was updated in April 2013. The report illustrates that the meander belt and a line about 32 m north of the meanderbelt of the East Don Tributary, consistent with a Red-side Dace riparian area, that falls within the 10 m ecological buffer is proposed for the site. This riparian area remains within the lands to be zoned OS5 Open Space Environmental Protection Zone. The MNR confirmed that the natural area encompassing the meander belt plus 30 m on each side of the tributary is not protected as habitat for Redside Dace in this location. The form and function of the East Don Tributary in this area is that it contributes to the protection of the down-stream occupied habitat. The MNR has no further concerns related to Redside Dace or the Endangered Species Act at this location.

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d) Ecological Buffer

The TRCA has requested the limits of development for Parts “A”, “B” and “C” in the manner shown on Attachment #3. A 10 m ecological buffer will be provided inland from the staked top of bank. The TRCA has requested that all valleylands, including the 10 m ecological buffer area be designated and zoned in an appropriate open space category. Should Vaughan Council approve the subject applications, the implementing Official Plan Amendment shall designate the valleylands and 10 m ecological buffer area as “Valley Lands”. In addition, the implementing Zoning By-law shall zone the valleylands, and the 10 m ecological buffer area as OS5 Open Space Environmental Protection Zone. These lands will be conveyed to the TRCA through the Site Plan Approval process. Conditions of approval in this respect have been included in the recommendation section of this report.

e) Oak Ridges Moraine Conservation Plan (ORMCP)

The subject lands are designated “Settlement Area” by the Oak Ridges Moraine Conservation Plan (ORMCP). The ORMCP requires that a conformity report be prepared, prior to consideration of a development proposal. An Oak Ridges Moraine Conformity report was approved for the previous high-density development applications on Parts “A” and “B” of the subject lands. A Conformity Report was also prepared for Part “C”. ORMCP conformity is not an issue, as the site is located within a “Settlement Area” and development has been planned for this area through Official Plan Amendment #600.

### Regional Implications

a) Official Plan

The Region of York reviewed Official Plan Amendment File OP.12.016 and provided comments, in response to a request for an exemption from Regional approval of the Official Plan Amendment application, in a letter dated February 5, 2013. The subject lands are designated “Urban Area” in the Region’s 2010 Official Plan which permits a range of residential, commercial, industrial and institutional uses. Major Mackenzie Drive is identified as a “Regional Rapid Transit Corridor”. The Region has confirmed that the proposed Official Plan Amendment is consistent with the Regional Official Plan policy 5.5.6, which states that Local Corridors located on existing or planned rapid transit corridors, consider the Regional Corridor policies of Section 5.4 of the Regional Official Plan. The proposed townhouse development complies with the York Region Official Plan, as it introduces a form of housing type to the area, which is at a transit supportive density. On this basis, the Regional Community Planning Department has exempted the Official Plan Amendment Application from Regional approval.

b) Site Plan

The Region of York reviewed Site Development File DA.12.089 for the subject lands and in preliminary comments dated February 26, 2013, the Region indicated that final approval of the Site Development application will not be issued until the Region issues final conditions of approval and a Regional Site Plan Agreement is fully executed. The Region’s comments also indicated that a conveyance of a portion of the Owner’s lands, free of all costs and encumbrances, is required to accommodate:

- a) a widening across the full frontage where it abuts Major Mackenzie Drive to provide a minimum 22.5m right-of-way from the centreline of construction; and any additional lands required for turn lanes at the intersection;

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- b) a 10 m X 10 m daylight triangle at Sir Benson Drive and Major Mackenzie Drive;
- c) provide direct walking and cycling connections to roadways and adjacent developments to promote non-auto travel modes;
- d) provide an information package to each residential unit, which includes a York Region Cycling map, community maps; and, York Region Transit, and GO Transit Schedules.
- e) Region of York's Transportation and Works Department requires an ESA for the portion of the site that will be dedicated to the Region for the Region of York right-of-way along Major Mackenzie Drive and the Owner shall satisfy all requirements of the Region of York through the Region's Site Plan Agreement.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

##### **i) Lead and Promote Environmental Sustainability**

The Owner will be incorporating the sustainable site and building features identified in this report.

The proposed landscape plan includes drought tolerant plant material/grey water irrigation/xeriscaping to promote water efficiency and quantity and quality stormwater ponds to encourage proper management of stormwater discharge into the City's natural corridors and sewer systems.

##### **ii) Manage Growth & Economic Well Being**

The development facilitates intensification located on Major Mackenzie Drive which is a designated Primary Intensification Corridor to support the expansion of public transportation systems and alternative modes of transportation such as cycling and walking.

#### **Conclusion**

The Owner has submitted Official Plan Amendment File OP.12.016 to amend OPA #656 as amended by OPA #714, specifically to redesignate Parts "A" and "B" on Attachment #3 from "High Density Residential/Commercial" and "Valley Lands" to "Medium Density Residential/Commercial" and "Valley Lands"; and, to permit a maximum density of 47 units per hectare on the combined developable tableland portions of the subject lands (Parts "A", "B" and "C"). The Owner has also submitted Zoning By-law Amendment File Z.12.037 to rezone the subject lands from RR Rural Residential Zone, A Agricultural Zone and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol "H" and OS5 Open Space Environmental Protection Zone (valleyland); and, to permit the site-specific zoning exceptions to the RM2 Multiple Residential Zone to implement the development proposal.

The Official Plan and Zoning By-law Amendment applications propose to implement a residential development that meets the objectives of the Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe and the Region of York's Official "Plan by providing an alternative housing type in an existing built-up urban area, that is pedestrian-friendly and transit-oriented.

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The Vaughan Development Planning Department has reviewed the applications and is satisfied that the proposed 136 townhouse and 6 semi-detached dwelling units on a private condominium road are appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of Official Plan Amendment File OP.12.016, Zoning By-law Amendment File Z.12.037, and Site Development File DA.12.089, subject to the comments and recommendations in this report.

**Attachments**

1. Context Location Map
2. Location Map
3. Proposed Zoning & Site Plan
4. Landscape Plan
5. Typical Front Elevation & Rear Lane Garages - Block 1
6. Typical Front Elevation & Rear Elevations - Block 12
7. Approved Block 11 Plan

**Report prepared by:**

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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.)

**COMMITTEE OF THE WHOLE    JUNE 18, 2013**

**OFFICIAL PLAN AMENDMENT FILE OP.12.016  
ZONING BY-LAW AMENDMENT FILE Z.12.037  
SITE DEVELOPMENT FILE DA.12.089  
KING JANE DEVELOPMENTS INC. AND TONY AND GERMANA GUGLIETTI  
WARD 4 - VICINITY OF DUFFERIN STREET AND MAJOR MACKENZIE DRIVE**

**Recommendation**

The Commissioner of Planning and the Director of Development Planning recommend:

1. THAT Official Plan Amendment File OP.12.016 (King Jane Developments Inc. and Tony and Germana Guglietti) BE APPROVED, specifically to amend OPA #600, as amended by OPA #656 and OPA #714 to redesignate the subject lands shown as Parts "A", "B", and "C" on Attachment #3, as follows:
  - i) Parts "A" and "B"

Redesignate Parts "A" and "B" (1381 and 1331 Major Mackenzie Drive) from "High Density Residential/Commercial" and "Valley Lands" to "Medium Density Residential/Commercial" (consistent with the tableland designation on Part "C") and "Valley Lands"; and,
  - ii) Parts "A", "B" and "C"

To permit a maximum density of 47 units per hectare on the combined developable tableland portions of the subject lands (Parts "A", "B" and "C") proposed to be designated "Medium Density Residential/Commercial", and maintain a "Valley Lands" designation for the undevelopable portion of the subject lands.
2. THAT Zoning By-law Amendment File Z.12.037 (King Jane Developments Inc. and Tony and Germana Guglietti) BE APPROVED, to amend Zoning By-law 1-88, specifically to rezone the subject lands shown as Parts "A", "B" and "C" in the manner shown on Attachment #3, as follows:
  - i) Part "A"

Rezone Part "A" (1381 Major Mackenzie Drive) from RR Rural Residential Zone subject to Exception (779) and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol "(H)" and OS5 Open Space Environmental Protection Zone (valleyland);
  - ii) Part "B"

Rezone Part "B" (1331 Major Mackenzie Drive) from A Agricultural Zone subject to Exception 9(779) and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol "(H)" and OS5 Open Space Environmental Protection Zone (valleyland);
  - iii) Part "C"

Rezone Part "C" (1221 Major Mackenzie Drive) from A Agricultural Zone and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential

Zone (tableland) with the Holding Symbol "(H)", A Agricultural Zone, and OS5 Open Space Environmental Protection Zone (valleyland); and,

- iv) that the implementing Zoning By-law include the site-specific zoning exceptions identified in Table 1 of this report to permit a maximum of 136 block townhouse and 6 semi-detached dwelling units.
3. THAT the Holding Symbol "(H)" shall not be removed from the subject lands zoned RM2(H) Multiple Residential Zone until such time as the following conditions are addressed to the satisfaction of the City:
- i) that City of Vaughan Council adopt a resolution allocating sewage capacity from the York-Durham Servicing Scheme and water supply capacity from the York Water Supply System in accordance with the City's approved Servicing Capacity Distribution Protocol assigning capacity to the subject lands for the proposed 136 block townhouse and 6 semi-detached units (future standard condominium).
4. THAT Site Development File DA.12.089 (King Jane Developments Inc. and Tony and Germana Guglietti) BE APPROVED, to permit the development of the subject lands with 136 block townhouse units and 6 semi-detached dwelling units (future standard plan of condominium) as shown on Attachments #3 to #6, subject to the following conditions:
- a) that prior to the execution of the Site Plan Agreement:
    - i) the final site plan, building elevations and landscape plan shall be approved by the Vaughan Development Planning Department;
    - ii) the final site grading and servicing plan, stormwater management report, noise report, streetlighting, access, and on-site circulation shall be approved by the Vaughan Development/Transportation Engineering Department;
    - iii) the Owner shall enter into a development agreement with the City to satisfy all financial, legal and engineering matters including the dedication of lands and easements, grading, fencing, landscaping, provision of road improvements, sidewalks, streetlighting, stormwater management facilities, installation of municipal services, securities, cash contributions, and other matters of the City respecting the development of these lands in accordance with the latest standards;
    - iv) the Owner must provide a letter from the Block 11 Trustee confirming that the Owner has satisfied the financial and cost sharing obligations of the Block 11 Developers Group Agreement;
    - v) the Owner shall pay to the City, a woodlot development charge at the rate of \$1000.00 per residential unit in accordance with the previous Special Area Woodlot Development Charge By-law and the City's Woodlot Acquisition Front-end Agreement;
    - vi) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority; and,
    - vii) the Owner shall satisfy all requirements of the Region of York; and,
  - b) the Site Plan Agreement shall contain the following provisions:



- i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, 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 Vaughan Legal Services Department, Real Estate Division, and the approved appraisal shall for the basis of the cash-in-lieu payment;
- ii) garbage and recycling collection, road maintenance, snow clearing, water and wastewater services, and storm drainage for the residential condominium units shall be privately undertaken and shall be the responsibility of the Owner or the Condominium Corporation(s);
- iii) the Owner shall satisfy all requirements with respect to noise attenuation in accordance with the noise attenuation features recommended by the approved report entitled Detailed Noise Control Study, Proposed Residential Development Mackenzie Ridge Terraces, 1331 Major Mackenzie Drive, Vaughan including the inclusion of the necessary warning statements in all offers of purchase and sale with respect to environmental noise and implementation procedures;
- iv) the Owner shall provide direct walking and cycling connections to roadways and adjacent developments to promote non-auto travel modes to the satisfaction of the City of Vaughan and Region of York;
- v) the Owner shall provide an information package to each residential unit, which includes a York Region Cycling map, community maps, and York Region Transit and GO Transit Schedules;
- vi) the Owner shall work with the City of Vaughan Development/Transportation Engineering Department in coordination with the Region of York, on implementation and monitoring of Traffic Demand Management strategies for the site;
- vii) the Owner shall obtain all the necessary approvals from the Region of York regarding the dedication of the 10 X 10 metre day light triangles at the intersection of Major Mackenzie Drive and Sir Benson Drive, and the dedication of a 22.5 m right-of-way for Major Mackenzie Drive, which shall be finalized to the satisfaction of the Region of York. The emergency services access to the site, located approximately 90 metres west of the Centre Line of Sir Benson Drive shall be restricted to only emergency vehicles usage and be barricaded with removable bollards;
- viii) the Owner shall update the Block 11 Community Plan to reflect the approval of this development application on the subject lands;
- ix) the Owner shall display a Community Plan on the interior wall of the sales office, comprising information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City, and that no Building Permit shall be issued until such information is approved by the City of Vaughan Development Planning Department:
  - plan for the broader area, showing the surrounding land uses, arterials, etc.;

- location of street utilities, entrance features, sidewalks, transit stops;
- the location of parks, open space, trails, community facilities;
- the location of Institutional uses, including schools, places of worship, community facilities;
- the location and type of commercial sites;
- colour-coded identification of singles, semis, townhouses and apartment units;
- the following notes in BOLD CAPITAL TYPE on the map:

“For further information, on proposed and existing land uses, please call or visit the City of Vaughan, Development Planning Department, at 2141 Major Mackenzie Drive, L6A 1T1, (905)832-8585.

“This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers.” [in such circumstances the Owner is responsible for updating the map and forwarding it to the City for verification.]”;

- x) the Owner shall satisfy the requirements of Canada Post regarding Community Mail Boxes;
- xi) that the applicant successfully obtain a TRCA permit under Ontario Regulation 166/06 (*Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*) for site grading/development and a storm outfall of the subject property;
- xii) that the open space valleyland and 10 m ecological buffer be dedicated to public ownership, either to the Toronto and Region Conservation Authority (TRCA) or the City of Vaughan, free of all charges and encumbrances;
- xiii) that the applicant provide a complete technical re-submission package satisfactorily addressing all outstanding TRCA technical comments as noted in TRCA’s letter of March 7, 2013; and,
- xiv) that the applicant erect a fence (approximately 1.5 m high chain link) along the limits of the development parcel, and adjacent to the 10 m ecological buffer.

### **Contribution to Sustainability**

The applications implement the following Goal 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
- 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

In accordance with the goal 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:

- i) higher density form of housing (condominium townhouses) on private streets and lanes, reducing building setbacks, thereby reducing need for expensive infrastructure; higher density supports the existing public transit system and local commercial activities;
- ii) the compact design and proximity to local commercial facilities encourages residents to walk or cycle and reduce reliance on automobile use;
- iii) the wooded open space area on the site will be maintained;
- iv) granular pads to assist with the water balance in providing runoff to the perimeter green areas. The granular pads hold and release storm runoff at a slower rate to promote groundwater recharge to the forested areas and also reduce the use of water for landscaping, since sod is not proposed. Reduced sod areas reduce yard maintenance and reduce the use of fertilizers and pesticides;
- v) native drought tolerant plants will be used in green areas where possible.
- vi) bike stands will be provided adjacent to the amenity area and stormwater management pond on site; and,
- vii) buildings will use Energy Star Rated lighting and appliances, low flow aerators in faucets and showers, and high efficiency toilets to reduce domestic water use.

### **Economic Impact**

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

### **Communications Plan**

On January 11, 2013, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands, and to Valleys of Thornhill Ratepayers Association. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 5, 2013, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on February 13, 2013. No comments were received by the Development Planning Department concerning these applications.

### **Purpose**

The Owner has submitted the following applications for the subject lands shown on Attachments #1 and #2 to facilitate the development of 136 residential townhouse dwelling units and 6 semi-detached dwelling units, to be developed on private roads as a future standard condominium as shown on Attachments #3 to #7:

1. Official Plan Amendment File OP.12.016 to redesignate the subject lands shown as Parts "A", "B", and "C" on Attachment #3, as follows:
  - i) Parts "A" and "B"  
Redesignate Parts "A" and "B" (1331 and 1381 Major Mackenzie Drive) from "High Density Residential/Commercial" and "Valley Lands" to "Medium Density

Residential/Commercial” (consistent with the tableland designation on Part “C”) and “Valley Lands”; and,

ii) Parts “A”, “B” and “C”

To permit a maximum density of 47 units per hectare on the combined developable tableland portions of the subject lands (Parts “A”, “B” and “C”) proposed to be designated “Medium Density Residential/Commercial”, and maintain a “Valley Lands” designation for the undevelopable portion of the subject lands.

2. Zoning By-law Amendment File Z.12.037 to amend Zoning By-law 1-88, specifically to rezone the subject lands shown as Parts “A”, “B” and “C” in the manner shown on Attachment #3, as follows:

i) Part “A”

Rezone Part “A” (1381 Major Mackenzie Drive) from RR Rural Residential Zone subject to Exception (779) and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol “H” and OS5 Open Space Environmental Protection Zone (valleyland);

ii) Part “B”

Rezone Part “B” (1331 Major Mackenzie Drive) from A Agricultural Zone subject to Exception 9(779) and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol “H” and OS5 Open Space Environmental Protection Zone (valleyland);

iii) Part “C”

Rezone Part “C” (1221 Major Mackenzie Drive) from A Agricultural Zone and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol “H” and OS5 Open Space Environmental Protection Zone (valleyland); and,

- iv) Permit the site-specific zoning exceptions to the RM2 Multiple Residential Zone to implement the development proposal identified in Table 1 of this report.

3. Site Development File DA.12.089 to facilitate the development of 136 block townhouse units and 6 semi-detached dwelling units on private roads within a future standard condominium as shown on Attachments #3 to #7.

## **Background - Analysis and Options**

### **Location**

The 3.07 ha subject lands shown on Attachments #1 and #2 are located on the south side of Major Mackenzie Drive, east of Dufferin Street, municipally known as 1221, 1331 and 1381 Major Mackenzie Drive, City of Vaughan. The surrounding land uses are shown on Attachment #2.

### **Background**

The portion of the subject lands known as 1381 and 1331 Major Mackenzie Drive (Parts “A” and “B” on Attachment #3), are subject to OPA #656, which was approved by Vaughan Council in May 2007, and permits a 325 unit high-rise residential apartment building with a density of 150

units per hectare (uph). The implementing zoning by-law was never enacted to implement OPA #656. In November 2010, Council approved OPA #714 to facilitate a revised development proposal on Parts "A" and "B" consisting of 600 units within three 14-storey apartment buildings with a density of 282 uph. A zoning by-law to implement OPA #714 was also never enacted.

The property known as 1221 Major Mackenzie Drive (Part "C" on Attachment #3) was subject to Official Plan and Zoning By-law Amendment Applications OP.06.017 and Z.06.024, respectively, to permit an apartment building with 270 high rise units by the previous Owner. The applications were considered at a Public Hearing on May 10, 2006, and have not been further pursued by the previous Owner. Part "C" is now owned by the Owners of 1331 and 1381 Major Mackenzie Drive and forms part of the subject applications.

#### Land Use Policies and Planning Considerations

The Vaughan Development Planning Department has reviewed Official Plan Amendment File OP.12.016, to redesignate the subject lands to "Medium Density Residential", in light of the following land use policies:

a) Provincial Policy Statement (PPS)

The Provincial Policy Statement includes policies that encourage new growth within urban areas. The subject lands are located within the urban area and the proposed medium density residential development meets the intent of the PPS with respect to the efficient use of land and infrastructure and would promote development patterns to support a livable and healthy community. The proposed development will also make efficient use of existing public service facilities within the surrounding area. The proposed development conforms to the goals, objectives and policies of the PPS.

b) Provincial Growth Plan - Places to Grow

The Growth Plan policies guide the development of the Greater Golden Horseshoe area; encourages compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and, directs growth to settlement areas that offer municipal water and wastewater systems. Opportunities for the optimal use of land and infrastructure are provided for by the Growth Plan by directing growth to existing urban areas. The subject lands are located within the built up area of the City. The Growth Plan encourages intensification throughout the built-up area and includes infill development and development of under-utilized lots. The subject lands are currently developed with an estate residential dwelling. The proposed development would constitute the redevelopment of under-utilized lots.

To reduce dependence on the automobile and provide pedestrian-friendly urban environments, the Growth Plan encourages intensification, a mix of uses, and transit supportive densities for new developments. Population and employment growth are also encouraged to be accommodated within the built up areas encouraging the development of complete communities with a mix of land uses, a range and mix of employment and housing types, high quality public open spaces, and easy access to local stores and services. The proposal will provide townhouse and semi-detached dwellings, within an area of the community which is generally developed with single detached dwellings. The subject property is located within a built up area and within a serviced community, supported by existing municipal water, sewer systems, and existing public transit. The proposed development is consistent with the goals of the Growth Plan.

c) Region of York Official Plan

The subject lands are designated “Urban Area” by the Region of York Official Plan, which permits a wide range of residential, commercial, industrial and institutional uses. The Regional Official Plan encourages a broad range of housing types within efficient and mixed use compact communities at an overall transit supportive density. The proposal provides for townhouses and semi-detached dwellings to provide for a variety of housing forms to meet the needs of different households, which is consistent with the Region of York’s policy to provide a variety of housing types. The proposed Amendment is consistent with the Regional Official Plan policies that direct development to existing built-up portions of urban areas.

The site is located along Major Mackenzie Drive which is identified as a Regional Transit Route in the Regional Official Plan. The Plan encourages pedestrian-scale development, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscaping and streetscapes. The Plan recognizes the relationship between transportation and urban form. The medium density residential use with a compact urban form encourages and supports a higher level of public transit use. The subject lands are within walking distance of existing commercial uses located on the north side of Major Mackenzie Drive, and at Major Mackenzie Drive and Dufferin Street. The proximity of the site to existing facilities and services within the surrounding community reduces the overall parking demand and the length of trips to destinations for work, shopping and school. The Region has indicated that the proposed development does not adversely affect Regional interest. Accordingly, on February 5, 2013, the Region of York exempted Official Plan Amendment File OP.12.016 from Regional approval.

d) Vaughan Official Plan (In-effect)

The subject lands are located within the Urban Village 2 Carrville District Planning Block 11. Parts “A” and “B” (1381 and 1331 Major Mackenzie Drive) are designated “High Density Residential/Commercial” and “Valley Lands” by in-effect OPA #600, as amended by site-specific OPA #656 and OPA #714, which permits apartment buildings at a maximum density of 600 apartment units (282 uph) and a maximum building height of 14-storeys or 43 m on the “High Density” lands.

Part “C” (1221 Major Mackenzie Drive) is designated “Medium Density Residential/Commercial” and “Valley Lands” by in-effect OPA #600, which permits semi-detached and block townhouse uses with a maximum density of between 17 and 40 units per hectare (uph). The proposal for medium density uses on Parts “A” and “B” does not conform to the in-effect site-specific Official Plan policies. An Official Plan Amendment is required for the overall lands to permit a mix of semi-detached and block townhouse uses on the tableland of Parts “A”, “B” and “C” at a maximum density of 47 uph.

e) New City of Vaughan Official Plan 2010 (Not In-effect)

The subject lands are designated “Mid-Rise Mixed-Use” with a maximum height of 10-storeys and a maximum density of 3.0 Floor Space Index (FSI) by the new City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified on September 27, 2011, March 20, 2012, and April 17, 2012), as further modified and endorsed by Region of York Council on June 28, 2012, and is pending approval from the Ontario Municipal Board.

The “Mid-Rise Mixed-Use” designation permits apartment and commercial uses but does not permit the proposed townhouse and semi-detached dwellings. The proposed development yields an FSI of 0.92. The proposed development does not conform with the use policies of VOP 2010.

The Development Planning Department can support the approval of Official Plan Amendment File OP.12.016 to re-designate the subject lands from "High-Density Residential" and "Valleylands" to "Medium-Density Residential" and "Valleylands" to facilitate development of 136 townhouse and 6 semi-detached dwelling units. The proposal is consistent with the goals and objectives of the PPS, the Growth Plan and the Regional Official Plan, with respect to efficient use of land in Urban areas, served by existing infrastructure such as water and sewage capacity, and provides transit supportive densities and the proposed development is compatible with the surrounding existing and planned land uses.

### Zoning

The subject lands are zoned RR Rural Residential Zone, A Agricultural Zone, and OS5 Open Space Environmental Protection Zone (valleyland), subject to Exception 9(779). The proposal to permit semi-detached and townhouse units on the tableland does not comply with Zoning By-law 1-88, and therefore, a Zoning By-law Amendment is required to rezone the subject lands and to permit the proposed zoning exceptions identified below.

Table 1 Proposed Exceptions to the RM2 Zone Requirements:

	<b>By-law Standard</b>	<b>By-law 1-88 RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to RM2 Multiple Residential Zone Requirements</b>
a)	Permitted Uses	Permits Block Townhouse dwelling units but does not permit Semi-Detached dwelling units	To permit 6 Semi-Detached dwelling units within the RM2 Zone
b)	Minimum Lot Area	230 m <sup>2</sup> /unit	216.23 m <sup>2</sup> /unit
c)	Maximum Building Height	11 m	12 m
d)	Minimum Front Yard Setback	4.5 m	2.0 m (Unit 12 in Block 2 abutting access) 2.2 m (Unit 13 in Block 3 abutting access)
e)	Covered Porches and Step Encroachment into Front Yard	Covered Porches and Front Steps are not permitted to encroach into the Front Yard	Covered Porches and Front Steps are permitted to encroach 2.8 m into the Front Yard for Buildings 1 - 4, and 26
f)	Minimum Rear Yard Setback	4.5 m (to dwelling)	1.5 m (to a deck attached to dwelling)

	<b>By-law Standard</b>	<b>By-law 1-88 RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to RM2 Multiple Residential Zone Requirements</b>
g)	Minimum Amenity Area	$90 \text{ m}^2/\text{unit}$ (for 3 bedroom units x 20 units) = $1,800 \text{ m}^2$ + $110 \text{ m}^2/\text{unit}$ (for 4 bedroom units x 122 units) = $13,420 \text{ m}^2$ Total Required = $15,220 \text{ m}^2$	$87.45 \text{ m}^2/\text{unit} \times 142$ units  Total Proposed = $12,418 \text{ m}^2$
h)	Minimum Landscape Strip Width Around a Parking Area	3 m	0 m
i)	Maximum Garage Dimensions	3.0 m x 6.0 m	Permit 2 steps (3 risers) to encroach into the garage
j)	Minimum Required Parking for Semi-Detached Units	Semi-Detached Dwelling parking unit ratio is not provided in the RM2 Zone	Permit Semi-Detached Units with a parking ratio of 2.0 spaces/unit in the RM2 Zone
k)	Maximum Driveway Widths	7.5 m	7.0 m

The Development Planning Department can support the proposed site-specific exceptions to Zoning By-law 1-88, for the following reasons:

a) Minimum Lot Area

The RM2 Zone requires a minimum lot area of  $230 \text{ m}^2/\text{unit}$ , whereas, the Owner has requested a minimum lot area of  $216.25 \text{ m}^2/\text{unit}$  for the subject lands. The proposed development will be built as a condominium on private roads. The reduced lot area is minor and is considered appropriate for the proposed form of development.

b) Maximum Building Height

The RM2 Zone permits a maximum building height of 11m, whereas, the Owner proposes 12 m. The increase in the maximum permitted building height is minor and will not impact on the surrounding land uses.

c) Minimum Rear Yard Setback

Zoning By-law 1-88 requires a minimum 4.5 m rear yard setback measured from the dwelling to the lot line. The Owner proposes to reduce the minimum rear yard setback to 1.5m measured from the rear deck to the property line. The rear yards abuts a 10 m ecological buffer adjacent to a heavily wooded valley and stream corridor. There is no



view across the corridor. The reduced rear yard with deck will continue to provide a private amenity area and will not impact on the surrounding uses. The rear yard setback reduction can be supported.

d) Minimum Amenity Area

The proposal requires a total minimum amenity area of 15,200 m<sup>2</sup> to comply with By-law 1-88 amenity area requirements, whereas, the Owner proposes a total of 12,418 m<sup>2</sup>. Amenity area for the development will be provided for in the form of private decks for each unit (some units with upper and lower decks) and a common parkette in the centre of the site. A dry storm pond is provided at the southerly end of the site, which is a stormwater management pond, and not amenity area. However, there is a landscape feature and combined with the pond, create the sense of a larger open space amenity. Given the site is surrounded by a heavily wooded valley and stream corridor feature, there is an abundance of green space surrounding the development and the reduction of per unit amenity space provided on site is justified and can be supported.

e) Landscape Strip Width Surrounding a Parking Area

Zoning By-law 1-88 requires a 3.0 m wide landscape strip around outdoor parking areas. The Owner is requesting a reduction in the minimum width of the landscape strip to 0m. Small visitor parking areas are located throughout the site comprised of 3 – 5 parking spaces, which are surrounded by walkways and/or sodded areas to serve the residential units. Therefore, the Development Planning Department can support the proposed reduction.

f) Garage Dimensions

Zoning By-law 1-88 requires a minimum garage dimension of 3.0 m x 6.0 m. The By-law allows for the width of the garage interior to be reduced on one side by 0.3 m, and the rear by 1 m, to allow for the provision of steps into the dwelling. However, the Owner is requesting an exception to allow 2 steps (3 risers) to encroach into the minimum interior garage dimensions. This exception is required for some units due to the interior door location relative to the steps into the garage. The Owner has provided documentation in support of the exception and the City is satisfied that the exception can be supported and can be applied for all units across the site.

g) Driveway Width

By-law 1-88 requires an access or driveway to be at least 5.4 m but not exceeding 7.5 m in width, unless the driveway is a joint ingress and egress driveway, in which case the width shall be 7.5 m. The main entrance to the development is proposed with a 5.4 m wide inbound lane separated with a landscaped median and two outbound lanes with a width of 7 m. There is also a 7 m wide emergency vehicles only access that is barricaded with removeable bollards and is proposed at the west end of the site along Major Mackenzie Drive. Staff can support the reduction of the driveway access width to 7m and the design of the accesses, which meets the Region of York's requirements.

h) Semi-Detached Uses and Parking Requirements

Zoning By-law 1-88 does not permit Semi-Detached units, which are considered to be complementary with the permitted block townhouse use within the RM2 Multiple Residential Zone, therefore, the Zoning By-law does not include a parking ratio for semi-detached units within this Zone. A parking ratio of 2.0 spaces/unit are generally applied to Zones that permit semi-detached dwelling units. An exception to permit this use and parking ratio must be included in the RM2 Multiple Residential Zone to identify the

minimum required parking for the proposed 6 semi-detached dwelling units. The Development Planning Department can support the inclusion of the semi-detached dwelling and parking ratio of 2.0 spaces/unit in the RM2 Multiple Residential Zone, as discussed above.

i) Minimum Front Yard Setback

The Owner is proposing a reduction in the minimum required front yard setback of 4.5 m for Unit 12 in Block 2 and Unit 13 in Block 3 which abut a site triangle fronting onto Major Mackenzie Drive. The proposed reductions of 2.0 m and 2.2 m respectively, are a result of the required site triangles abutting the driveway accesses onto Major Mackenzie Drive. The Development Planning Department is of the opinion that the proposed reductions are considered minor and are appropriate to accommodate the end townhouse units in Blocks 2 and 3.

j) Covered Porches and Step Encroachment into Front Yard

The proposed covered porches and steps on Blocks 1 to 4 and 26 which front onto Major Mackenzie Drive encroach into the required front yard setback of 4.5 m. The Owner is proposing that the covered porches and steps be permitted to encroach 2.8 m into the front yards for Blocks 1 to 4 and 26. The proposed covered porch and step encroachments are considered appropriate for the development as it encourages an urban built form along Major Mackenzie Drive and is considered minor in nature.

Site Design

The subject applications propose the development of an enclave of residential dwellings surrounded by a heavily treed valley and stream corridor system. The site is accessed from Major Mackenzie Drive at the signalized intersection opposite Sir Benson Drive. One emergency access is provided to the west of the main driveway and will be barricaded with removable bollards and restricted to emergency vehicle access only. A private road system is proposed from Major Mackenzie Drive, through the site, to provide access to the 136 block townhouse units and 6 semi-detached dwelling units, a central private parkette/amenity area, visitor parking spaces across the site, and a dry storm water management pond located at the southerly most point of the property as shown on Attachments #3 and #4.

The minimum required parking by Zoning By-law 1-88 for the proposed development is calculated as follows:

• 136 Block Townhouse units:	136 units x 1.5 spaces/unit	=	204 spaces
• 6 Semi-Detached Units:	6 units x 2.0 spaces/unit (as discussed earlier)	=	12 spaces
• <u>Visitor Parking Spaces:</u>	<u>142 units x 0.25 spaces/unit</u>	=	<u>36 spaces</u>
• Total Parking Spaces required:			252 spaces

The Owner is proposing a total of 258 parking spaces on site with an additional 81 tandem parking spaces provided within the units of Buildings 1-13 and 26, as shown on Attachment #3, for a total of 339 spaces as follows:

• Block Townhouse units (1.5 spaces/unit):	207 spaces
• Semi-Detached Dwelling Units (2 spaces/unit):	12 spaces
• Visitor Parking Spaces (0.25 spaces/unit):	<u>39 spaces (3 barrier free spaces included)</u>
• Total Parking Spaces provided:	258 spaces
• <u>Tandem Parking Spaces provided:</u>	<u>81 spaces</u>
• Total Overall Parking Spaces Provided:	339 spaces

The Owner is providing parking in excess of the amount required by Zoning By-law 1-88 for the proposed development.

The proposed landscape plan on Attachment #4 illustrates an urban streetscape along the Major Mackenzie Drive frontage. The front entrances of the units adjacent to Major Mackenzie Drive front onto the street with garages accessed from a rear lane, as shown on Attachment #3. The amenity area for these units is located above the garage area as shown on Attachment #5. The landscaping along Major Mackenzie Drive will provide a private front yard area delineated by a decorative fence situated south of the Regional right-of-way.

The Development Planning Department and the Toronto and Region Conservation Authority (TRCA) have reviewed a Tree Inventory and Arborist Report, prepared by Charles Tree Service, dated March 19, 2013, to evaluate the impact of the proposal on the existing vegetation and mature street trees along Major Mackenzie Drive. The report identified 73 trees to be preserved, and 283 trees to be removed including 7 trees from within the Region's right-of-way. However, the approved report provides for 322 replacement trees (231 deciduous, 91 coniferous) to be planted on site and adjacent to the 10 m ecological buffer. An Edge Management Plan has been provided to determine and mitigate the impact of the proposed development on the existing adjacent valleylands. Prior to final site plan approval, the Edge Management Plan must be approved to the satisfaction of the TRCA and the Development Planning Department.

Attachments #5 and #6 show the proposed building elevations and building materials. There is a variety in the design of the townhouse units throughout the site. Most of the units within the development will have front facing garages and rear yard decks and amenity areas as shown on Attachment #6.

The final site plan, landscape plan and building elevations shall be to the satisfaction of the Development Planning Department. A condition to this effect is included in the recommendation of this report.

#### Vaughan Development/Transportation Engineering Department

The Vaughan Development/Transportation Engineering Department has reviewed the applications and provides the following comments:

a) Site Services and Sewage and Water Allocation

A Functional Servicing Report prepared by Schaeffers Consulting Engineers, dated December 2012, and the April 2013 updated report, were reviewed by the Vaughan Development/Transportation Engineering Department.

These reports conclude that the proposed site development can be serviced by full municipal services by connecting to the existing watermain and sanitary sewer on Major Mackenzie Drive.

From a water perspective, the site development is located within Pressure District 7. The existing 300 mm diameter watermain on Major Mackenzie Drive at Sir Benson Drive can provide sufficient supply and pressure for the proposed development. Given the number of units in the development, two water connections will be required for security and supply. Pressures are expected to be in the range of 65 to 80 psi. A sanitary sewer exists on Major Mackenzie Drive just east of the site, which can be extended to service the development. Given the topography on the site, Buildings 17 to 23 will be serviced by an individual low pressure pumping station and forcemain system. The Owner shall enter into a Servicing Agreement with the City to satisfy the requirement for extending the watermain, sanitary sewer and sidewalk along Major Mackenzie Drive.

The internal private driveways will be equipped with curb and gutter, catchbasins and storm sewers to manage drainage. The post development storm water runoff will be controlled by a private end of pipe storm water management pond located at the southeast limit of the development next to the open space lands. The location of the pond is shown on Attachments #3 and #4. This storm water management pond will control the post development flows to pre-development rates. The pond will discharge to the existing watercourse, which is in the adjacent open space area. Water quality control will be provided by an inline oil/grit separator located upstream of the pond. The Owner is also proposing to introduce infiltration galleries in the rear yards of some of the dwellings next to the open space lands to address ground water balance requirements for the development.

Prior to the execution of the Site Plan Agreement, the servicing and storm water management strategy for the site shall be to the satisfaction of the Toronto and Region Conservation Authority (TRCA) and the City. In addition, all site grading should meet the City's lot grading design criteria to ensure that no concentrated flows are allowed into the valleyland.

b) Servicing Capacity Allocation

In accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council, formal allocation of Servicing Capacity is required for each residential unit (a total of 142 residential units). The approved June 26, 2012, Servicing Capacity Distribution Protocol did not reserve nor assign potential future capacity for this development and therefore, servicing allocation capacity is currently not available for this development. The availability of servicing capacity may be revisited as part of the City's annual review of servicing allocation capacity for the above noted development applications. Should the applications be approved, a Holding Symbol "(H)" must be placed on the proposed RM2 Multiple Residential Zone, to ensure that the proposed development does not proceed until the City allocates servicing capacity. The condition for removing the Holding Symbol "(H)" will be Vaughan Council's approval of the allocation for the proposed 142 residential units.

c) Access and Transportation

The site development will be serviced by a full move signalized driveway from Major Mackenzie Drive opposite Sir Benson Drive, and a secondary emergency vehicles only access west of the main access.

A Traffic Impact Study (TIS) has been prepared by Cole Engineering for this development proposal, which is dated August 2012. The Study assesses the traffic impact generated by the proposed 142 unit development and concluded the proposed 142 unit development is expected to have negligible impact on the surrounding road network. According to the TIS Report, the main access to the site is expected to continue to operate at an overall Level of Service 'A' during both peak periods.

To provide access to the site, the Owner will be required to carry out improvements to the existing signalized intersection at the Major Mackenzie Drive/Sir Benson Drive site access including the construction of an exclusive eastbound right turn lane, signal and streetlighting modifications, pavement markings and sidewalks to the satisfaction of York Region and the City. Given the number of units in the development, an emergency vehicle only access is being provided west of the main intersection.

The Vaughan Development/Transportation Engineering Department highlighted a concern with the emergency access. The Traffic Impact Study was reviewed by both the Region of York and the City of Vaughan Engineering Department. The emergency

services access is to be located at approximately 90 metres west of the centreline of Sir Benson Drive and shall be restricted to only emergency vehicles usage and be barricaded with removable bollards, in accordance with the requirements of the Region of York.

d) Transportation Demand Management

The Traffic Impact Study recommends the following Transportation Demand Management (TDM) strategies:

- transit incentives (i.e. PRESTO cards to each household);
- marketing (i.e. welcome package to inform new/prospective residents with travelling options);
- multi-modal navigation tools (i.e. a 'Travelling Brochure' including information regarding travelling options as well as surrounding amenities); and,
- monitoring.

The Vaughan Development / Transportation Engineering Department and/or York Region may consider implementing a sustainable mobility program for this community, which may include the recommended TDM strategies listed above. The Owner shall commit to work with the City, in coordination with York Region, on the proposed sustainable mobility program, including implementation and monitoring of TDM strategies.

e) Active Transportation

The site plan proposes the construction of a discontinuous sidewalk on Major Mackenzie Drive along the frontage of the site. To ensure the residents of this development have direct walking and cycling connections to roadways and adjacent developments, the Owner shall be required to construct additional sidewalk links in conjunction with the development to form a connected pedestrian system to the satisfaction of the City and Region of York.

f) Environmental Site Assessment (ESA)

Parts "A" and "B" were assessed in an Environmental Site Assessment (ESA) report by Soil Engineers Ltd., for the previously approved High Density Residential Application (OPA #656). No ESA concerns were identified in that report. However, since the date of that report, the 2011 MOE amendments to O. Reg, 153.04 have come into effect. The amendments to the regulation included changes to the chemical concentration standards for a number of contaminants. The original ESA report has been reviewed against the current standards and the City requested that the proponent retain an environmental consultant to prepare a Risk Evaluation Assessment report to address the exceedence of the cyanide parameter in native soil which now exceeds the current standards, to ensure there are no adverse effects to users of the site. The proponent provided a Risk Evaluation Assessment completed by Golder Associates and the report concluded that the maximum cyanide concentration in the soil at the site is well below the applicable MOE human health component values and therefore, risks to human health are not present. As the ESA and Risk Evaluation reports have been submitted, and documented no environmental concerns, the Development/Transportation Engineering Department has no objections to the application proceeding to Committee of the Whole.

An ESA report dated December 17, 2012, was prepared for Part "C" by Soil Engineers Ltd. along with a Chemical Analysis of the Soil Samples. The ESA report did not identify any concerns or issues with Part "C". These reports concluded that no Phase 2 ESA is required and since there is no change of use on the site, a Record of Site Condition (RSC) is not required for this site.

The Region of York's Transportation Department, however, requires an ESA for the portion of the site that will be dedicated to the Region for the Region of York right-of-way along Major Mackenzie Drive and the Owner shall satisfy all requirements of the Region of York through the Region's Site Plan Agreement.

g) Noise Attenuation

The Vaughan Development / Transportation Engineering Department has reviewed the Noise Feasibility Study prepared by SS Wilson Associates, Consulting Engineers, dated April 30, 2013, which recommended noise attenuation measures for a number of the proposed units, especially the units adjacent to Major Mackenzie Drive.

The major noise sources impacting the proposed development include traffic on Major Mackenzie Drive and the stationary noise from the roof top mechanical equipment on the buildings in the commercial plaza on the north side of Major Mackenzie Drive opposite the site.

Based on the analysis and findings of the Noise Study, the noise impact from the stationary sources from the commercial plaza are significantly lower than the applicable MOE limits and therefore, do not require any noise mitigation. The noise from the traffic on Major MacKenzie Drive will impact the living environments of some of the dwellings in the development. Accordingly, the report recommends the following:

- minimum 1.8 m high acoustic barrier (fence) are required atop of the elevated decks to shield the outdoor living areas for the units exposed to Major Mackenzie Drive;
- mandatory central air conditioning systems for units adjacent to and in proximity to Major Mackenzie Drive;
- provisions for air conditioning in units in proximity to Major Mackenzie Drive;
- upgraded building components, if required; and,
- warning statements in all Offers of Purchase and Sale to inform the future residents of the residential buildings of the noise issues and the presence of the traffic noise from the adjacent roadway.

The Development/Transportation Engineering Department are generally satisfied with the methodology used in the analysis of the noise impacts and the findings of the study subject to a number of minor revisions. Prior to the execution of the Site Plan Agreement, the noise study shall be approved by the Vaughan Development/Transportation Engineering Department. Conditions regarding noise attenuation and the finalization of the noise study have been included in the recommendations of this report.

h) Street Lighting

The Development/Transportation Engineering Department has indicated that the proposed street lighting for the private roads within the development shall meet the minimum IESNA (Illuminating Engineering Society of North America) standards.

i) Fencing

The Owner shall be required to install a 1.5 m high black vinyl chain link fence next to the open space lands to the satisfaction of the City.

Prior to the execution of the Site Plan Agreement, the final detailed storm water management report, site servicing plans, grading plans, noise report and lighting plans must be to the satisfaction of the Vaughan Development / Transportation Engineering Department.

#### Approved Block 11 Plan

The subject lands are located within Planning Block 11. The Owners were not part of the Block 11 Developers Group Agreement. Prior to the execution of the Site Plan Agreement, the City must be in receipt of a letter from the Block 11 Trustee confirming that the Owner has satisfied the obligations of the Block 11 Developers Group Agreement. A condition of approval has been included in the recommendation of this report.

Should Vaughan Council approve the applications, the Owner shall update the approved Block 11 Plan to reflect this approval, to the satisfaction of the Development Planning Department. The Owner shall display a Community Plan which reflects the approved Block 11 Plan, on the interior wall of the sales office, comprising information approved by the City of Vaughan, prior to offering any units for sale, and that no Building Permit shall be issued until such information is approved by the City of Vaughan Development Planning Department. A condition to this effect will be included in the implementing Site Plan Agreement.

Urban Design and Architectural Guidelines were prepared for Block 11. The Block 11 Control Architect has reviewed and approved the proposed building elevations shown on Attachments #5 to #6.

#### Vaughan Fire and Rescue Services

The Vaughan Fire and Rescue Services Department has no comments/concerns with this development application.

#### Vaughan Real Estate Division

The Vaughan Real Estate Division requires that the Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands, prior to the issuance of a Building Permit, or a fixed unit rate per unit, whichever is higher, in accordance with the Planning Act and the City's Cash-in-lieu Policy. A condition to this effect is included in the recommendation of this report.

#### Vaughan Public Works Department - Waste Management

The subject lands will be developed as a residential condominium on private roads. All snow removal and garbage and recycling pick up will be the responsibility of the future Condominium Corporation. A condition of site plan approval has been included in the recommendation section of this report to address future snow and garbage and recycling removal. Private curb side pick up is proposed in accordance with the Site Plan/Waste Management Plan for this application.

#### PowerStream Inc.

The Owner shall contact PowerStream Inc. regarding their hydro requirements for the proposed development and shall address all conditions to the satisfaction of PowerStream Inc.

#### School Boards

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the applications.

### Canada Post

Canada Post will provide postal service to the proposed units, through 5 Community Mail Box (CMB) sites. Canada Post's letter dated April 18, 2013, outlines the requirements for CMB's and provides direction to the Owner and to the City regarding Canada Post's requirements for Developer Agreements.

### Toronto and Region Conservation Authority (TRCA)

The Toronto and Region Conservation Authority (TRCA) has reviewed the proposed applications, the supporting studies and reports, including: a slope stability analysis; a functional servicing report; a tree inventory; arborist report; and a Meander Belt and Erosion Assessment, and provides the following comments:

#### a) Slope Stability

A Slope Stability Analysis for 1331 and 1381 Major Mackenzie Drive, was prepared by Soil Engineers Ltd, dated December 14, 2012. The analysis indicates that to prevent disturbance of the existing stable slope and to enhance the stability of the slope for the proposed development that the following geotechnical constraints are recommended, subject to TRCA approval:

- i) that the prevailing vegetative cover must be maintained, since its extraction would deprive the bank rooting system that is reinforcement against soil erosion by weathering. If the vegetative cover is stripped, it must be reinstated to its original, or better, protective condition;
- ii) the leafy topsoil cover on the bank face should not be disturbed, since it provides insulation and screen against frost wedging and rain-wash erosion;
- iii) grading of the land adjacent to the bank must be such that concentrated runoff is not allowed to drain onto the bank face. Landscape features which may cause runoff to pond at the top of bank, as well as frequent lawn watering which will saturate the crown of the bank must not be permitted; and,
- iv) where the development is carried out adjacent to the valley bank, soil saturation from maintenance of landscaping features, stripping of topsoil or vegetation, dumping of loose fill, and material storage close to the top of bank must be prohibited.

In comments dated March 7, 2013, the TRCA confirmed that it established the limits of the natural features and the 10 m ecological buffer on Parts "A" and "B" in 2005 related to the review of the previous Official Plan and Zoning By-law Amendment Applications (Files OP.05.019 and Z.05.040, respectively). The TRCA's letter confirmed that the limit of development for Part "C" has been satisfactorily depicted on the current site plan drawing (Attachment #3) for the subject lands.

#### b) Water Balance

The TRCA identified technical issues regarding the water balance analysis and the soils report which required resolution prior to Vaughan Council's approval of the Zoning By-law Amendment and Site Plan. The Owner has submitted the required water balance analysis and soils report.



As per comments received on May 13, 2013, the TRCA confirmed that they were satisfied with the proposed limits of development and as such, has no objections to the approval of the Official Plan Amendment Application. However, with respect to the Zoning By-law Amendment and the Site Plan Applications, the TRCA is satisfied with the level of information provided to address the two previous outstanding comments relating to water balance and the soils report, and have provided conditions of approval which have been included in the recommendation of this report.

c) Redside Dace Habitat and Meander Belt Study

The TRCA's March 7, 2013 letter indicated the Red-Side Dace habitat was a matter requiring Ministry of Natural Resources (MNR) comments and or clearance. The Owner completed a Meander Belt Study in September 2012, which assessed the Meander Belt width of the East Don River tributary in the vicinity of the subject lands and illustrated the erosion setback and 30 m Red-Side Dace Riparian Area relative to the proposed development limits of the subject property. The MNR confirmed the site is located upstream of an occupied Red-Side Dace reach in correspondence dated February 2011. The Meander Belt Study was updated in April 2013. The report illustrates that the meander belt and a line about 32 m north of the meanderbelt of the East Don Tributary, consistent with a Red-side Dace riparian area, that falls within the 10 m ecological buffer is proposed for the site. This riparian area remains within the lands to be zoned OS5 Open Space Environmental Protection Zone. The MNR confirmed that the natural area encompassing the meander belt plus 30 m on each side of the tributary is not protected as habitat for Redside Dace in this location. The form and function of the East Don Tributary in this area is that it contributes to the protection of the down-stream occupied habitat. The MNR has no further concerns related to Redside Dace or the Endangered Species Act at this location.

d) Ecological Buffer

The TRCA has requested the limits of development for Parts "A", "B" and "C" in the manner shown on Attachment #3. A 10 m ecological buffer will be provided inland from the staked top of bank. The TRCA has requested that all valleylands, including the 10 m ecological buffer area be designated and zoned in an appropriate open space category. Should Vaughan Council approve the subject applications, the implementing Official Plan Amendment shall designate the valleylands and 10 m ecological buffer area as "Valley Lands". In addition, the implementing Zoning By-law shall zone the valleylands, and the 10 m ecological buffer area as OS5 Open Space Environmental Protection Zone. These lands will be conveyed to the TRCA through the Site Plan Approval process. Conditions of approval in this respect have been included in the recommendation section of this report.

e) Oak Ridges Moraine Conservation Plan (ORMCP)

The subject lands are designated "Settlement Area" by the Oak Ridges Moraine Conservation Plan (ORMCP). The ORMCP requires that a conformity report be prepared, prior to consideration of a development proposal. An Oak Ridges Moraine Conformity report was approved for the previous high-density development applications on Parts "A" and "B" of the subject lands. A Conformity Report was also prepared for Part "C". ORMCP conformity is not an issue, as the site is located within a "Settlement Area" and development has been planned for this area through Official Plan Amendment #600.

## **Regional Implications**

### **a) Official Plan**

The Region of York reviewed Official Plan Amendment File OP.12.016 and provided comments, in response to a request for an exemption from Regional approval of the Official Plan Amendment application, in a letter dated February 5, 2013. The subject lands are designated "Urban Area" in the Region's 2010 Official Plan which permits a range of residential, commercial, industrial and institutional uses. Major Mackenzie Drive is identified as a "Regional Rapid Transit Corridor". The Region has confirmed that the proposed Official Plan Amendment is consistent with the Regional Official Plan policy 5.5.6, which states that Local Corridors located on existing or planned rapid transit corridors, consider the Regional Corridor policies of Section 5.4 of the Regional Official Plan. The proposed townhouse development complies with the York Region Official Plan, as it introduces a form of housing type to the area, which is at a transit supportive density. On this basis, the Regional Community Planning Department has exempted the Official Plan Amendment Application from Regional approval.

### **b) Site Plan**

The Region of York reviewed Site Development File DA.12.089 for the subject lands and in preliminary comments dated February 26, 2013, the Region indicated that final approval of the Site Development application will not be issued until the Region issues final conditions of approval and a Regional Site Plan Agreement is fully executed. The Region's comments also indicated that a conveyance of a portion of the Owner's lands, free of all costs and encumbrances, is required to accommodate:

- a) a widening across the full frontage where it abuts Major Mackenzie Drive to provide a minimum 22.5m right-of-way from the centreline of construction; and any additional lands required for turn lanes at the intersection;
- b) a 10 m X 10 m daylight triangle at Sir Benson Drive and Major Mackenzie Drive;
- c) provide direct walking and cycling connections to roadways and adjacent developments to promote non-auto travel modes;
- d) provide an information package to each residential unit, which includes a York Region Cycling map, community maps; and, York Region Transit, and GO Transit Schedules.
- e) Region of York's Transportation and Works Department requires an ESA for the portion of the site that will be dedicated to the Region for the Region of York right-of-way along Major Mackenzie Drive and the Owner shall satisfy all requirements of the Region of York through the Region's Site Plan Agreement.

## **Relationship to Vaughan Vision 2020/Strategic Plan**

This report is consistent with the following initiatives set forth in the Vaughan Vision 2020/Strategic Plan:

### **i) Lead and Promote Environmental Sustainability**

The Owner will be incorporating the sustainable site and building features identified in this report.

The proposed landscape plan includes drought tolerant plant material/grey water irrigation/xeriscaping to promote water efficiency and quantity and quality stormwater ponds to encourage proper management of stormwater discharge into the City's natural corridors and sewer systems.

ii) Manage Growth & Economic Well Being

The development facilitates intensification located on Major Mackenzie Drive which is a designated Primary Intensification Corridor to support the expansion of public transportation systems and alternative modes of transportation such as cycling and walking.

**Conclusion**

The Owner has submitted Official Plan Amendment File OP.12.016 to amend OPA #656 as amended by OPA #714, specifically to redesignate Parts "A" and "B" on Attachment #3 from "High Density Residential/Commercial" and "Valley Lands" to "Medium Density Residential/Commercial" and "Valley Lands"; and, to permit a maximum density of 47 units per hectare on the combined developable tableland portions of the subject lands (Parts "A", "B" and "C"). The Owner has also submitted Zoning By-law Amendment File Z.12.037 to rezone the subject lands from RR Rural Residential Zone, A Agricultural Zone and OS5 Open Space Environmental Protection Zone to RM2(H) Multiple Residential Zone (tableland) with the Holding Symbol "H" and OS5 Open Space Environmental Protection Zone (valleyland); and, to permit the site-specific zoning exceptions to the RM2 Multiple Residential Zone to implement the development proposal.

The Official Plan and Zoning By-law Amendment applications propose to implement a residential development that meets the objectives of the Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe and the Region of York's Official "Plan by providing an alternative housing type in an existing built-up urban area, that is pedestrian-friendly and transit-oriented.

The Vaughan Development Planning Department has reviewed the applications and is satisfied that the proposed 136 townhouse and 6 semi-detached dwelling units on a private condominium road are appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of Official Plan Amendment File OP.12.016, Zoning By-law Amendment File Z.12.037, and Site Development File DA.12.089, subject to the comments and recommendations in this report.

**Attachments**

1. Context Location Map
2. Location Map
3. Proposed Zoning & Site Plan
4. Landscape Plan
5. Typical Front Elevation & Rear Lane Garages - Block 1
6. Typical Front Elevation & Rear Elevations - Block 12
7. Approved Block 11 Plan

**Report prepared by:**

Laura Janotta, Planner, ext. 8634

Mary Caputo, Planner, ext. 8215

Christina Napoli, Senior Planner, ext. 8483

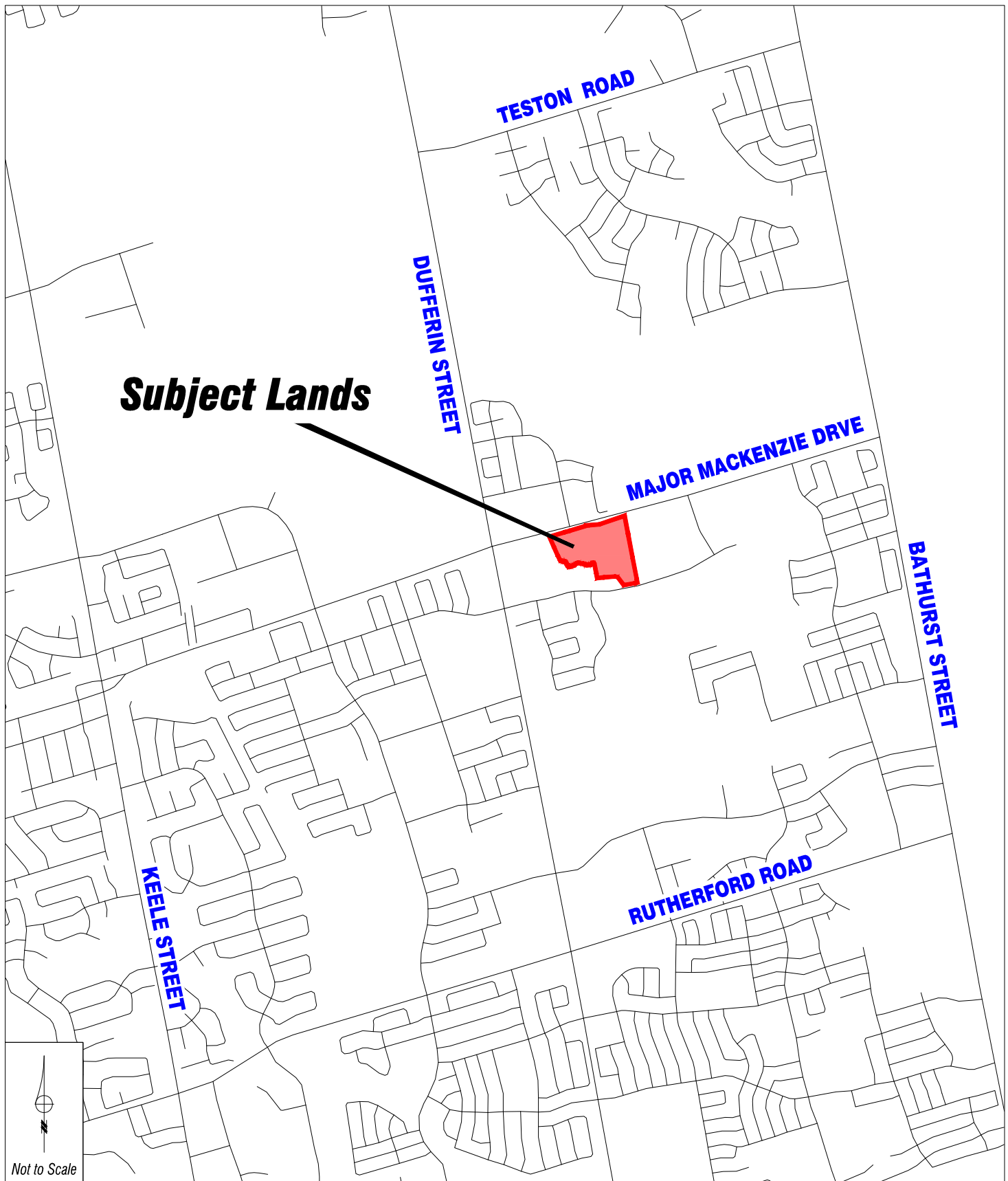
Mauro Peverini, Manager of Development Planning, ext. 8407

Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

GRANT UYEYAMA  
Director of Development Planning

/CM



## Context Location Map

LOCATION:  
Part Lot 20, Concession 2

APPLICANT:  
King Jane Developments Inc. and  
Tony & Germana Guglietti

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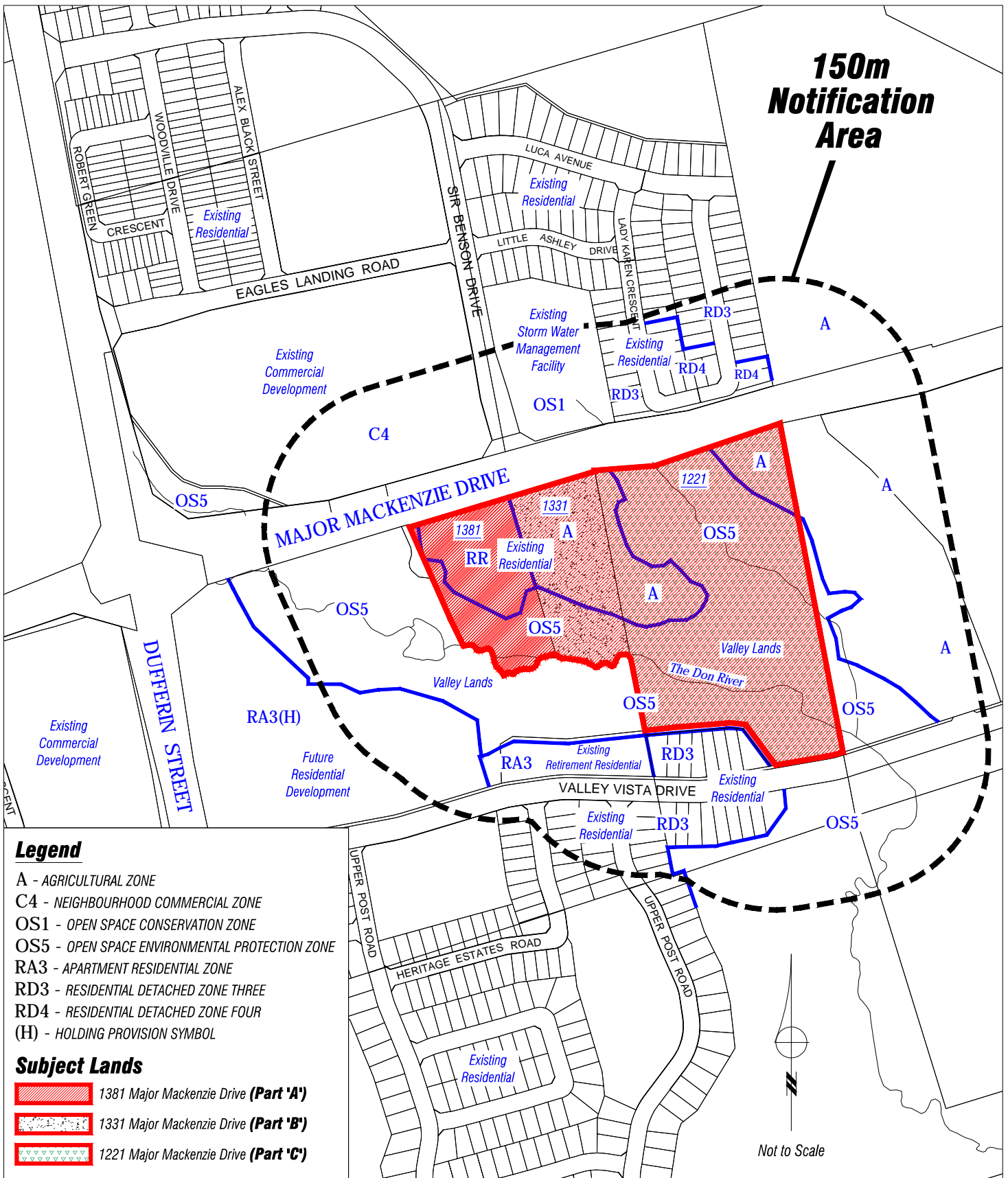


## Attachment

FILES: OP.12.016,  
Z.12.037, & DA.12.089

DATE:  
June 11, 2013

# 1



## Location Map

LOCATION:  
Part Lot 20, Concession 2

APPLICANT:  
King Jane Developments Inc. and  
Tony & Germana Guglietti

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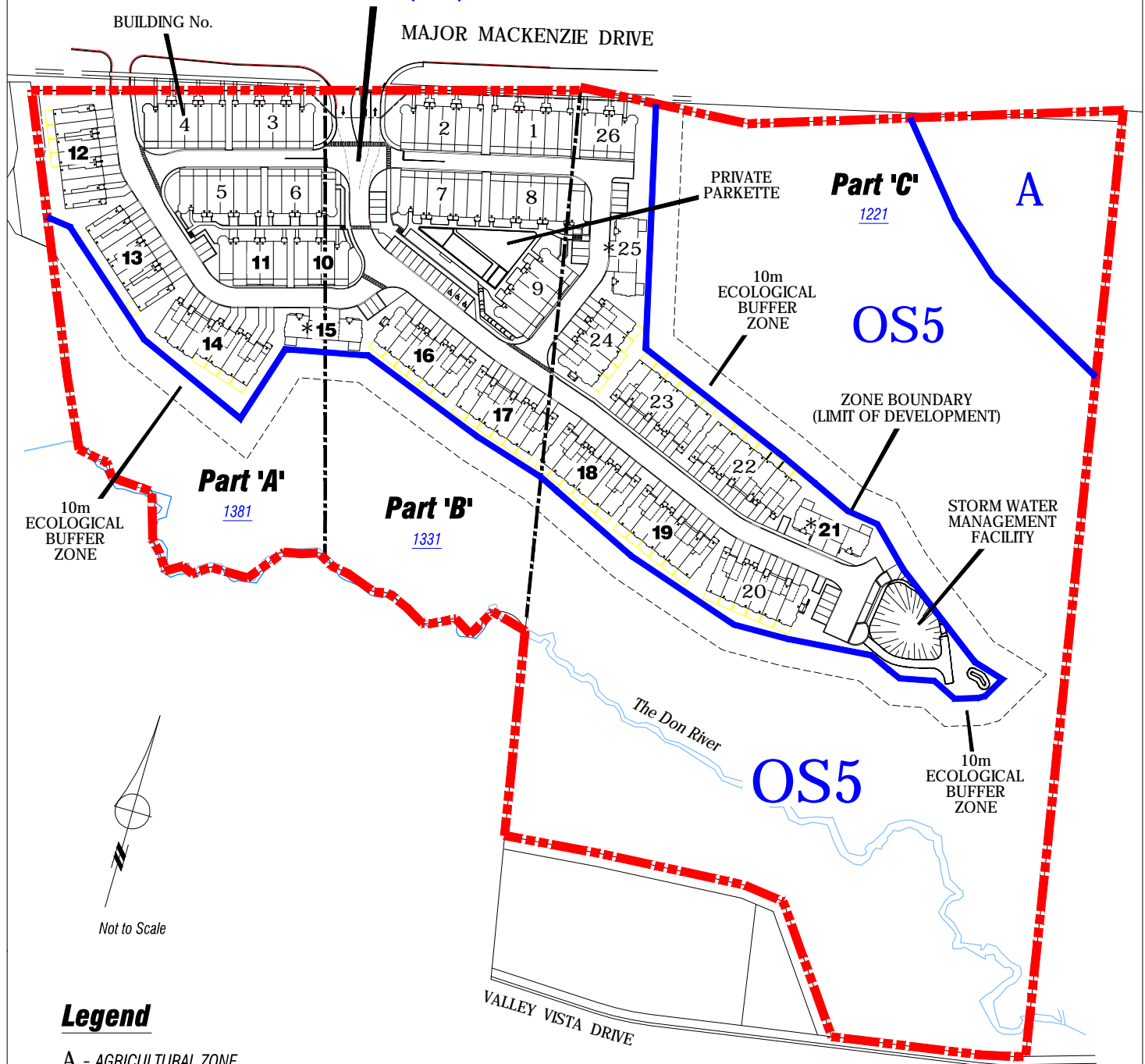
## Attachment

FILES: OP.12.016,  
Z.12.037, & DA.12.089

DATE:  
June 11, 2013

2

# RM2(H)



## Legend

A - AGRICULTURAL ZONE  
 OS5 - OPEN SPACE ENVIRONMENTAL PROTECTION ZONE  
 RM2 - MULTIPLE RESIDENTIAL ZONE  
 (H) - HOLDING PROVISION

**Subject Lands**

\* SEMI-DETACHED UNITS  
 (BLOCKS 15, 21, & 25)

## Proposed Zoning & Site Plan

LOCATION:  
 Part Lot 20, Concession 2

APPLICANT:  
 King Jane Developments Inc.  
 and Tony & Germana Guglietti



## Attachment

FILES: OP.12.016,  
 Z.12.037, & DA.12.089

DATE:  
 June 11, 2013

3





## Landscape Plan

LOCATION:  
Part Lot 20, Concession 2

APPLICANT:  
King Jane Developments Inc. and Tony & Germana Guglietti

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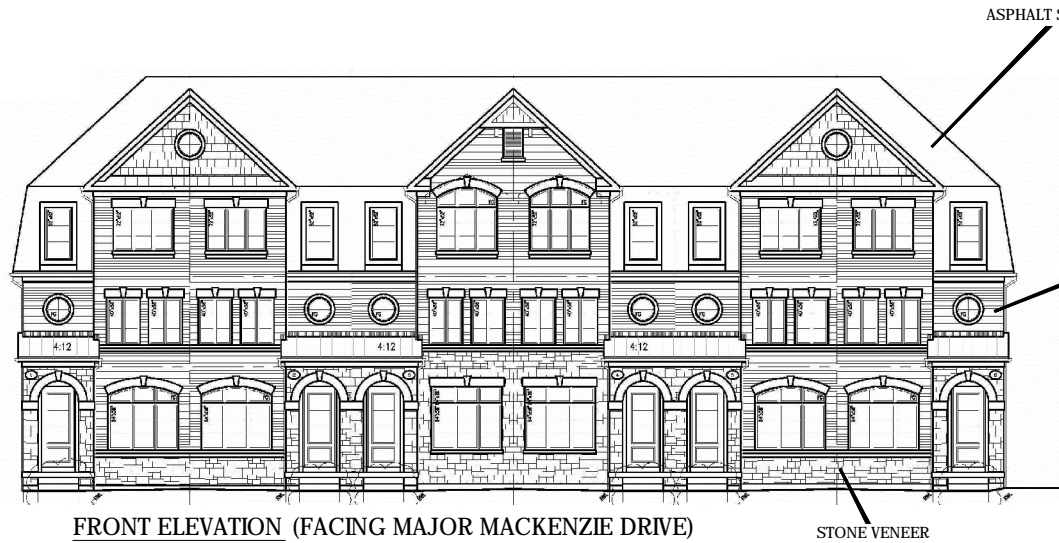


Attachment  
FILES: OP.12.016,  
Z.12.037, & DA.12.089

DATE:  
June 11, 2013

**4**





Not to Scale

## Typical Front Elevation & Rear Lane Garages - Block 1

APPLICANT: King Jane Developments Inc. and  
Tony & German Guglietti

LOCATION:  
Part Lot 20, Concession 2



Attachment  
FILES: OP.12.016,  
Z.12.037, & DA.12.089  
DATE:  
June 11, 2013

5



*Not to Scale*

## Typical Front & Rear Elevations - Block 12

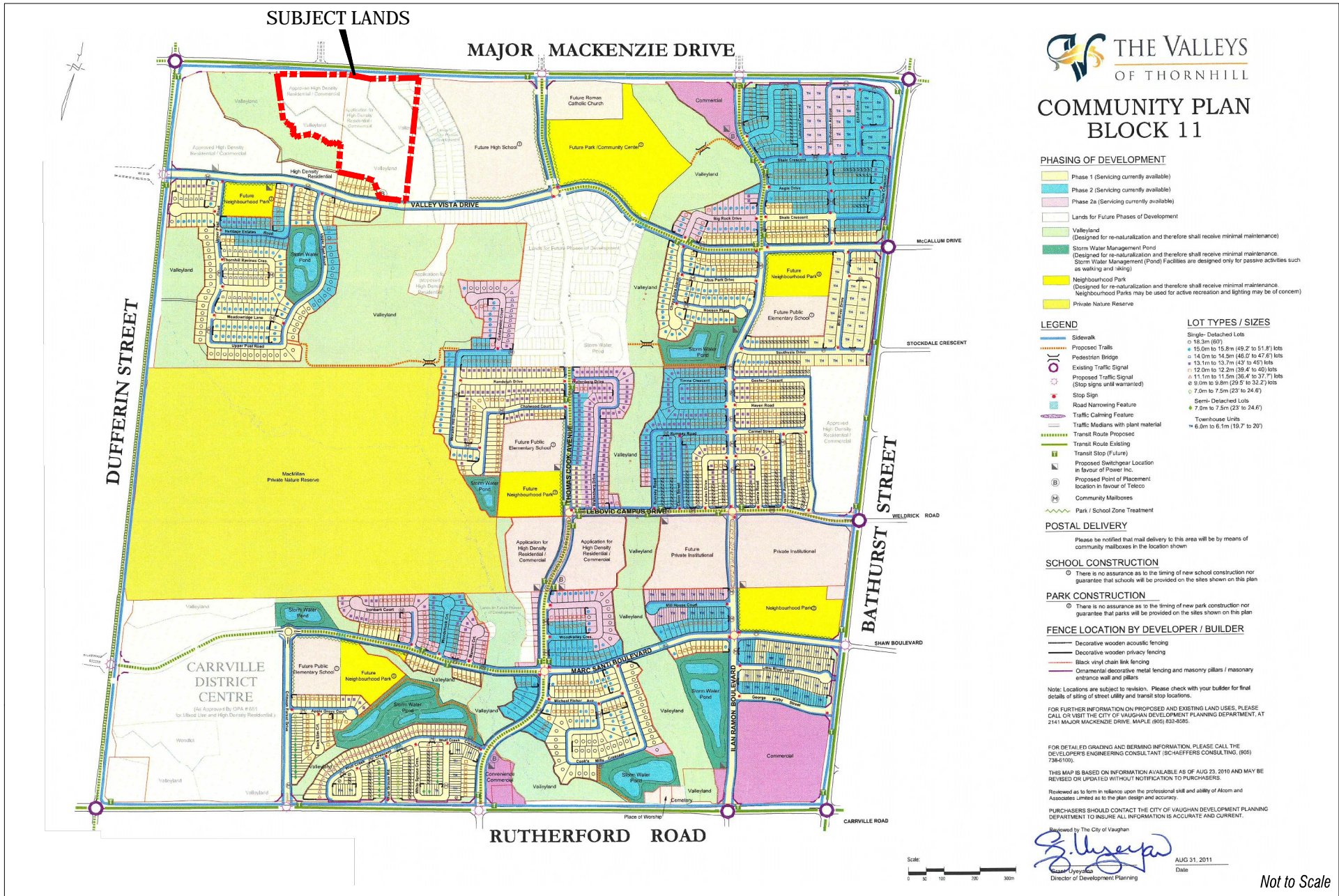
APPLICANT: King Jane Developments Inc. and  
Tony & Germana Guglietti

LOCATION:  
Part Lot 20, Concession 2



**Attachment**  
FILES: OP.12.016,  
Z.12.037, & DA.12.089  
**6**  
DATE:  
June 11, 2013





## Approved Block 11 Plan

LOCATION:  
Part Lot 20, Concession 2

APPLICANT:  
King Jane Developments Inc. and Tony & Germana Guglietti

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Attachment  
FILES: OP.12.016,  
Z.12.037, & DA.12.089

DATE:  
June 11, 2013

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