

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

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

By approving the following:

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

By approving the following:

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

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

By receiving the following Communications:

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

2

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

The Committee of the Whole recommends:

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 2

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

Recommendation

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 3

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 4

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

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

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

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

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

"Purchasers and/or tenants are advised that any proposed exterior alterations to the subject property will require a Heritage Permit application and approval from the City of Vaughan."
 - iii) "The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-Lieu of Parkland

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 5

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

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

Contribution to Sustainability

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

Goal 2: To ensure sustainable development and redevelopment

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

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

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

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

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

Economic Impact

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

Communications Plan

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 6

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

Deputations

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

Written Submissions

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 7

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

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

a) Conformity to the Official Plan

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

Response

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

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 8

b) Size, Scale and Design

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

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

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

Response

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

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

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

c) The Type of Development Being Proposed

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 9

Response

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

d) Traffic

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

Response

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

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

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

e) Negative Impact on Vegetation

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

Response

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 10

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

f) Overcrowding of School and Post Office facilities

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

Response

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

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

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

Purpose

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 11

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

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

Background - Analysis and Options

Synopsis

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

Location

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

Application History

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 12

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

Land Use Policies and Planning Considerations

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

1. Provincial Policy Statement 2014

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

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

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

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

2. The Provincial Growth Plan for the Greater Golden Horseshoe

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 13

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

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

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

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

3. York Region Official Plan 2010

The York Region Official Plan 2010 (YROP) guides economic, environmental and community building decisions across York Region. The subject lands are designated "Towns and Villages" on Map 1, "Regional Structure" of the YROP. Towns and Villages are intended to have their own unique sense of place and identity, and form part of York Region's intensification strategy through modest growth.

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 14

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

4. Vaughan Official Plan 2010

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

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

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

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

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

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

Table 1:

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 15

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

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

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

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 16

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

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

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

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 17

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

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

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

b) Section 12.4.4.7 - Lot Consolidation

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

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

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

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 18

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

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

c) Section 12.4.10.2 - Compatibility

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

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 19

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

d) Section 12.4.10.22 - Maximum Building Height

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

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

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

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 20

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

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

a) Heritage Vaughan Committee

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

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

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

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 21

b) Independent Third-Party Review

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

i) Authenticity Study

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

Recommendation

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

Response

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

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 22

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

Recommendation

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

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

Response

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

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

c) Urban Design Department, Cultural Heritage Division

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 23

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

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

Summary of Planning Policy

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

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

Zoning

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

Table 2

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 24

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 25

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 26

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

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

a) Proposed Definitions

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 27

b) Permitted Uses

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

c) Minimum Lot Frontage and Area

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

d) Minimum Number of Parking Spaces

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

e) Building Setbacks

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 28

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

f) Minimum Driveway Width and Number of Driveways

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

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

g) Minimum Landscape Strip Width

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

h) Maximum Height for a Retaining Wall and Exterior Stairway

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

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

i) Additional Zoning Exceptions

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 29

- Prohibiting Accessory Structures

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

- Minimum Separation Distance Between Dwellings

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

- Maximum Lot Coverage

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

- Maximum Building Height

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

- Permitted Building Projections

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 30

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

Holding Symbol “(H)”

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

Site Plan Review

a) Site Plan and Underground Parking Structure

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 31

b) Building Elevations

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

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

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

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

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

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

c) Landscape Plan

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 32

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

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

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

Development Engineering and Infrastructure Planning (DEIP) Department

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

a) Road Network

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

b) Water and Sanitary Servicing

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

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

c) Storm Drainage and Servicing

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 33

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

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

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

d) Environmental Noise Report

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

e) Lot Grading

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

f) Environmental

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 34

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

g) Transportation

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

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

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

1. Westerly Access Option

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

2. Aligned Access with Napier Street Option

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 35

3. Offset Driveway Access Option

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

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

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

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

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

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

h) Sewage and Water Allocation

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

i) Focus Area Core Sanitary Servicing Strategy Study

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 36

j) Development Agreement

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

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

Parks Development Department

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 37

Toronto and Region Conservation Authority (TRCA)

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

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

Office of the City Solicitor, Real Estate Division

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

School Boards

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

Canada Post

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 38

Utilities

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

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

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

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

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

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

Regional Implications

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

Conclusion

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

Attachments

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 24, 2017

Item 2, CW Report No. 35 – Page 39

Report prepared by:

Mark Antoine, Planner, ext. 8212

(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.)

C <u>1</u> Communication COUNCIL: <u>Oct 24/17</u> <u>CW</u> Rpt. No. <u>35</u> Item <u>2</u>
--

Subject: Important regarding Committee of the whole meeting today

From: Frank Fallico [<mailto:fallicofrank@gmail.com>]

Sent: Wednesday, October 04, 2017 1:40 PM

To: Council <Council@vaughan.ca>; Clerks@vaughan.ca

Cc: jeff@trgagents.com

Subject: Re: Important regarding Committee of the whole meeting today

As an additional footnote to the email below we respectfully wish to add the following for the record;

It was discovered by a few residence that the developer started selling these units last weekend in the sales centre in the town ahead of the Committee of the Whole meeting and vote, (from early accounts 3 of 28 have been sold). As more information is starting to surface many of the residence are growing increasingly concerned that the decision to move forward with this application was perhaps pre-determined in the applicant's favour at some point in the application process and the thoughts and opinions of the overwhelming majority opposed in attendance on Oct. 3rd at 1pm was irrelevant to how some would ultimately vote. We respectful wish to add this to the record surrounding this application. On a personal note I along with many neighbours have been at numerous committee meetings when even one resident's opinion against a particular application the committee would step in and seek a compromise between the applicant and those opposed. We are collectively bewildered as a group with so many opposed in attendance that a compromise to this application was not considered or suggested by any on council at the fore mentioned Oct 3rd meeting.

F R A N K F A L L I C O

Broker Cell: 416.899.5655, Bus: 416.441.2888 Email: fallicofrank@gmail.com Website: <http://www.frankfallico.com/>



From: Frank Fallico <fallicofrank@gmail.com>

Date: Tuesday, 3 October, 2017 5:58 PM

To: <council@vaughan.ca>, <clerks@vaughan.ca>

Cc: <jeff@trgagents.com>

Subject: Important regarding Committee of the whole meeting today

To: Councillors & Clerks

Regarding lot assembly of 257,65, and 275 Stegman's Mill: todays meeting at 1pm in Council Chamber: File Nos.: OP.15.006 & Z.15025

I would like to say that I'm writing this on behalf of many that attended today's Committee of the Whole Meeting. Many points that the Honourable Marylyn lafrate expressed which were overwhelming supported by the countless residence in attendance and reaffirmed by many who spoke publicly in front of the councillors in favour of reconsidering this application.

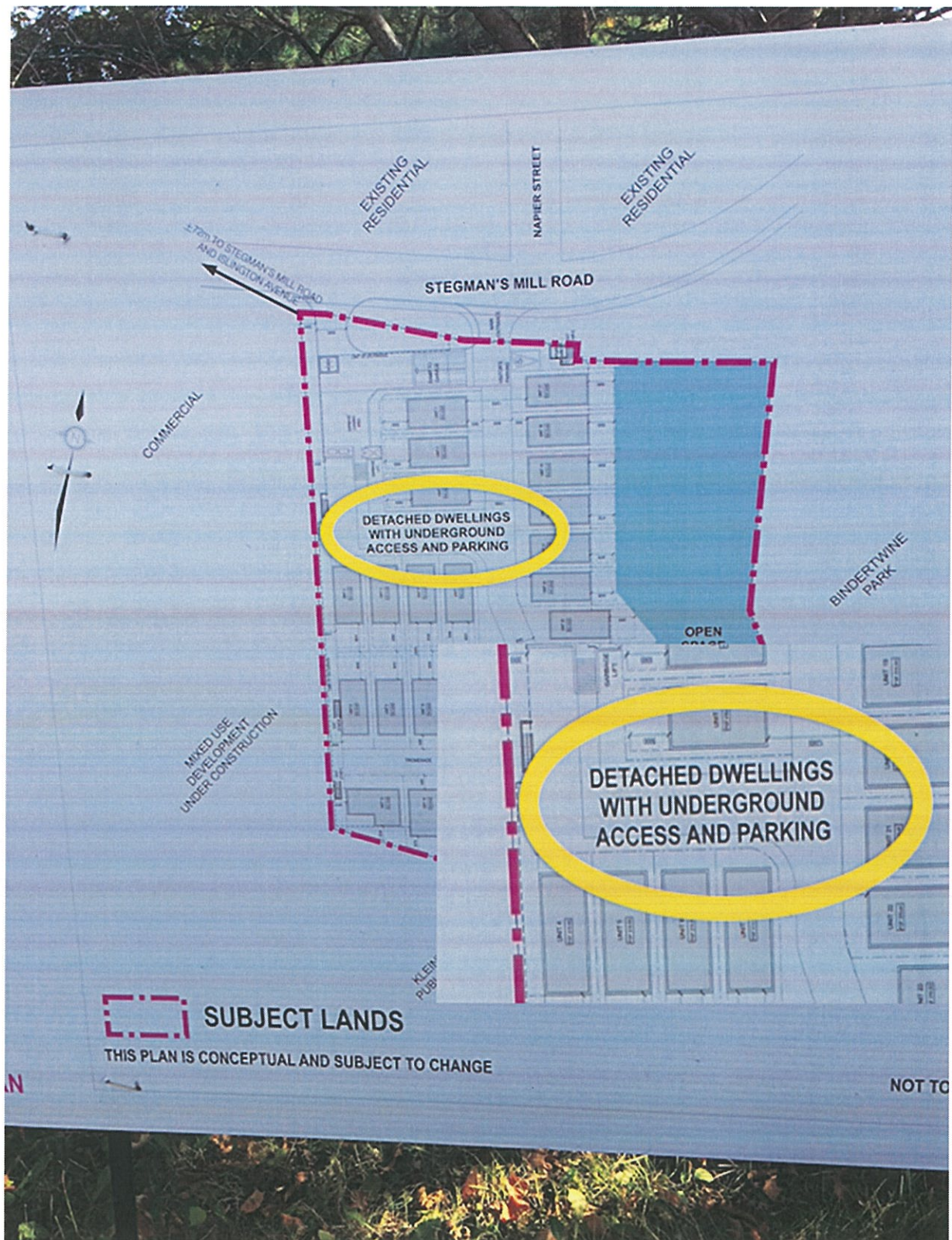
I'm writing you this because :

- I feel as many did in attendance that their was and continues to be a huge mis-representation on behalf of the applicant and possible planning staff around this project
- If you see images below the applicant (Kleinburg Village Development) has had erected for many months now signs showing these 28 units to be identified as singles and detached units. Which is false
- In Fact in the 2nd image which is the conceptual board on the property it states "Detached Dwellings" no mention at all of "Linked Housing"
- Further to that applicants website promoting the project also advertises this project as Detached Homes, see 3rd image below
- The Sales Centre in the Heart of the town also advertises as Singles with no mention of Linked Housing which is what the project actually is.
- I feel their has been an intentional mis-leading of the residence of Kleinburg here as well as the applicant today made reference from the podium today claiming they were detached dwellings- again this is false
- When I stood to correct this Councillor Gino Rosati based on meeting procedure and protocol said I could not speak to correct this falsehood – this struct me an the entire audience as odd, as the applicant was permitted to rebuttal much of what the residence said and we had no opportunity to do the same.
- The planning department appears to have known about this as at the meeting it surfaced they were trying to broaden the definition of what a Detach home is – this left many in attendance confused, but more importantly it showed that they were aware at some point that this project is not detached as all the advertising around the project has claimed.
- I'm not suggesting collusion between the planning department and the applicant but I see this to be a material piece of information that may have affected the decision outcome today
- In essence the advertising the applicant has done publicly and the city planning board sitting on the actual property has mislead the entire community and possibly the councillors as well to believe these are detached homes failing to adequately inform the public that they are building "linked housing" which is a much different product.
- I feel "if" this applicant and the planning department had adequately called this project what it is (**Linked Housing**) and advertised it properly to the community properly during the application process, then we would have had even more public support against this application and that may have had the remaining councillors vote differently.
- I along with those in attendance feel this was a gross and improper conduct on the application process which should invalidate the vote passed today.

I am asking on behalf of many that were present along with countless that couldn't attend because the meeting was held inconveniently in the middle of a work day at 1pm, what can be done. We are all dismayed with how many voices stood up and how easily this vote passed with so many points brought forth by not just the public but Councillor Marlyn lafrate addressing the inconsistency of this application with the overall plan, and overwhelming number of amendments..and yet it passed... Some present have suggested that perhaps we need to hire a lawyer to investigate this mis-representation from a legal perspective and how far it goes as some of the councillors were oddly idle on the matter. On behalf of the those in attendance and many other residence that could not attend, we are asking for guidance and would like a recorded vote on this application so we can thoroughly address the discrepancies in how the vote went in respect to the overwhelming points against, along with the misrepresentation by applicant publicly along with the misleading city sign on the property. We feel the application process was contaminated by this misrepresentation and we need to address it. I am hoping this letter is forwarded to all the councillors present along with anyone else this may concern.

Thank you





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FRANK FALLICO

Director

Direct 416.899.5655

Email: frank@generationhomes.ca



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Subject:

Stegmans Mill Proposal

C <u>2</u>
Communication
COUNCIL: <u>Oct 24/17</u>
<u>CW</u> Rpt. No. <u>35</u> Item <u>2</u>

From: Floderlin Pompei [mailto:floderlin@hotmail.com]**Sent:** Thursday, October 05, 2017 12:50 PM**To:** Council <Council@vaughan.ca>; Clerks@vaughan.ca; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>**Subject:** Stegmans Mill Proposal

To whom this may concern;

I am a resident in Kleinburg and live at 15 John Street. I attended Tuesdays Public Meeting and it was very obvious to all those in attendance that the publics voices and concerns were not being acknowledged and that the developers path was already paved. More importantly I was very disturbed at how **Mayor Bevilacqua** addressed those members of the public (at times condescendingly). These are members of the public who took time out of their busy lives, on a Tuesday at 1:00pm might I add, to come forward and I was disappointed to say the least with the Mayor and members of councils inability to address any of the concerns. There was almost a predetermined air to the whole experience that didn't sit well with me or any of the members who are genuinely concerned with the rate of development for the Kleinburg core.

I do not oppose development as I think it is important for communities to grow but what I strongly oppose is the irresponsible development in a core area of Kleinburg that is also setting the pathway for unsustainable future development. There is only one, single lane, street that residents can take through Kleinburg to get to their homes and traffic at peak hours and lack of parking is already an existing and growing concern. With this future development and that which it will further encourage in the near future is concerning. The development also does not blend in with anything that has been built in Kleinburg, particularly the core village of Kleinburg.

I can understand any sort of higher density development in areas already designated by Mainstreet Commercial but to start extending this to Village Residential Zones does not only disregard the Official Plan that was designed with care, it also opens the door to others in Village Residential zones to pursue this same path.

Citizens of Vaughan and particularly those of Kleinburg are tired of our voices not being heard or represented in Council and the feeling of greater representation for those developers out there that are pushing and in this case overstepping their limits. A developers bottom line is their net figure so their interests will never be that of sustainability. We are relying on Council to protect our Official plan of Vaughan. You are all in positions of power because of our trust and faith in you to do that.

I hope that Council can reflect on this. I'm not sure what difference my email will make but take note I represent a lot of the people in this town who feel like they have no voice on this issue as it will go unheard.

Best Regards,

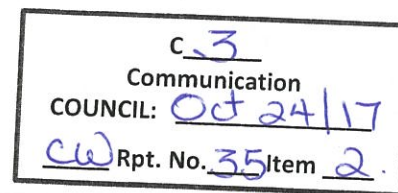
Floderlin Pompei, BBA

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Subject:

Committee of the Whole Meeting: Stegman's Mill Development

From: Maria Pizzitola [mailto:mariapizzitola@rogers.com]**Sent:** Thursday, October 05, 2017 1:02 PM**To:** Council <Council@vaughan.ca>; Clerks@vaughan.ca; kara@kara-inc.ca**Subject:** Committee of the Whole Meeting: Stegman's Mill Development**To Whom It May Concern:**

As a law abiding and tax paying citizen who has lived in the Vaughan area for more than 30 years, I have never been so disappointed in the outcome of a major concern for the town of Kleinburg (in which I am a resident and professional who works in the town).

I am writing in regards to the Committee of the Whole meeting held on Oct.3, 2017, at 1:00 p.m. regarding the 28 homes being proposed to be built on lots 257, 265 and 275 Stegman's Mill. Unfortunately, due to my work schedule, I was unable to attend this meeting that was inconveniently held during the middle of a work day, which is also puzzling with so many of the community concerned there should have been a more appropriate time scheduled. I was in communication with many of my neighbours who were in attendance and was dismayed to find out that even with so many people from the community being opposed to this application, that the council still passed it through.

I would like a recorded vote to determine those councillors that went strikingly against the people, tax payers and voters of this community. For the record, I would like it noted that this vote should never have been approved with so many people opposed to it and would like answers on how this could happen.

I would like to be notified on what myself and members of this community can do to escalate this matter. We are collectively shocked that the councilors sided on the "voice" of one developer verses the many voices of this united community and those present. It is our thoughts as residents of this community that the councilors are there to represent the voices of the voters that they represent. The blatant disregard that the council showed for the voices of the community is unacceptable and needs to be rectified. Again, I would like to know what steps we need to take to escalate this matter, and who do I need to speak to that represents us.

Maria

Subject:

Napier St and Stegman Mills Development

From: LISA FERRI [mailto:lisaferri@rogers.com]**Sent:** Tuesday, October 17, 2017 4:22 PM**To:** Council <Council@vaughan.ca>; Clerks@vaughan.ca**Subject:** Napier St and Stegman Mills Development

c <u>4</u>
Communication
COUNCIL: <u>Oct 24/17</u>
<u>CW</u> Rpt. No. <u>35</u> Item <u>2</u>

I live on Napier St and feel that building condominiums at the end of the street at Stegman Mills will cause an increase of heavy traffic flow and uncontrollable parking conflicts. Currently there are three homes being built on Napier St and the increase of traffic which consists of daily construction vehicles, added noise, dust and lack of parking has caused a daily nightmare for my family. Cars do not watch where they are driving and often the legal street parking is full which causes Napier St to be used only in one direction. I can not tell you how many cars park illegally causing additional problems. My children are not safe walking on Napier St as there is no where for them to walk and I feel the neighbourhood is no longer safe due to the many trades and construction trucks that are present and will increase with this development.

I attended the meeting on October 3rd and can not believe that the City of Vaughan does not believe that Napier St will be impacted by this development. I can assure you that it will be impacted during construction and post construction as I live it each day with the current construction.

Thank you

Lisa Ferri
60 Napier St, Kleinburg
416-836-8142

Subject: 357, 365, 375 Stegman's Mill Road., Kleinburg

C <u>7</u>
Communication
COUNCIL: <u>Oct 24/17</u>
<u>CW</u> Rpt. No. <u>35</u> Item <u>2</u>

From: David Brand [mailto:dvdbrand@hotmail.com]

Sent: Sunday, October 22, 2017 10:01 PM

To: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; Ferri, Mario <Mario.Ferri@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Singh, Sunder <Sunder.Singh@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; Kiru, Bill <Bill.Kiru@vaughan.ca>; john.mackenzie@vaughan.com; Clerks@vaughan.ca

Subject: Re: 357, 365, 375 Stegman's Mill Road., Kleinburg

To: Mayor and City of Vaughan Council

c.c. City of Vaughan Clerk, Planning and Growth Management Department, City of Vaughan, Development Planning Department, City of Vaughan

RE: Council, Tuesday, October 24, 2017, Report 35, Item 2

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

Dear Mayor Bevilacqua and Members of Council,

I respectfully request that the proposed development and amendments to the Vaughan Official Plan 2010 (VOP 2010) be rejected.

The proposed housing development is not compatible with any current residential development in Kleinburg and requires significant amendments to the Official Plan 2010. Council is fully aware that much time, effort and money went into the Vaughan Official Plan 2010 Volume 2 where policies, specific to Kleinburg were adopted and approved by the OMB.

By adopting the proposed development and the recommendations of staff, Council will have completely reversed all of the efforts and resources that went into developing the policies that protect the Kleinburg /Nashville Heritage Conservation District from incompatible development proposals such as this.

The recommendations by staff ignore the fact that VOP 2010 Volume 2 states under;

12.4.4 The Kleinburg Core Area – General

12.4.4.7 The consolidation or severance of lands shall be discouraged. Any consolidation or severance of lands may be permitted if the proposed lot pattern is consistent with the existing lot pattern in the immediate surrounding area, in situations of minor lot line adjustment or where otherwise required by law. Clearly, the proposed lot pattern is quite different from anything in the immediate area.

An amendment such as this to the VOP 2010 will have a precedent-setting effect in Kleinburg and other neighbourhoods within the City

Moreover, a new definition of 'detached' homes risks opening the door to developers to introduce what are linked homes into other established detached home neighbourhoods. Although the redefinition is presented as being site-specific, it will be used as a leverage to classify other developments in the area similarly. This is a major change to the zoning definition.

What Kleinburg and Nashville residents value is the conservation of heritage and the existing policies in the Official Plan that protect it. Our expectation is that Council will do what is necessary to defend the heritage district by rejecting these recommendations.

Sincerely,

David Brand

232 Camlaren Crescent

Kleinburg

905 893-1254

Subject: Stegman's Mill Road Proposal (Kleinburg) - Request for Reconsideration @ Oct 24 Mtg

c <u>8</u>
Communication
COUNCIL: <u>Oct 24/17</u>
<u>CW</u> Rpt. No. <u>35</u> Item <u>2</u>

From: John CUTLER [mailto:john.cutler@rogers.com]

Sent: Monday, October 23, 2017 11:52 PM

To: Clerks@vaughan.ca

Cc: John CUTLER <john.cutler@rogers.com>

Subject: Stegman's Mill Road Proposal (Kleinburg) - Request for Reconsideration @ Oct 24 Mtg

Members of Vaughan Council:

On October 3, 2017 the majority of council members voted to support a developers request for amendments to the Vaughan Official plan ... thereby supporting the building of 28 linked homes on 3 residential lots on Stegman's Mill Road in Kleinburg. I am writing this note to request your reconsideration of that support at the council meeting on October 24.

The proposed project does not even come close to meeting the intent or letter of VOP2010 with respect to size, design or conformance with existing residences in the immediate area. I struggle to understand how Vaughan planning and city staff can support a proposal that is so far removed from the official plan ... why bother to incur the effort and expense of such guidelines when they are ignored. The developer has made minimal attempts to respond to the concerns of local residents and obviously his main focus is to maximize his profits by packing in as many units as possible into the three lots.

I understand that a traffic study contended that access to Stegman's Mill Road was marginally acceptable but from a "common sense" safety view I think that with the volume of cars associated with 28 units that serious accidents will be inevitable. I do not pretend to be an expert, but if you stand where the driveway from the development will be, the sight lines (visibility) for both directions onto Stegman's Mill road is EXTREMELY challenging due to the curve of road to the east and to the slope of the road to the west. Stegman's Mill Road is already a very busy road and will be busier with new developments toward Pine Valley.

We have lived in Kleinburg for 25 years and are troubled that yet another precedent setting development (not in keeping with Kleinburg's character) seems destined to happen. Most residents welcome new residential and commercial developments but not ones that are so out of step with what makes Kleinburg a desired area to visit and live in. We urge that you reconsider your support for the OP633 amendments that would allow this proposal in its present form to be approved .

Sincerely
Paulette & John Cutler
437 Westridge Drive / Kleinburg

Subject: Report 35 Item 2 Stegmans Mill

c9
Communication
COUNCIL: Oct 24/17
CW Rpt. No. 35 Item 2

From: Richard Lorello <rlorello@rogers.com>

Date: October 24, 2017 at 9:52:14 AM EDT

To: Maurizio Bevilacqua <maurizio.bevilacqua@vaughan.ca>, Mario Ferri <mario.ferri@vaughan.ca>, Gino Rosati <gino.rosati@vaughan.ca>, Sunder Singh <sunder.singh@vaughan.ca>, Marilyn Iafrate <marilyn.iafrate@vaughan.ca>, Tony Carella <tony.carella@vaughan.ca>, Rosanna DeFrancesca <rosanna.defrancesca@vaughan.ca>, Sandra Racco <sandra.racco@vaughan.ca>, Alan Shefman <alan.shefman@vaughan.ca>

Cc: Daniel Kostopoulos <daniel.kostopoulos@vaughan.ca>, Barbara McEwan <barbara.mcewan@vaughan.ca>, John MacKenzie <john.mackenzie@vaughan.ca>, Suzanne Craig <suzanne.craig@vaughan.ca>, Noor Javed <njaved@thestar.ca>, Furio Liberatore <furiof@rogers.com>, Robert Kenedy <rkenedy@yorku.ca>, Elvira Caria <elviracaria@aol.com>, Ken Schwenger <ken.schwenger@sympatico.ca>, Kathryn Angus <kathryn.angus@hhangus.com>, David Brand <dvdbrand@hotmail.com>

Subject: Report 35 Item 2 Stegmans Mill

Reply-To: Richard Lorello <rlorello@rogers.com>

Good morning Ms. McEwan

Please post this communication in advance of the Council Meeting this afternoon.

Mayor and Members of Council

I respectfully request a deferral of Report 35 Item 2, Stegman's Mill development, pending a legal opinion of the City's plan to change the definition of a detached home as described in the item. As you recall the recommendation of staff is to change the definition linked homes to be detached homes.

I firmly believe that the staff recommendation runs contrary to established court rulings on the misrepresentation of linked homes as detached homes. I have provided a link to a 1984 court ruling which firmly establishes that a linked home cannot be represented as a detached home. See link below;

<https://www.canlii.org/en/on/onsc/doc/1984/1984canlii1853/1984canlii1853.html?searchUrlHash=AAAAAQASNDQ5NTc2IE9udGFyaW8gTHRkAAAAAAE&resultIndex=2>

Furthermore this ruling has been relied upon by lawyers in subsequent cases where home buyers were deceived in their purchase of a linked home which was represented as a detached home. See link below

<https://www.thestar.com/life/homes/2017/06/03/detached-home-for-sale-is-actually-linked-to-property-next-door.html>

Staff's recommendation has the potential to expose the City of Vaughan to legal risk given that the recommendation is contrary to established court rulings and precedent.

Staff's recommendation is not in the public interest and would sow confusion in the Vaughan real estate market place where would-be home buyers could be fooled into buying a detached home when in fact they are buying a linked home. Council is sworn to uphold the public interest and by approving this item as is, Council will be exposing would-be buyers and existing established neighbourhoods to unwanted, inappropriate and incompatible development.

In addition, I am also concerned that staff's recommendation does not make clear that this change is site specific. The report is very vague on this point and was only verbally revealed in the last committee of the whole meeting. I do not see how the recommendation can be site specific when the change would have been made to Volume 1 of the VOP 2010 which is city wide. This would expose the entire city to the change where by detached homes can be bought up in established neighbourhoods and replaced with linked homes and be sold as detached homes.

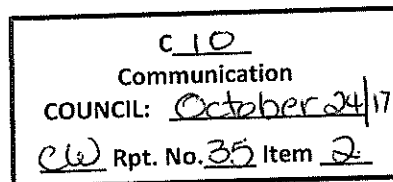
This is completely unacceptable and also contradicts the City's newly approved infill policy, the Real Estate Council of Ontario and the Municipal Property Assessments Corporation who have clear definitions and policies on the difference between linked homes and detached homes.

Staff recommendations and City policy should be consistent with court rulings and court precedent. An external legal opinion is required on this matter. As a city we should also be consistent with other agencies and bodies on this matter. Given that this item has far reaching implications on the construction of new homes, I ask Council to seek a legal opinion before approving this matter because it is in the public interest to do so and because residents require assurances from the city that established neighbourhoods will be protected.

Sincerely
Richard T. Lorello

Subject:
Attachments:

FW: Proposed Development on Stegman's Mill Road
KA letter re Stegman's Mill Rd.docx



From: Kathryn Angus [<mailto:Kathryn.Angus@hhangus.com>]

Sent: Tuesday, October 24, 2017 9:58 AM

To: Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>; lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Shefman, Alan <Alan.Shefman@vaughan.ca>; Singh, Sunder <Sunder.Singh@vaughan.ca>; Racco, Sandra <Sandra.Racco@vaughan.ca>; Rosati, Gino <Gino.Rosati@vaughan.ca>; Carella, Tony <Tony.Carella@vaughan.ca>; DeFrancesca, Rosanna <Rosanna.DeFrancesca@vaughan.ca>; Jeffers, Judy <Judy.Jeffers@vaughan.ca>

Subject: Proposed Development on Stegman's Mill Road

Good morning: I am attaching a letter to you all asking, with what I feel are very valid reasons, to please reconsider your approval of this project. More and more cities are realizing that it is imperative to follow the Official Plan, particularly when we as taxpayers have paid for it. It was created in good spirit between all the relevant agencies and should therefore be adhered to.

I urge you to reconsider your support for the OP633 amendments that would allow this proposal in its present form to move forward.

With thanks for your consideration Kathryn Angus

Mayor and City of Vaughan Council
c.c. City of Vaughan Clerk
Planning and Growth Management Department, City of Vaughan
Development Planning Department, City of Vaughan

I am writing to express my disappointment and frustration with your support on October 3 of the developer's requested Amendment to OP633 for the Stegman's Mill Road Proposed Development.

While I understand your wish to support the recommendations of your City staff, the Stegman's Mill application significantly violated the established rules/guidelines of the Official Plan respecting Kleinburg, and should be sent back to the drawing board for a revised proposal that falls within the Official Plan for the residential portion of Kleinburg.

The proposed project does not even come close to meeting the intent or letter of VOP2010 with respect to size, design or conformance with existing residences in the immediate area. I struggle to understand how Vaughan planning and city staff can support a proposal that is so far removed from the official plan ... why bother to incur the effort and expense of such guidelines when they are ignored. The developer has made minimal attempts to respond to the concerns of local residents and obviously his main focus is to maximize his profits by packing in as many units as possible into the three lots.

I note the trade-off of allowing 28 units on 3 lots for a clause requiring the developer to issue a warning to future purchasers or tenants that waives responsibility for environmental violations; i.e., "Purchasers and/or tenants are advised that sound levels due to increasing road traffic, may on occasion(s) interfere with some activities of the dwelling occupants as the sound levels may exceed the Municipality's and Ministry of Environment and Climate Change noise criteria." I would add increasing air pollution along with the acknowledged increasing noise and road traffic in a small residential area not equipped for such.

I understand that a traffic study contended that access to Stegman's Mill Road was marginally acceptable but from a "common sense" safety view I think that with the volume of cars associated with 28 units that serious accidents will be inevitable. I do not pretend to be an expert, but if you stand where the driveway from the development will be, the sight lines (visibility) for both directions onto Stegman's Mill road is EXTREMELY challenging due to the curve of road to the east and to the slope of the road to the west. Stegman's Mill Road is already a very busy road and will be busier with new developments toward Pine Valley.

I urge you to vote "no" on Tuesday, October 24, to the developer's requested amendment to the Official Plan for the Stegman's Mill proposed development, and send the developer back to the drawing board for a proposal that properly falls within the Official Plan.

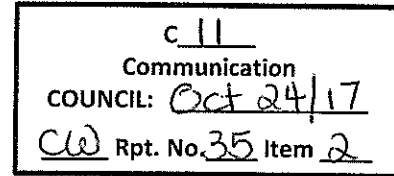
Sincerely

Kathryn Angus
5011 Teston Road, P.O. Box 241
Kleinburg, ON L0J 1C0

Magnifico, Rose

Subject: Important regarding Committee of the whole meeting today

From: Frank Fallico [mailto:fallicofrank@gmail.com]
Sent: Tuesday, October 24, 2017 10:56 AM
To: Council <Council@vaughan.ca>; Clerks@vaughan.ca
Cc: jeff@trgagents.com
Subject: Re: Important regarding Committee of the whole meeting today



The community is aware that today is council final vote on this matter (Regarding lot assembly of 257,65, and 275 Stegman's Mill: File Nos.: OP.15.006 & Z.15025) -

It is with great hope that the council takes a collective deep breathe, reflects and reconsiders this application to allow the community and the applicant some time to find a compromise and solution to this project. I attended a KARA meeting (Kleinburg Area Rate Payers Association) yesterday and there is a plan in place where members of KARA have already met with the Toronto star and local Vaughan papers as the feel the process of the application was potentially corrupted and does not adhere to the official plan with countless amendments. Many in attendance also shared the following sentiment: a sincere hope not to escalate media attention around this project but to work with city council and the applicant to find a solution. There are simply too many homes being built, with too many compromises to the official plan and they were mis-represented to the community as being singles/detached. The community strongly urges council to put this decision on hold in order to find a meaningful workable compromise. Thank you

F R A N K F A L L I C O

Broker

Cell: 416.899.5655

Bus: 416.441.2888

Email: fallicofrank@gmail.com

Website: <http://www.frankfallico.com/>



From: Frank Fallico <fallicofrank@gmail.com>
Date: Wednesday, 4 October, 2017 1:40 PM
To: <council@vaughan.ca>, <clerks@vaughan.ca>
Cc: <jeff@trgagents.com>
Subject: Re: Important regarding Committee of the whole meeting today

As an additional footnote to the email below we respectfully wish to add the following for the record;

It was discovered by a few residence that the developer started selling these units last weekend in the sales centre in the town ahead of the Committee of the Whole meeting and vote, (from early accounts 3 of 28 have been sold). As more information is starting to surface many of the residence are growing increasingly concerned that the decision to move forward with this application was perhaps pre-determined in the applicant's favour at some point in the application process and the thoughts and opinions of the overwhelming majority opposed in attendance on Oct. 3rd at 1pm was irrelevant to how some would ultimately vote. We respectfully wish to add this to the record surrounding this application. On a personal note I along with many neighbours have been at numerous committee meetings when even one resident's opinion against a particular application the committee would step in and seek a compromise between the applicant and those opposed. We are collectively bewildered as a group with so many opposed in attendance that a compromise to this application was not considered or suggested by any on council at the fore mentioned Oct 3rd meeting.

F R A N K F A L L I C O

Broker

Cell: 416.899.5655

Bus: 416.441.2888

Email: fallicofrank@gmail.com

Website: <http://www.frankfallico.com/>



From: Frank Fallico <fallicofrank@gmail.com>
Date: Tuesday, 3 October, 2017 5:58 PM
To: <council@vaughan.ca>, <clerks@vaughan.ca>
Cc: <jeff@trgagents.com>
Subject: Important regarding Committee of the whole meeting today

To: Councillors & Clerks

Regarding lot assembly of 257,65, and 275 Stegman's Mill: todays meeting at 1pm in Council Chamber: File Nos.: OP.15.006 & Z.15025

I would like to say that I'm writing this on behalf of many that attended today's Committee of the Whole Meeting. Many points that the Honourable Marylyn lafrate expressed which were overwhelming supported by the countless residence in attendance and reaffirmed by many who spoke publicly in front of the councillors in favour of reconsidering this application.

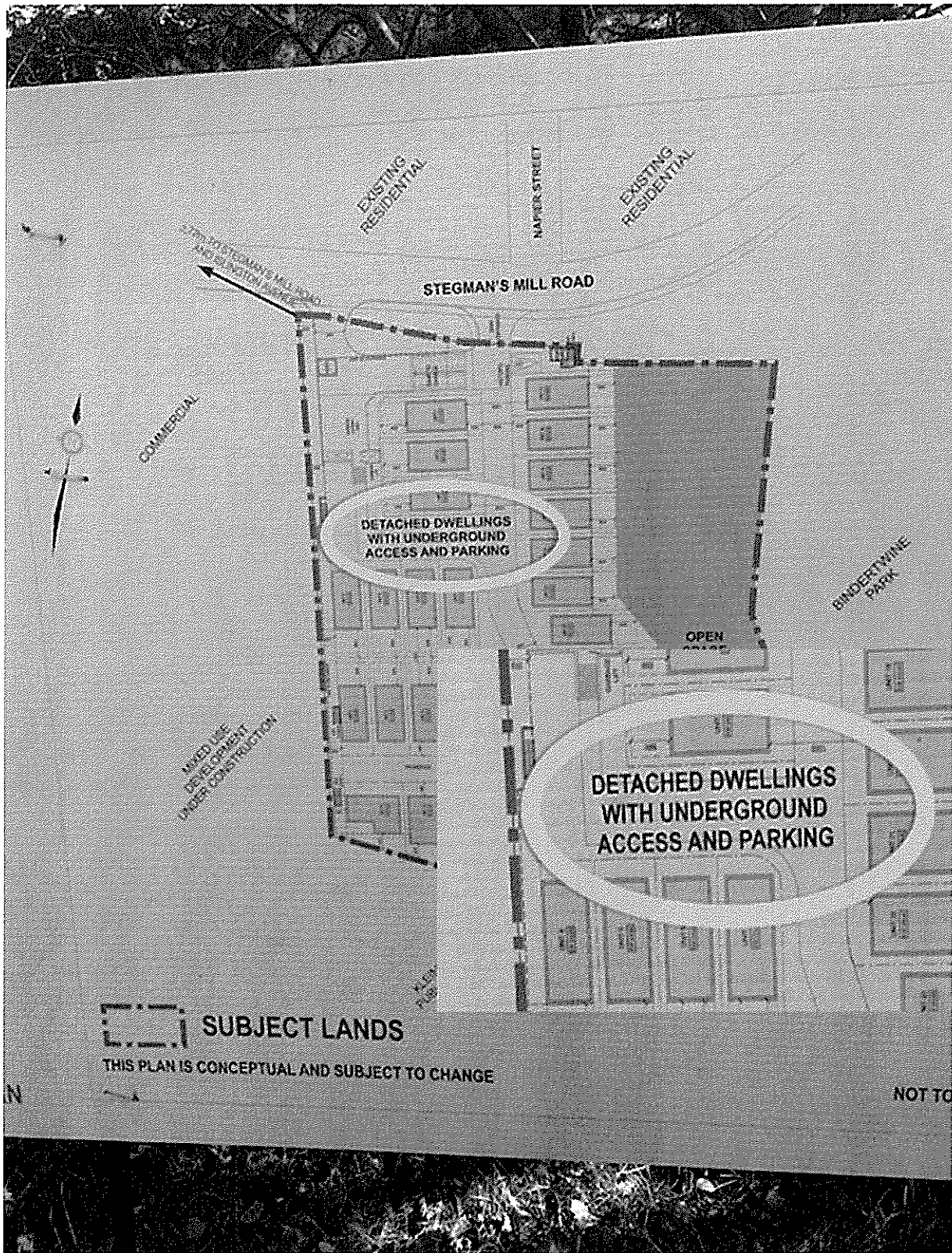
I'm writing you this because :

- I feel as many did in attendance that their was and continues to be a huge mis-representation on behalf of the applicant and possible planning staff around this project
 - If you see images below the applicant (Kleinburg Village Development) has had erected for many months now signs showing these 28 units to be identified as singles and detached units. Which is false
 - In Fact in the 2nd image which is the conceptual board on the property it states "Detached Dwellings" no mention at all of "Linked Housing"
 - Further to that applicants website promoting the project also advertises this project as Detached Homes, see 3rd image below
 - The Sales Centre in the Heart of the town also advertises as Singles with no mention of Linked Housing which is what the project actually is.
 - I feel their has been an intentional mis-leading of the residence of Kleinburg here as well as the applicant today made reference from the podium today claiming they were detached dwellings- again this is false
 - When I stood to correct this Councillor Gino Rosati based on meeting procedure and protocol said I could not speak to correct this falsehood – this struct me an the entire audience as odd, as the applicant was permitted to rebuttal much of what the residence said and we had no opportunity to do the same.
 - The planning department appears to have known about this as at the meeting it surfaced they were trying to broaden the definition of what a Detach home is – this left many in attendance confused, but more importantly it showed that they were aware at some point that this project is not detached as all the advertising around the project has claimed.
-
- I'm not suggesting collusion between the planning department and the applicant but I see this to be a material piece of information that may have affected the decision outcome today
 - In essence the advertising the applicant has done publicly and the city planning board sitting on the actual property has mislead the entire community and possibly the councillors as well to believe these are detached homes failing to adequately inform the public that they are building "linked housing" which is a much different product.
 - I feel "if" this applicant and the planning department had adequately called this project what it is (**Linked Housing**) and advertised it properly to the community properly during the application process, then we would have had even more public support against this application and that may have had the remaining councillors vote differently.
 - I along with those in attendance feel this was a gross and improper conduct on the application process which should invalidate the vote passed today.

I am asking on behalf of many that were present along with countless that couldn't attend because the meeting was held inconveniently in the middle of a work day at 1pm, what can be done. We are all dismayed with how many voices stood up and how easily this vote passed with so many points brought forth by not just the public but Councillor Marlyn lafrate addressing the inconsistency of this application with the overall plan, and overwhelming number of amendments..and yet it passed... Some present have suggested that perhaps we need to hire a lawyer to investigate this mis-representation from a legal perspective and how far it goes as some of the councillors were oddly idle on the matter. On behalf of the those in attendance and many other residence that could not attend, we are asking for guidance and would like a recorded vote on this application so we can thoroughly address the discrepancies in how the vote went in respect to the overwhelming points against, along with the misrepresentation by applicant publicly along with the misleading city sign on the property. We feel the application process was contaminated by this misrepresentation and we need to address it. I am hoping this letter is forwarded to all the councillors present along with anyone else this may concern.

Thank you





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Email: fallicofrank@gmail.com

Website: <http://www.frankfallico.com/>



FRANK FALLICO

Director

Direct 416.899.5655

Email: frank@generationhomes.ca

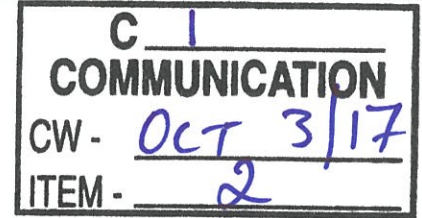


CREATE | DESIGN | BUILD

"We Create, Design, and Build Your Vision Into Reality."

Britto, John

From: lafrate, Marilyn
Sent: Friday, September 29, 2017 10:41 AM
To: Clerks@vaughan.ca
Subject: Fwd: I urge you to reject this development!



FYI

Sent from my iPhone

Begin forwarded message:

From: Marina Dykhtan <marina_dykhtan@hotmail.com>
Date: September 29, 2017 at 10:28:14 AM EDT
To: "<council@vaughan.ca>" <council@vaughan.ca>
Subject: I urge you to reject this development!

Council! I am writing to you to urge you to reject this development!!!

COMMITTEE OF THE WHOLE OCTOBER 3, 2017

OFFICIAL PLAN AMENDMENT FILE OP.15.006

ZONING BY-LAW AMENDMENT FILE Z.15.025

SITE DEVELOPMENT FILE DA.16.071

KLEINBURG VILLAGE DEVELOPMENT CORP.

WARD 1 - VICINITY OF ISLINGTON AVENUE AND STEGMANS MILL ROAD

Recommendation

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

1. THAT Official Plan Amendment File OP.15.006 (Kleinburg Village Development Corp.) BE

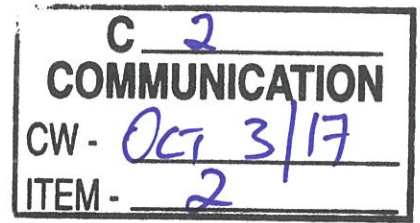
APPROVED, to amend Vaughan Official Plan 2010, to permit the development of 28

dwelling units, as shown on Attachments #3 to #9, specifically to:

- amend the policies in Volume 2 of Vaughan Official Plan 2010 (The Kleinburg Core)

respecting the design and compatibility criteria for new development within the "Village

Residential" designation, including lot configuration and size, built form, scale and



From: Marsha Lomis [mailto:mlomis@rogers.com]

Sent: Friday, September 29, 2017 6:08 PM

To: lafrate, Marilyn <Marilyn.lafrate@vaughan.ca>; Council <Council@vaughan.ca>

Cc: Ferri, Mario <Mario.Ferri@vaughan.ca>; Bevilacqua, Maurizio <Maurizio.Bevilacqua@vaughan.ca>;

Rosati, Gino <Gino.Rosati@vaughan.ca>; Kleinburg and Area Ratepayers' Association <kara@kara-inc.ca>

Subject: Oct 3 CW meeting: Vote No to Proposed amendments to OP and zoning by-laws, Stegman's Mill Rd

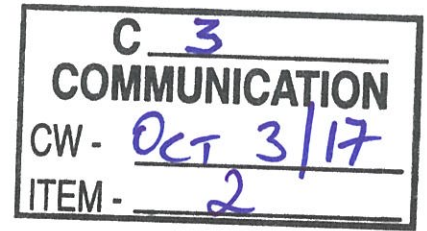
Council:

I am writing to ask that you **vote No** to the proposed amendments requested by Kleinburg Village Development Corp., 257, 265 and 275 Stegman's Mill Road in the village of Kleinburg.

The proposed amendments, if approved, will establish a precedent that will destroy the scale and character of our Kleinburg village. The proposed amendments are in contravention to the OP 12.4.1 to "Ensure land use and built form are compatible with scale and character of existing community..."

Thank you in advance for helping to preserve the scale and character of Kleinburg village by **voting No** to the proposed amendments to Vaughan OP and Zoning by-laws on Stegman's Mill Road.

Very truly yours,
Marsha J Lomis
151 Nashville Road
Kleinburg.



October 2nd, 2017

Hon. Maurizio Bevilacqua, Mayor, Council and city planners
City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
L6A 1T1

Dear Mayor, Council, and City Planners,

**RE: APPLICATIONS FOR AN OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW
AMENDMENT 356, 365 and 375 Stegman's Mill Road
Part of Lot 24, Concession 8, Community of Kleinburg, City of Vaughan
Ward: 1 File Nos.: OP.15.006 & Z.15.025**

We are residents of 99 Napier Street in Kleinburg
I am opposed to the Official Plan and Zoning By-Law Amendment Applications (the
"Application") for the proposed development at 356, 365 and 375 Stegman's Mill Road (the
"Development").

The size and scale of the Development being proposed is in clear violation and fails to adhere to
the City of Vaughan's Official Plan as approved by the Ontario Municipal Board on December 2,
2013 (the "Official Plan") and the Kleinburg-Nashville Heritage Conservation District Study and
Plan (the "Heritage Plan").

Our principal concerns are as follows:

- The proposed development calls for redefinition of detached residential dwelling to include condominiums attached underground. **This does not meet the intent of the official plan and these condo units are not single family detached dwellings on single family lots as required by the OP section 12.4.6.2 which defines a detached residential dwelling as "situated on a single lot and not attached to any other residential building".**
- The proposed development calls for a redefinition of lot to allow for the consolidation of 3 lots to accommodate the condo development. Section 12.4.4.7 of the OP states "the consolidation or severance of lands shall be discouraged". The City of Vaughan showed great foresight when developing the Kleinburg Official Plan. We chose to purchase in Kleinburg because of its very existence. The Official Plan should not be amended to allow this development

C 3.2

2

- We are very concerned that allowing such consolidations has set, and is setting, precedence for future consolidations and more massive developments in the village residential section. City staff have indicated that the 3 properties included in this development are considered to be in the same planning block as those across the street and on Napier Street. **Allowing this development to proceed sets precedence for consolidations and much higher densities throughout the village including the residentially zoned Napier St. immediately adjacent. Currently, 4 properties sit waiting to be developed on Napier St.**
- It would redefine Village Residential which only permits
Single Family Dwellings.
Semi Attached Dwellings
Bed and Breakfasts.
It does not permit multiple dwellings on a village residential lot. Zoning By Law should not be amended
- Traffic in the villages of Kleinburg, Nashville, and surrounding areas is a huge and growing concern with significant development occurring all around the area. Traffic studies for individual applications invariably conclude that the new development will have negligible impact. However, in summation, traffic from all the developments is having a severe impact on the village. Islington Ave, Nashville Road, and Stegman's Mill/Teston Rd. are severely congested during rush hour. The proposed subject development is located on a bend, at the top of a steep hill. We are very concerned with traffic and safety at the top of this hill, especially near Napier and Stegman's where sight lines are limited. The traffic study does not adequately address the sight lines, nor does it address the turning assist mirror that will need to be removed. The study refers to a potential 21 two way trips that will add to the already unacceptable volume of traffic on Napier Street. Napier is used as a bypass in the morning and evening for bottle necked traffic on Islington during morning and afternoon rush. **The traffic study does not address this aspect. Napier, Kellam and John Streets are not equipped with sidewalks and this volume of traffic is already unsafe for pedestrians.**

Like my neighbours, we see this Development as setting a very worrying precedent if it is approved. It will destroy the Village of Kleinburg's historical context and rural village charm. These are the very qualities that draw tourism to "The Jewel of Vaughan." The intensification proposed does not befit the "Local Centre" context. Its mass is completely out of context with surrounding residential properties and it can only be compared to the mistake in urban planning that is immediately adjacent, Heritage Square at 10423 Islington Avenue. This development rises 3 stories above rear grade and created a "shadow land" behind, making these properties undesirable for current residents.

C 3.3

3

We firmly believe that it is in the City of Vaughan's best interest to take measures to preserve Kleinburg as a **rural village** in order to ensure that it remains a destination with unique character and charm that continues to attract both locals and tourists alike.

As importantly, I , along with well over 100 local residents, attended the public council meeting in February of 2016. Councillors were unanimous in their opposition to this development, some "grand standing" to the audience, questioning the city planning official who was present, asking why such a development would even be entertained given all of the above factors.

Nothing about this development proposal has changed. The developer is seeking to amend official plans and zoning for a development the council was previously opposed to.

As elected officials, representing the voting public, you should still be opposed to it.

We urge you to deny the proposed Application and to strictly enforce the well established Official Plan and Heritage Plan for the area.

Yours truly,

Jeff and Amy Reeves

c.c. Kleinburg and Area Ratepayers' Association Inc.
Kleinburg Business Improvement Association

Kleinburg and Area Ratepayers' Association

P.O. Box 202, Kleinburg, Ontario, L0J 1C0

Email: kara@kara-inc.ca Website: www.kara-inc.ca

Carrying Place Ratepayers' Association

12 Golden Gate Circle

Woodbridge, Ontario L4H 1N4

Email: carryingplaceratepayers@rogers.com

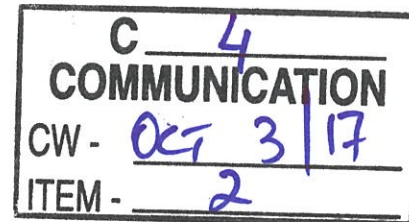
October 2, 2017

To: Mayor and City of Vaughan Council

c.c. City of Vaughan Clerk

Planning and Growth Management Department, City of Vaughan

Development Planning Department, City of Vaughan



RE: Tuesday, October 3, 2017, Committee of the Whole, Agenda Item 2

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

Dear Mayor Bevilacqua and Members of Council,

The Kleinburg & Area Ratepayers' Association (KARA) is writing to you to express our deepest concerns and opposition to the proposed Stegman's Mill development and staff recommendations which will undermine the historical Village of Kleinburg and Kleinburg / Nashville Heritage Conservation District. We respectfully request that the proposed development and amendments to the Vaughan Official Plan 2010 (VOP 2010) be rejected.

The proposed housing development is not compatible with any current residential development in Kleinburg. Council is fully aware that much time, effort and money went into the Ontario Municipal Board (OMB) approved Vaughan Official Plan 2010 Volume 2 where policies, specific to Kleinburg were adopted and approved by the OMB.

Kleinburg and Area Ratepayers' Association

P.O. Box 202, Kleinburg, Ontario, L0J 1C0

Email: kara@kara-inc.ca Website: www.kara-inc.ca

Carrying Place Ratepayers' Association

12 Golden Gate Circle

Woodbridge, Ontario L4H 1N4

Email: carryingplaceratepayers@rogers.com

By adopting the proposed development and the recommendations of staff, Council will have completely reversed and abandoned all of the efforts and resources that went into developing the policies that protect the Kleinburg / Nashville Heritage Conservation District from incompatible development proposals such as this.

The recommendations by staff ignore the fact that VOP 2010 Volume 2 states under;

12.4.4 The Kleinburg Core Area – General

12.4.4.7 The consolidation or severance of lands shall be discouraged. Any consolidation or severance of lands may be permitted if the proposed lot pattern is consistent with the existing lot pattern in the immediate surrounding area, in situations of minor lot line adjustment or where otherwise required by law.

Clearly, the recommendations to approve this development are in sharp contrast to section 12.4.4.7 Volume 2 of the VOP 2010 as it applies to Kleinburg.

There are elements within the recommendations that are very disturbing which will not only have a negative impact to the Kleinburg Village, but will also have far reaching consequences for the City of Vaughan residents as a whole, in that, the recommendations call for the redefinition of a detached home. Staff's recommendations to amend VOP 2010 to redefine the nature of a detached home are very troubling.

An amendment such as this to the VOP 2010 will have a precedent setting effect in Kleinburg and on the vast majority of neighbourhoods within the City. It is our position that the redefinition of a detached home must be subject to public meetings within the context of the next Vaughan Official Plan Review. Recommending redefining the nature of a detached home without full public hearings is disingenuous to every detached home owner within the City.

Kleinburg and Area Ratepayers' Association

P.O. Box 202, Kleinburg, Ontario, L0J 1C0
Email: kara@kara-inc.ca Website: www.kara-inc.ca

Carrying Place Ratepayers' Association

12 Golden Gate Circle
Woodbridge, Ontario L4H 1N4
Email: carryingplaceratepayers@rogers.com

The features within the proposed 28 home development, are inherently and more accurately defined as linked homes. Staff's recommendation to amend VOP 2010 to allow linked homes to be classified as detached homes would be inconsistent with other agency's definition of a detached home. The effect of such an amendment would sow confusion and disruption with the Vaughan real estate market. The Real Estate Council of Ontario (RECO) has penalized and fined real estate agents who have misled buyers into believing that they were buying a detached home when in fact they had purchased a linked home. See links below.

<http://www.aaron.ca/columns/2011-12-10.htm>

<https://www.thestar.com/life/homes/2017/06/03/detached-home-for-sale-is-actually-linked-to-property-next-door.html>

Staff's recommendations to redefine detached homes would also be inconsistent with the Municipal Property Assessment Corporation (MPAC) definition of detached homes, semi-detached and linked homes. For property assessment and valuation purposes MPAC has a coding structure in place for various housing types which also appear on all property owner assessments issued by MPAC. Again, staff's recommendation, if adopted by Council would conflict with a prominent government agency.

The staff recommendation to redefine a detached home is also out of sync with Statistics Canada and their definition of a single detached home. Council is well aware that Statistics Canada routinely survey Canadian cities, where surveys are often conducted based on housing types.

<http://www23.statcan.gc.ca/imdb/p3VD.pl?Function=getVD&TVD=144257&CVD=144258&CLV=0&MLV=2&D=1>

Kleinburg and Area Ratepayers' Association

P.O. Box 202, Kleinburg, Ontario, L0J 1C0

Email: kara@kara-inc.ca Website: www.kara-inc.ca

Carrying Place Ratepayers' Association

12 Golden Gate Circle

Woodbridge, Ontario L4H 1N4

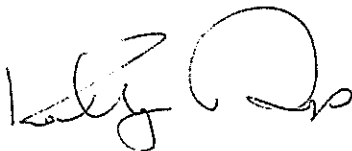
Email: carryingplaceratepayers@rogers.com

What may be most problematic with staff's recommendation to redefine the nature of detached homes is that it would undermine the City's newly adopted infill policies, which were designed to protect established neighbourhoods from incompatible development. If a new definition of detached homes is adopted, it would open the door to developers introducing linked homes into established detached home neighbourhoods. The redefinition will give new development such as the one proposed in this application the ability to justify link homes within an established detached home neighbourhood. Many if not all established neighbourhoods would find this completely unacceptable.

Given the city-wide implications that these recommendations pose, KARA will be communicating our position and the inherent risks that these recommendations pose, to other ratepayers' groups and community organizations.

KARA is adamantly opposed to this development and staff's recommendations. What Kleinburg / Nashville residents hold dear, is its heritage conservation and the existing policies that protect it. Our expectation is that Council will do what is necessary to defend our heritage district by rejecting these recommendations.

Sincerely,

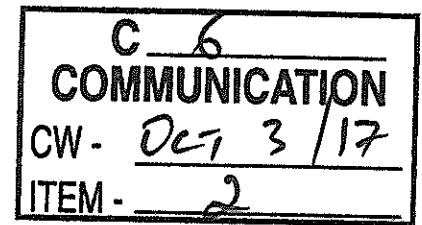


Kathryn Angus
President – Kleinburg & Area
Ratepayers' Association.

**Tony
Zuccaro**

Tony Zuccaro
Vice-President, Carrying Place
Ratepayers' Association.

Digitally signed by Tony Zuccaro
DN: cn=Tony Zuccaro, o=Carrying
Place Rate Payers Association
(C.P.R.A), ou=Vice President,
email=carryingplaceratepayers@r
ogers.com, c=CA
Date: 2017.10.02 22:49:11 -04'00'



From: Furio Liberatore [mailto:furiol@rogers.com]

Sent: Monday, October 02, 2017 6:15 PM

To: Council <Council@vaughan.ca>; MacKenzie, John <John.Mackenzie@vaughan.ca>; Peverini, Mauro <MAURO.PEVERINI@vaughan.ca>; Kiru, Bill <Bill.Kiru@vaughan.ca>; Antoine, Mark <Mark.Antoine@vaughan.ca>; Kostopoulos, Daniel <Daniel.Kostopoulos@vaughan.ca>

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

RE: Tuesday October 3, 2017, Committee of the Whole Meeting, Agenda Item 2

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

https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1003_17_2.pdf

Good Day Mayor and Members of Council

My name is Furio Liberatore. I have reviewed this item and I am deeply concerned regarding the recommendation to amend the policies in Volume 1 of Vaughan Plan 2010 to change the definition of a detached dwelling, as identified in Table 1 of the report.

The type of housing that is being proposed at the site within the Kleinburg Heritage District is typically defined as linked homes. They are not detached homes. An amendment of this nature to the Vaughan Official Plan should have been presented at a public hearing for discussion or within the context of a Vaughan Official Plan review.

Notwithstanding the amendments to the Vaughan Official Plan regarding the redefinition of detached homes, I consider this development to be inappropriate for the Kleinburg Village and not compatible with the surrounding homes.

I therefore request that Council reject the recommendations within this report in its' entirety.

Sincerely

Furio Liberatore

C	<u>7</u>
COMMUNICATION	
CW -	<u>Oct 3/17</u>
ITEM -	<u>2</u>

From: Heritage Hill Developments
10425 Islington Ave., Unit 1
Kleinburg, ON L0J 1C0

Representative: Frank Greco, representative



① of ⑦

ITEM #2:

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

REQUEST TO ADD ONE

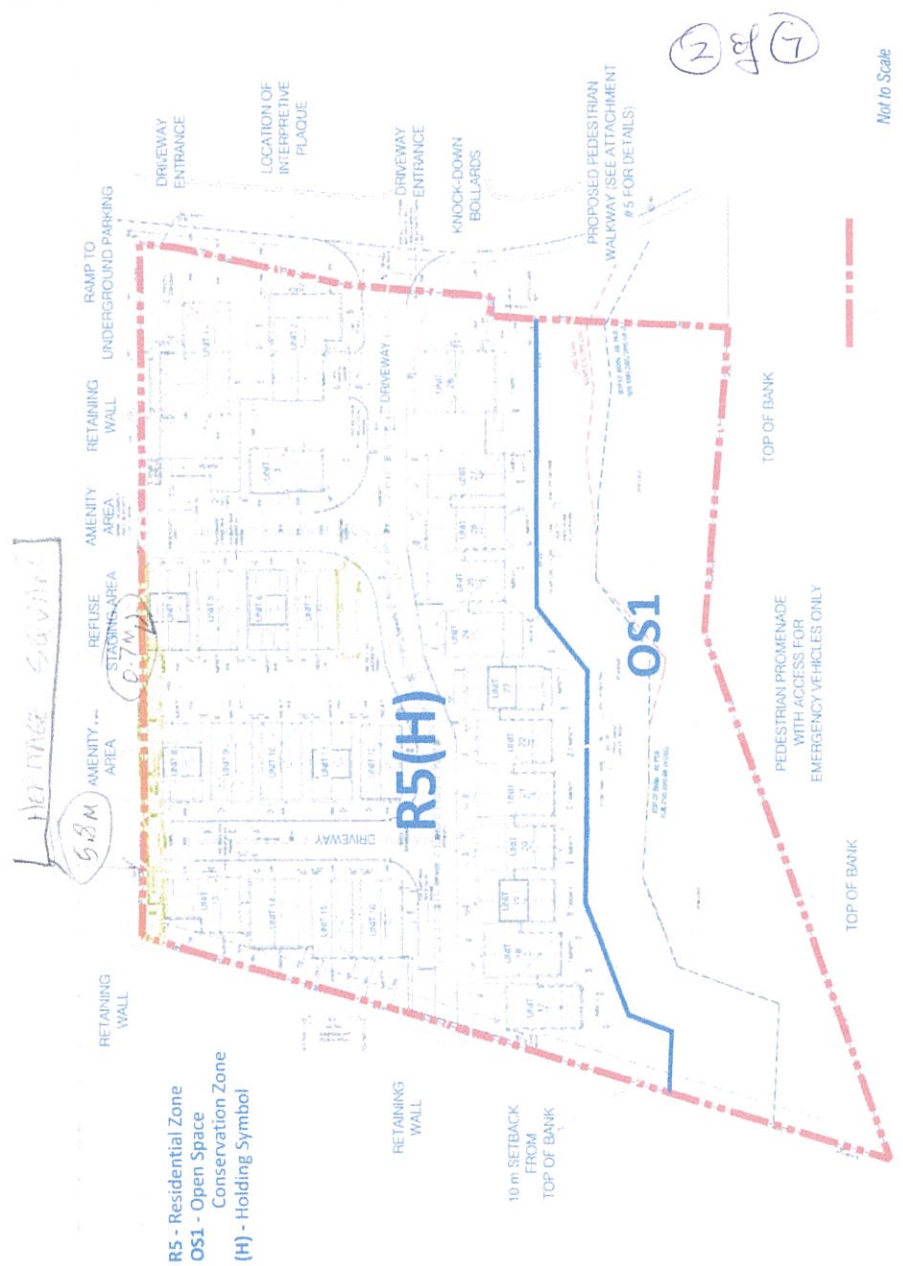
RECOMMENDATION TO ITEM:

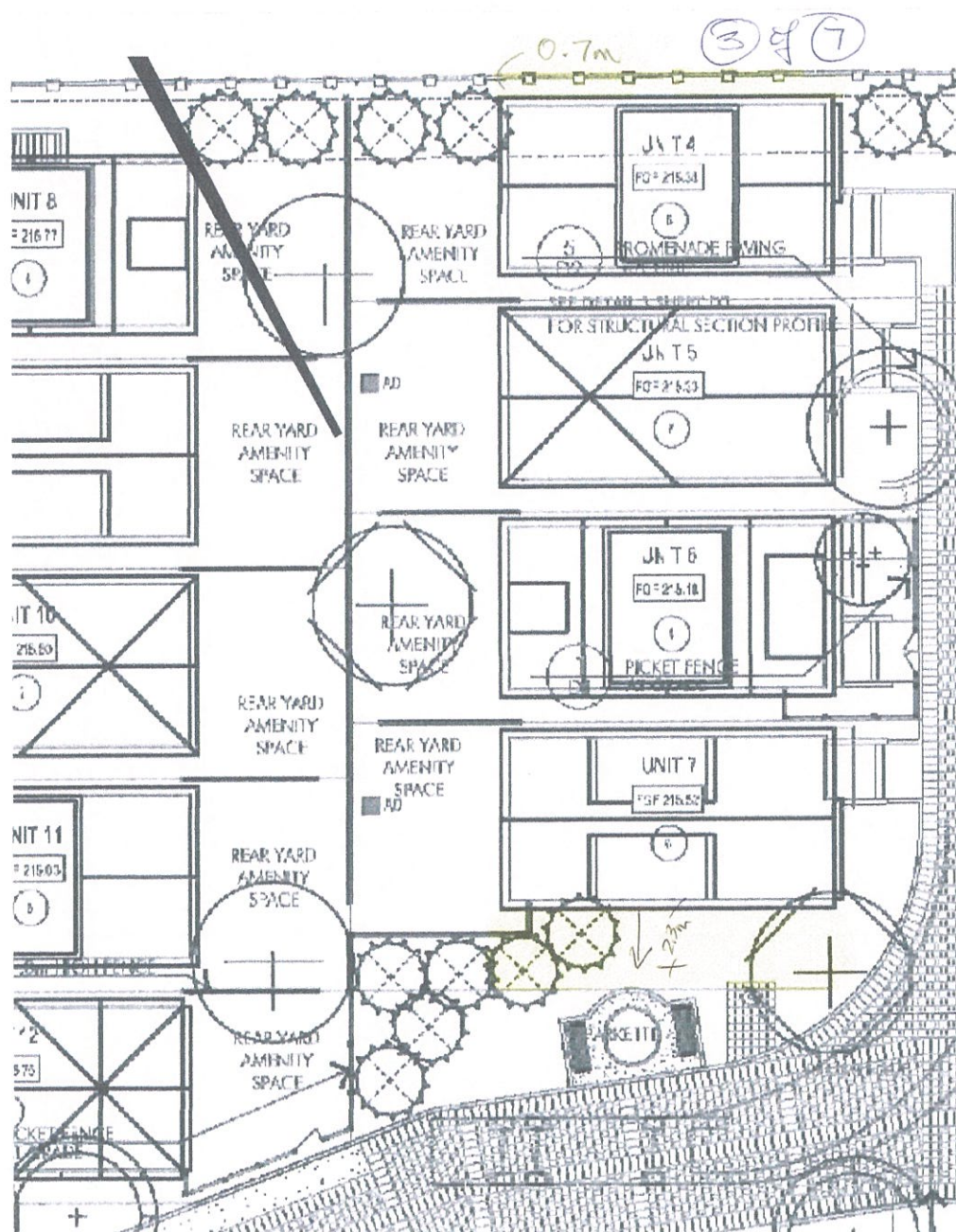
meet with applicant + Heritage Hill

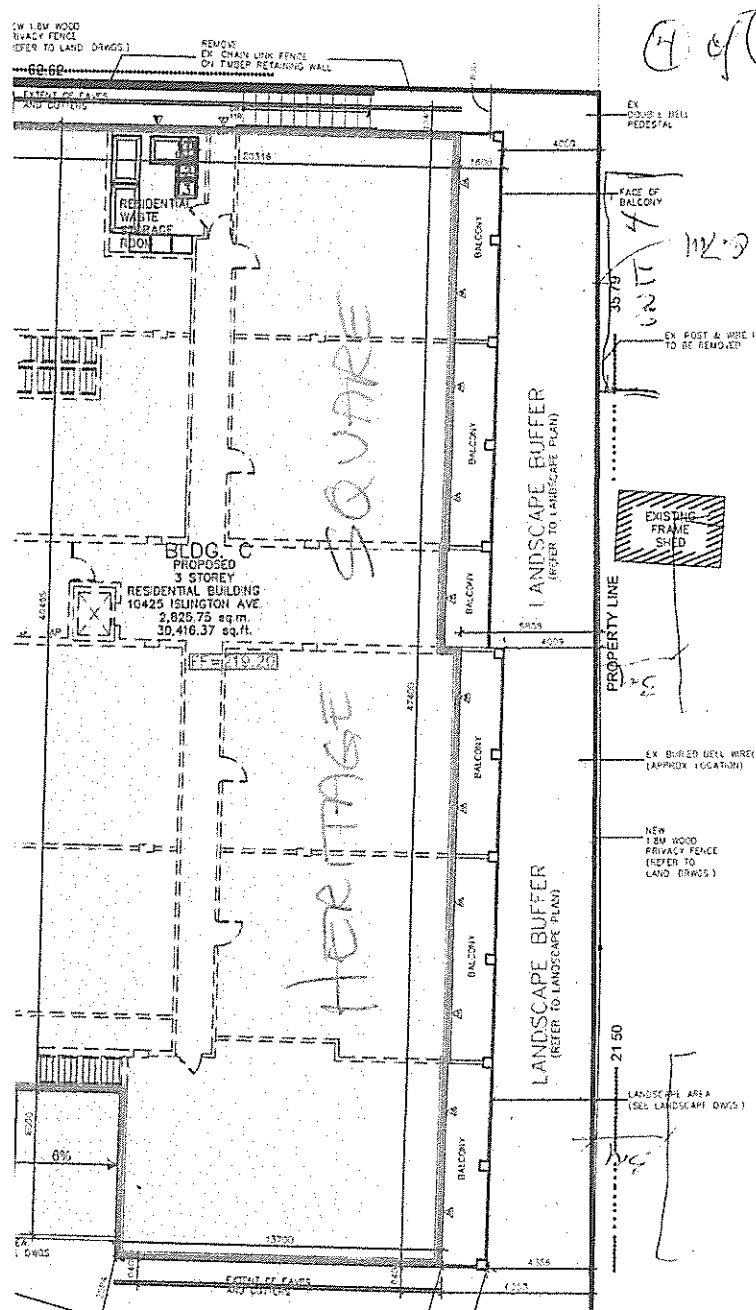
"That City Staff ~~review the reinstatement of a~~
~~3.0m~~ side yard setback to UNIT #4 as per the
original plan and for its consideration for
approval at the Vaughan Council meeting."

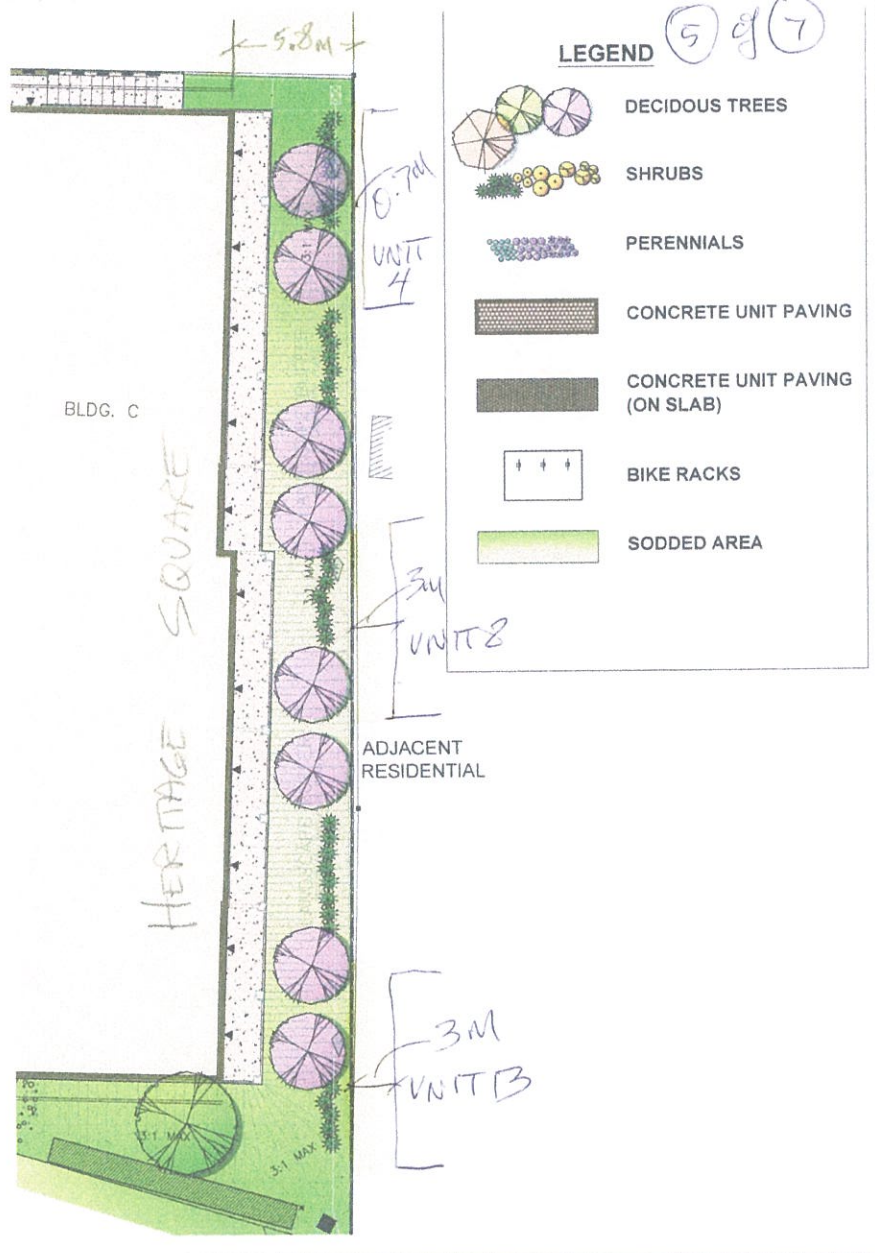
The above recommendation is supported by
the applicant and Heritage Hill Developments
(neighbour to the west).

Sincerely,
Frank Greco, Heritage Hill









10/2/2017

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COMMITTEE OF THE WHOLE OCTOBER 3, 2017

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

Recommendation

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

1. THAT Official Plan Amendment File OP.15.006 (Kleinburg Village Development Corp.) BE APPROVED, to amend Vaughan Official Plan 2010, to permit the development of 28 dwelling units, as shown on Attachments #3 to #9, specifically to:
 - amend the policies in Volume 2 of Vaughan Official Plan 2010 (The Kleinburg Core) respecting the design and compatibility criteria for new development within the “Village Residential” designation, including lot configuration and size, built form, scale and physical character of surrounding developments;
 - increase the maximum permitted building height from 9.5 m to 9.85 m for Units 3 to 27, as shown on Attachment #3; and
 - amend the policies in Volume 1 of Vaughan Official Plan 2010 to change the definition of a detached dwelling, as identified in Table 1 of this report.
2. THAT Zoning By-law Amendment File Z.15.025 (Kleinburg Village Development Corp.), BE APPROVED, to rezone the subject lands from R1 Residential Zone, as shown on Attachment #2, to R5(H) Residential Zone with the Holding Symbol “(H)” and OS1 Open Space Conservation Zone (valleyland and buffers), in the manner shown on Attachment #3, together with the site-specific zoning exceptions to the R5 Zone standards of Zoning By-law 1-88, as identified in Table 2 of this report, subject to the following condition:
 - a) THAT the Holding Symbol “(H)” shall not be removed from the lands zoned R5(H) Residential Zone with the Holding Symbol “(H)”, as shown on Attachment #3, until:
 - i) the Focus Area Core Sanitary Servicing Strategy Study is completed and the Owner agrees to contribute towards the financing and/or the implementation of necessary downstream system improvements, to the satisfaction of the City.
3. THAT Site Development File DA.16.071 (Kleinburg Village Development Corp.), BE APPROVED, to permit 28 dwelling units that are detached at grade and having attached private garages located in an underground parking structure, as shown on Attachments #3 to #9, subject to the following conditions:
 - a) that prior to the execution of the implementing Site Plan Agreement:
 - i) the Development Planning Department shall approve the final site plan, building elevations, landscape plans, landscape cost estimate, perspective renderings, and building materials list;
 - ii) the Development Engineering and Infrastructure Planning Department shall approve the grading and servicing plan, erosion and sediment control plan, Stormwater Management Report, Geotechnical Report, Noise Report and Soil Report;

- iii) the Owner shall enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise, with regard to such matters including the financing and implementation of the requisite sanitary system improvements in the Kleinburg-Nashville service area (downstream of the subject lands) based on the conclusions and recommendations of the Vaughan Focus Area Core Sanitary Servicing Strategy Study, payment of Development Charges, and the provision of municipal services. The said Development Agreement shall be registered against the lands to which it applies and to the satisfaction of the Development Engineering and Infrastructure Planning Department;
 - iv) the Owner shall provide the required technical documents for external works pertinent to the service connections for the subject lands, including, but not limited to, general notes, plan and profiles, erosion and sediment control, composite utilities, and temporary traffic control plans, to the satisfaction of the Development Engineering and Infrastructure Planning Department;
 - v) the Owner shall satisfy all requirements of the Urban Design Department, Cultural Heritage Division, including, but not limited to, approval of the final Authenticity Study and Heritage Interpretation Program (i.e. heritage plaques), and successfully obtaining a Heritage Permit;
 - vi) the Owner shall satisfy all requirements of the Environmental Services Department (Solid Waste Management Division);
 - vii) the Owner shall satisfy all requirements of the Parks Development Department;
 - viii) the Owner shall convey the valleylands and open space buffer area zoned OS1 Open Space Conservation Zone into public ownership (i.e. the Toronto and Region Conservation Authority) free of all charges and encumbrances;
 - ix) the Owner shall agree to provide and register all necessary easements to the City of Vaughan for the open space buffer area, which easements are to be determined through the detailed design process for the pedestrian walkway;
 - ix) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority; and
 - x) the Owner shall satisfy all requirements of Canada Post.
- b) The Site Plan Agreement shall include the following clauses:
- i) The following warning clause shall be included in all Offers of Purchase and Sale or Lease and in the future Condominium Agreement and Declaration for Units 17 to 28 inclusive (abutting the proposed OS1 Open Space Conservation Zone):

"Purchasers and/or tenants are advised that the unit abuts a valley/open space buffer within which a pedestrian trail will be constructed in the future, together with satisfactory security and safety arrangements, and that noise and/or lighting should be

expected from the active use of the trail. A 1.5 m high (or higher) black vinyl chain link fence is to be constructed abutting the walkway boundary with all fencing material, including foundations, being on the subject lands, as per the City Walkway Standard, to delineate the boundary of the walkway and to screen the amenity area abutting the OS1 Open Space Conservation Zone on the lot."

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

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

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

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

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

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

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

Contribution to Sustainability

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

Goal 2: To ensure sustainable development and redevelopment

- Objective 2.1: To achieve sustainable growth and development by completing and implementing Vaughan Tomorrow, the City's Consolidated Growth Management Strategy - 2031, and by ensuring that the strategy is subject to periodic review and renewal

- Objective 2.2: To develop Vaughan as a City with maximum greenspace and an urban form that supports our expected population growth
- Objective 2.3: To create a City with sustainable built form

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

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

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

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

Economic Impact

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

Communications Plan

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

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

Deputations

- R. Mino-Leahan, KLM Planning Partners Inc., Jardin Drive, Vaughan, on behalf of the Owner
- A. Cadati, Rafael & Bigauskas Architects, Sheppard Avenue West, Toronto, on behalf of the Owner
- N. Jagtiani, Keele Street, Vaughan, on behalf of M. & J. Zuccaro, Stegman's Mill Road
- S. Recine, Hazelridge Court, Kleinburg
- S. Gagliardi, Cardish Street, Kleinburg
- R. Lorello, Treelawn Boulevard, Kleinburg
- R. Dickinson, Donhill Crescent, Kleinburg

- M. Arthur, representing the Kleinburg and Area Ratepayers' Association
- R. Klein, Daleview Court, Kleinburg
- P. Gep, Old Humber Crescent, Kleinburg
- F. Fallico, Kellam Street, Kleinburg
- F. Greco, representing Heritage Hill Developments (II) Corporation, Kleinburg
- I. Craig, Stegman's Mill Road, Kleinburg

Written Submissions

- A. Reeves, Napier Street, Kleinburg, dated January 29, 2016
- J. Reeves, Napier Street, Kleinburg, dated January 29, 2016
- K. Schwenger, President, Kleinburg & Area Ratepayers' Association, Kleinburg, dated January 29, 2016
- L. Ferri, Napier Street, Kleinburg, dated January 31, 2016
- S. Kalkiewicz, Wishing Well Court, Kleinburg, dated January 31, 2016
- D. Blakemore, no address provided, dated January 31, 2016
- J. Stambolich, Cardish Street, Kleinburg, dated February 1, 2016
- J. Gabaudan, dated February 1, 2016
- N. Smolskaia, Fairlane Crescent, Woodbridge, dated February 1, 2016
- J. Caponio, John Street, Vaughan, dated February 1, 2016
- B. & H. Wilson, Art Drive, Kleinburg, dated February 1, 2016
- S. Chari, no address provided, dated February 1, 2016
- G. Hartly, no address provided, dated February 2, 2016
- Z. Masood, Via Borghese, Woodbridge, dated February 2, 2016
- G. Matukas, Camlaren Crescent, Kleinburg, dated February 2, 2016
- N. Van Geest, no address provided, dated February 2, 2016
- C. Falcone, Napier Street, Kleinburg, dated February 1, 2016
- M. & D. Andrusky, Kellam Street, Kleinburg, dated January 12, 2016
- R. & M. Chittick, Treelawn Boulevard, Kleinburg, dated February 1, 2016;
- A. Nicholls, no address provided, dated February 1, 2016
- M. Lomis, Nashville Road, Kleinburg, dated February 1, 2016
- R. Mickovsky, Colton Crescent South, Woodbridge, dated February 2, 2016
- T. Ferdinandusz, Beechnut Road, Vaughan, dated February 2, 2016
- D. Mugford, no address provided, dated February 2, 2016
- M. Di Lauro, Hazelridge Court, Kleinburg, dated February 2, 2016
- H. Peacock, John Kline Lane, Kleinburg, dated February 2, 2016
- J. Zeppieri, Weaver Court, Kleinburg, dated February 16, 2016
- Kleinburg and Area Ratepayers Association (KARA), P.O. Box 202, Kleinburg, dated August 26, 2016

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

a) Conformity to the Official Plan

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

Response

The proposed development provides for an appropriate transition in scale and built form from north to south, while respecting the existing built form and lot fabric located on the

north side of Stegman's Mill Road and Napier Street, and is considered to be compatible with the existing development to the west. The proposed built form along the south side of Stegman's Mill Road is consistent and compatible with the development pattern on the north side of Stegman's Mill Road and with the existing development on Napier Street.

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

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

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

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

b) Size, Scale and Design

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

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

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

Response

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

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

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

c) The Type of Development Being Proposed

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

Response

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

d) Traffic

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

Response

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

The Analysis assessed three access options on Stegman's Mill Road: a westerly access approximately 15 m from the westerly limit of the site; an aligned access with Napier Street;

and an offset driveway access approximately 10 m to the west of Napier Street. The Analysis concluded that the offset driveway to the west of Napier Street is the optimal location to meet the City's design criteria in achieving the required minimum stopping distance of 60 m.

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

e) Negative Impact on Vegetation

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

Response

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

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

f) Overcrowding of School and Post Office facilities

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

Response

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

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

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

Purpose

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

1. Official Plan Amendment File OP.15.006, specifically to amend the policies in Volume 1 of Vaughan Official Plan 2010 and Volume 2 of Vaughan Official Plan 2010 (The Kleinburg Core) to permit the development of 28 dwelling units, as shown on Attachments #3 to #9, specifically to:
 - amend the policies in Volume 2 of Vaughan Official Plan 2010 (The Kleinburg Core) respecting the design and compatibility criteria for new development within the “Village Residential” designation, including lot configuration and size, built form, scale and physical character of surrounding developments;
 - increase the maximum permitted building height from 9.5 m to 9.85 m for Units 3 to 27, as shown on Attachment #3; and
 - amend the policies in Volume 1 of Vaughan Official Plan 2010 to change the definition of a detached dwelling, as identified in Table 1 of this report.
2. Zoning By-law Amendment File Z.15.025 to rezone the subject lands from R1 Residential Zone, as shown on Attachment #2, to R5(H) Residential Zone with the Holding Symbol “(H)” and OS1 Open Space Conservation Zone (valleyland and buffers), in the manner shown on Attachment #3, together with site-specific zoning exceptions to the R5 Zone standards of Zoning By-law 1-88, identified in Table 2 of this report.
3. Site Development File DA.16.071 to permit 28 dwelling units that are detached at grade and having attached private garages located in an underground parking structure that will form part of the common elements to be owned and maintained by a future condominium corporation, as shown on Attachments #3 to #9.

Background - Analysis and Options

Synopsis

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

Location

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

Application History

The Owner’s initial submission through Official Plan Amendment File OP.15.006 and Zoning By-law Amendment File Z.15.025 consisted of 30, three-storey detached dwelling units with a building

height of 11 m having attached private garages located in an underground parking structure. In addition, the proposed development did not address the heritage character of Stegman's Mill Road, as the proposed streetscape along Stegman's Mill Road consisted of loading and garbage staging areas, and a proposed ramp to the underground garage.

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

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

- the removal of one addition unit, for a total of 28 units
- redesigned building elevations for the units fronting Stegman's Mill Road and the interior units that are in keeping with the heritage policies of the Kleinburg-Nashville Heritage Conservation District
- removal of a flat roof design for the proposed interior units
- the addition of landscape elements to address the removal of existing landscape areas on the current lots
- a greater front yard setback for Unit 28 (8.5 m), as shown on Attachment #3, to maintain the vista of the valleyland to the east
- the addition of a public pedestrian walkway within the proposed 10 m environmental buffer, as shown on Attachments #3 and #4.

Land Use Policies and Planning Considerations

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

1. Provincial Policy Statement 2014

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

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

- Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses
- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land
- Section 1.5.1 - planning for and providing publicly accessible built and natural settings

- Section 1.7 - encouraging a sense of place by promoting well-designed built-form and cultural planning
- Section 2.6.1 - the conservation of cultural heritage landscapes

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

2. The Provincial Growth Plan for the Greater Golden Horseshoe

The Provincial Growth Plan for the Greater Golden Horseshoe Growth Plan (Growth Plan) is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

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

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

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

3. York Region Official Plan 2010

The York Region Official Plan 2010 (YROP) guides economic, environmental and community building decisions across York Region. The subject lands are designated "Towns and Villages" on Map 1, "Regional Structure" of the YROP. Towns and Villages are intended to have their own unique sense of place and identity, and form part of York Region's intensification strategy through modest growth.

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

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

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

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

4. Vaughan Official Plan 2010

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

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

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

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

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

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

Table 1:

	VOP 2010 Official Plan Policy	Proposed Amendment
a.	Section 12.4.10.22 states, in part: "Redevelopment of existing sites in the Kleinburg Core shall generally not exceed a maximum height of 9.5 m above finished grade."	Notwithstanding Section 12.4.40.22, the maximum building height for Units 3 to 27, as shown on Attachment #3, shall be 9.85 m (3-storeys) above finished grade.
b.	The "Village Residential" designation (Section 12.4.6.2) permits detached residential dwellings, defined in Section 9.2.3.1 (in part) as: "A low-rise residential building up to three storeys in height, situated on a single lot and not attached to any other residential building."	Notwithstanding Sections 9.2.3.1 and 12.4.6.2, a detached residential dwelling shall be defined as a building containing only one (1) dwelling unit that is not attached to any other dwelling unit above finished grade, and having attached private garages located in an underground parking structure.

The Development Planning Department's review of the amendments requested is discussed in detail below:

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

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

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

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

The policies of Sections 12.4.1.1, 12.4.2.1, 12.4.4.2, 12.4.4.6 and 12.4.10.21 of the KCSP provide a framework to ensure that new development is compatible and commensurate with the scale and character of the existing community, and

integrated with the pattern of development contemplated in the surrounding area. The subject lands are considered to be a unique condition that is distinct from the existing neighbourhood to the north by virtue of the land uses that bound the subject lands to the east and south (valleylands and Bindertwine Park, and the Kleinburg Public School, respectively), and the three-storey mixed use building and existing commercial uses directly abutting the subject lands on Islington Avenue to the west.

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

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

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

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

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

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

directly abuts the subject lands to the west and has a FSI of 1.06 times the area of the lot.

The overall lot coverage for the proposed development is 33.5%, of which 2% is for covered and unenclosed porches. The proposed coverage reflects a minor increase in the maximum permitted lot coverage of 30% permitted by the R1 Residential Zone, which is the predominant zone category on Napier Street. The Owner has submitted a lot coverage calculation for the three units fronting onto Stegman's Mill Road, utilizing the separation area (precinct two) to form the basis of the lot coverage calculation. The total coverage of the three dwellings equals 29%, which is in keeping with the lot coverage requirements of the R1 Zone.

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

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

b) Section 12.4.4.7 - Lot Consolidation

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

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

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

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

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

c) Section 12.4.10.2 - Compatibility

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

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

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

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

Within the interior of the site, most of the units have a proposed setback of 3 m from the edge of the main pedestrian promenade, and a 1.8 m separation distance between units. Although the proposed setback to the pedestrian promenade is shallower than what currently exists in the KNHCD, it is noted that the separation distance between the interior units is consistent with the interior side yard setback separation between certain dwellings on Napier Street, specifically 45 and 51, 14 and 20, and 90 and 96 Napier Street. The placement of Units 17 to 27 are also

staggered along the pedestrian promenade to include a variety of porch projections, as shown on Attachment #3, thereby providing additional visual articulation.

d) Section 12.4.10.22 - Maximum Building Height

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

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

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

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

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

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

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

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

The subject lands are designated under Part V of the *Ontario Heritage Act* and are located within the KNHCD Plan subject to Section 12.2.1.1a (“Heritage Conservation Districts”) in

Volume 2 of VOP 2010. Therefore, all applications for planning approvals, demolition and new construction must be consistent with the KNHCD Plan and Guidelines. The subject lands are located within a “Residential Village” area in the KNHCD Plan. As such, those policies and guidelines apply to the subject applications.

a) Heritage Vaughan Committee

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

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

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

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

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

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

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

b) Independent Third-Party Review

As required by the Heritage Vaughan Committee, a third-party peer review of the development proposal submission, in the context of the goals and objectives of the KNHCD, was undertaken by Mark Thompson Brandt Architect (MTBA) Associates Inc. The technical memorandum prepared by MTBA, dated March 3, 2017, noted

that there were a number of supportable fundamentals of the development proposal subject to the following mitigation measures:

i) Authenticity Study

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

Recommendation

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

Response

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

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

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

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

- The gap should be visually and physically narrowed with architectural and landscape elements; and
- The views through the gap from the street need to be of natural elements (i.e. trees) instead of architectural elements.

Recommendation

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

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

Response

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

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

c) Urban Design Department, Cultural Heritage Division

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

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

The increased building setbacks from the pedestrian promenade for Units 3 and 7, as shown on Attachment #3, address the concern of the MTBA technical memorandum that the view through the identified "gap" from Stegman's Mill Road should be of the landscaping, and not the internal architecture. The landscape plan shown on Attachment #5 includes additional plantings within the "gap" and increased setbacks from the pedestrian promenade for Units 3 (from 4.5 m to 7.2 m), 7 (from 1.2 m to 3.3 m), 12 (from 1.2 m to 2.4 m) and 16 (from 1.2 m to 2.5 m). There are also additional plantings proposed along the "gap" closer to Stegman's Mill Road.

The Owner shall satisfy all requirements of the Urban Design Department, Cultural Heritage Division, including, but not limited to, the approval of the final Authenticity Study and the Heritage Interpretation Program, and successfully obtaining a

Heritage Permit. A condition to this effect is included in the recommendation of this report.

Summary of Planning Policy

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

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

Zoning

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

Table 2

	Zoning By-law 1-88 Standard	R5 Residential Zone Requirements	Proposed Exceptions to the R5 Residential Zone Requirements
a.	Definition of "Lot"	A parcel of land fronting on a street separate from any abutting land.	The subject lands shall be deemed one lot, regardless of the number of buildings or structures constructed on the lands.
b.	Definition of "Detached Dwelling"	The R5 Zone permits Single Detached Dwellings defined as "a separate building containing only one (1) dwelling unit."	A detached dwellings unit means: a building containing only one (1) dwelling unit that is not attached to any other dwelling unit above finished grade, and having attached private garages located in an underground parking structure.
c.	Definition of "Parking Space"	A rectangular area measuring at least 2.7 metres by 6 metres,	A rectangular area measuring at least 2.7 metres by 6 metres,

	Zoning By-law 1-88 Standard	R5 Residential Zone Requirements	Proposed Exceptions to the R5 Residential Zone Requirements
		exclusive of any aisles or ingress and egress lanes, used for the temporary parking of motor vehicles and shall include a private garage or carport and private driveway leading thereto.	exclusive of any aisles or ingress and egress lanes, used for the temporary parking of motor vehicles, and shall include a private garage and private driveway leading thereto, and shall also include tandem parking spaces (Units 5, 7, 9, 10, 12, 16, and 17).
d.	Definition of "Soft Landscaping"	An area of land comprising trees, shrubs, flowers, grass or other horticultural elements.	An area of land comprising trees, shrubs, flowers, grass or other horticultural elements, including raised planters.
e.	Permitted Uses	i) Detached Dwelling ii) Semi-Detached Dwelling	Permit a maximum of 28 Detached Dwelling Units (as defined) on one lot.
f.	Minimum Lot Frontage (Stegman's Mill Road)	7.5 m / unit	90 m (for entire subject lands)
g.	Minimum Lot Area	6,300 m ² (225m ² / unit)	7,700 m ² for the entire subject lands (275 m ² / unit)
h.	Minimum Number of Parking Spaces	Three (3) parking spaces per dwelling unit for lots greater than 11 m frontage. Two (2) parking spaces per dwelling unit for lots less than and equal to 11 m frontage.	Detached Dwelling Unit (as defined) - 2 parking spaces / unit. Residential Visitor Parking - 0.25 spaces / unit (18 total spaces).
i.	Minimum Front Yard Setback	4.5 m	2 m (Unit 2 only)

j.	Minimum Rear Yard Setback (South Property Line)	7.5 m	3 m (Units 13 and 14) 4.2 m (Unit 15) 5.8 m (Unit 16) 2 m (Unit 17)
k.	Minimum Interior Side Yard Setback	1.2 m	0.7 m (Unit 4)
l.	Minimum Setback to Portions of Buildings Below Grade (Underground parking structure)	1.8 m	0 m (Stegman's Mill Road)
m.	Minimum Setback to Access Stairs for Underground Parking	i) Front - 4.5 m ii) Rear - 7.5 m iii) Interior Side - 1.2 m	Access stairs for an underground parking structure shall be setback a minimum 0.5 m to any lot line.
n.	Minimum Joint Ingress/Egress Driveway Width	7.5 m	6 m
o.	Minimum Driveway Width (Unit 1)	6 m	5 m
p.	Minimum Number of Driveways Per Lot	1 Driveway	2 Driveways (Main driveway and Driveway for Unit 1)
q.	Minimum Landscape Strip Width (Stegman's Mill Road)	6 m	2 m (abutting Unit 2 only), and shall not prevent the provision of access driveways, intake shafts and access stairs across the said strip. An exterior stairway and unenclosed porch for Unit 2 may encroach into the permitted landscape strip.

r.	Maximum Height of a Retaining Wall	1 m	<p>2.7 m (South and west property lines)</p> <p>2.2 m (Between Units 1 and 2)</p>
s.	Permitted Height of Exterior Stairs	Exterior stairways shall be permitted in the rear yard only except that an exterior stairway not exceeding one-half storey in height shall be permitted in any yard.	Exterior stairways shall be permitted in the rear yard only except that an exterior stairway not exceeding one and one-half storey in height measured from the finished floor level of the underground parking structure shall be permitted in any yard.

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

a) Proposed Definitions

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

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

b) Permitted Uses

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

c) Minimum Lot Frontage and Area

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

d) Minimum Number of Parking Spaces

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

e) Building Setbacks

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

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

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

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

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

f) Minimum Driveway Width and Number of Driveways

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

The Owner is proposing two driveways from Stegman's Mill Road. The first driveway is located along the west property limit to serve Unit 1 exclusively. The second driveway is located closer to the east property line and is offset from Napier Street, and serves as the main access to the underground parking structure. The DEIP Department has reviewed

the Sightline and Traffic Impact Analysis prepared by LEA Consulting Ltd., dated April 27, 2017, and has no objections to the methodology used to determine its findings and the conclusions of the report for the location of the driveways.

g) Minimum Landscape Strip Width

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

h) Maximum Height for a Retaining Wall and Exterior Stairway

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

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

i) Additional Zoning Exceptions

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

- Prohibiting Accessory Structures

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

- Minimum Separation Distance Between Dwellings

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

- Maximum Lot Coverage

The Owner is proposing a maximum lot coverage of 33.5%, of which 2% is identified for covered and unenclosed porches, whereas the R5 Residential Zone permits a maximum lot coverage of 50%. The overall lot coverage for the proposed development represents a minor increase in the permitted maximum lot coverage of 30% contained in the R1 Residential Zone. In order to implement the development

proposal, a maximum lot coverage of 33.5% will be included in the Zoning By-law, should the applications be approved.

- Maximum Building Height

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

- Permitted Building Projections

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

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

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

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

Holding Symbol "(H)"

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

Site Plan Review

a) Site Plan and Underground Parking Structure

The proposed site plan shown on Attachment #3 consists of 28 dwelling units that are detached at grade and having attached private garages located in an underground parking structure. The three dwelling units that front onto Stegman's Mill Road consist of two-storey dwellings that are 9.5 m in height, with "heritage styles" that comply with Section 9.2.1 of the KNHCD Plan. The remaining 25 dwelling units are three-storeys and 9.85 m

in height. Access to the proposed underground parking structure, as shown on Attachment #4, is integrated under Unit 2. The underground parking structure consists of 27 private garages with individual garage doors, as shown on Attachment #4, and with an access to the interior of each dwelling unit. All residential and visitor parking is located below grade, except for Unit 1, which incorporates an at-grade garage and a driveway.

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

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

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

b) Building Elevations

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

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

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

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

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

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

c) Landscape Plan

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

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

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

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

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

Development Engineering and Infrastructure Planning (DEIP) Department

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

a) Road Network

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

b) Water and Sanitary Servicing

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

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

c) Storm Drainage and Servicing

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

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

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

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

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

d) Environmental Noise Report

The DEIP Department has reviewed the "Noise Feasibility Study, Proposed Residential Development 357 365 and 357 Stegman's Mill Vaughan, Ontario" ("Study") prepared by HGC Engineering dated May 19, 2017. The Owner shall satisfy all requirements with respect to noise attenuation and ensure it is in accordance with the noise features

recommended by the Study. As such the warning clauses identified in the recommendation are to be registered on title and be included in Offers of Purchase and Sale and/or Lease for designated units. In addition, these warning clauses shall and included in the future Condominium Agreement and Declaration.

e) Lot Grading

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

f) Environmental

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

- Site Screening Questionnaire and the Signed Certificate;
- Toronto Inspection Limited (TIL) report entitled "Report on Phase One Environmental Site Assessment, 357, 365, 375 Stegman's Mill Road, Kleinburg, City of Vaughan", dated April 30, 2015;
- Soil Engineers Ltd. (SEL) report entitled "A Report to Kleinburg Village Development Corp., Phase Two Environmental Site Assessment, Proposed Residential Development, 357, 365, and 375 Stegman's Mill Road, City of Vaughan", dated March 15, 2017;
- Soil Engineers Ltd. (SEL) report entitled "A Report to Terraquest Enterprises Inc., A Soil Investigation for Proposed Residential Subdivision, 357, 365, and 375 Stegman's Mill Road, City of Vaughan", dated September 2015; and
- Soil Engineers Ltd. (SEL) Letter of Reliance, dated September 6, 2017.

g) Transportation

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

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

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

1. Westerly Access Option

A westerly access located approximately 15 m from the westerly limit of the subject lands was considered. However, the Analysis concluded this option not to be feasible due to the topography of this section of Stegman's Mill Road. The subject

lands are situated on a significant grade differential, of approximately 5 m from northwest to the southeast, which leads into the valleylands. Permitting the access at this location would result in a steep driveway entrance and significant changes to the proposed architecture for the dwelling units fronting Stegman's Mill Road.

2. Aligned Access with Napier Street Option

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

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

3. Offset Driveway Access Option

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

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

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

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

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

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

h) Sewage and Water Allocation

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

i) Focus Area Core Sanitary Servicing Strategy Study

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

j) Development Agreement

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

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

Parks Development Department

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

- the Owner shall submit detailed design drawings including grading plans and cross-sections of the proposed pedestrian walkway within the open space buffer area, to the satisfaction of the City;
- the pedestrian walkway shall not exceed a 5% grade, shall be paved, and have a planned width of 3 m with an additional 1 m mow strip on either side. The pedestrian walkway shall be site verified by the Parks Development Department prior to construction;

- any crossing over a culvert shall flare out 2 m on either side of the pedestrian walkway, as required by City Standards;
- suitable light levels shall be achieved along the pedestrian walkway within the open space buffer area, as required by the City. If suitable light levels cannot be achieved from street lighting, pedestrian lighting may be required along the pedestrian walkway, to the satisfaction of the City;
- the Owner shall agree to provide and register all necessary easements to the City of Vaughan for the open space buffer area, which easements are to be determined through the detailed design process for the pedestrian walkway; and
- the Owner shall erect a 1.5 m high (or higher) vinyl chain link fence along the property limit of the lots that abut the open space buffer area, to the satisfaction of the City.

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

Toronto and Region Conservation Authority (TRCA)

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

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

Office of the City Solicitor, Real Estate Division

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

School Boards

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

Canada Post

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

suitable location for the placement of a Community Mailbox and to indicate these locations on the appropriate servicing plan.

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

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

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

Utilities

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

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

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

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

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

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

Regional Implications

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

Conclusion

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

Planning Department can support the approval of the Official Plan and Zoning By-law Amendment and Site Development Applications, subject to the recommendations of this report.

Attachments

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

Report prepared by:

Mark Antoine, Planner, ext. 8212

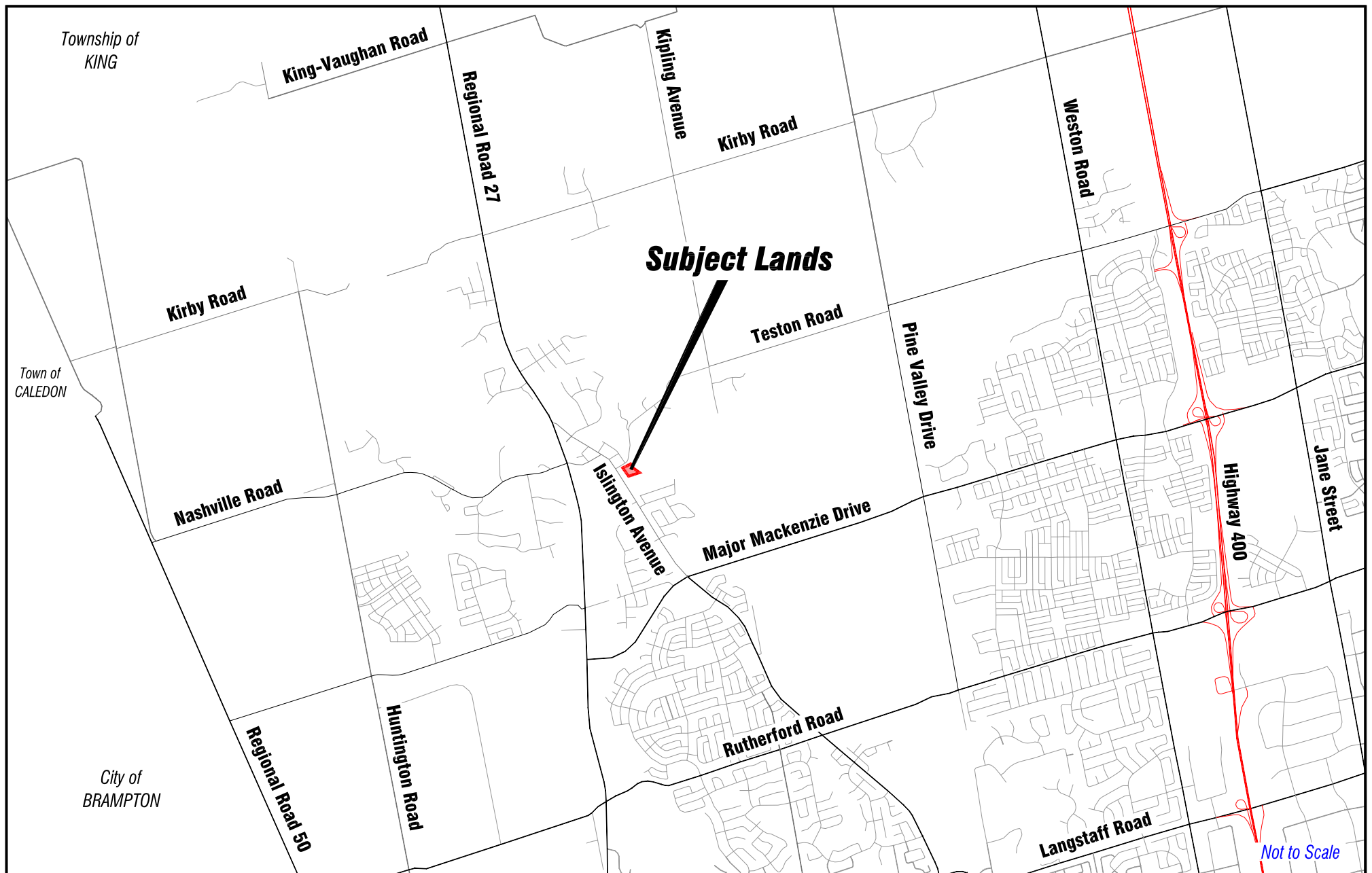
Respectfully submitted,

JOHN MACKENZIE
Deputy City Manager
Planning & Growth Management

MAURO PEVERINI
Interim Director of Development Planning

BILL KIRU
Senior Manager of Development Planning

/CM



Context Location Map

LOCATION:
Part of Lot 24, Concession 8

APPLICANT:
Kleinburg Village Development Corp.

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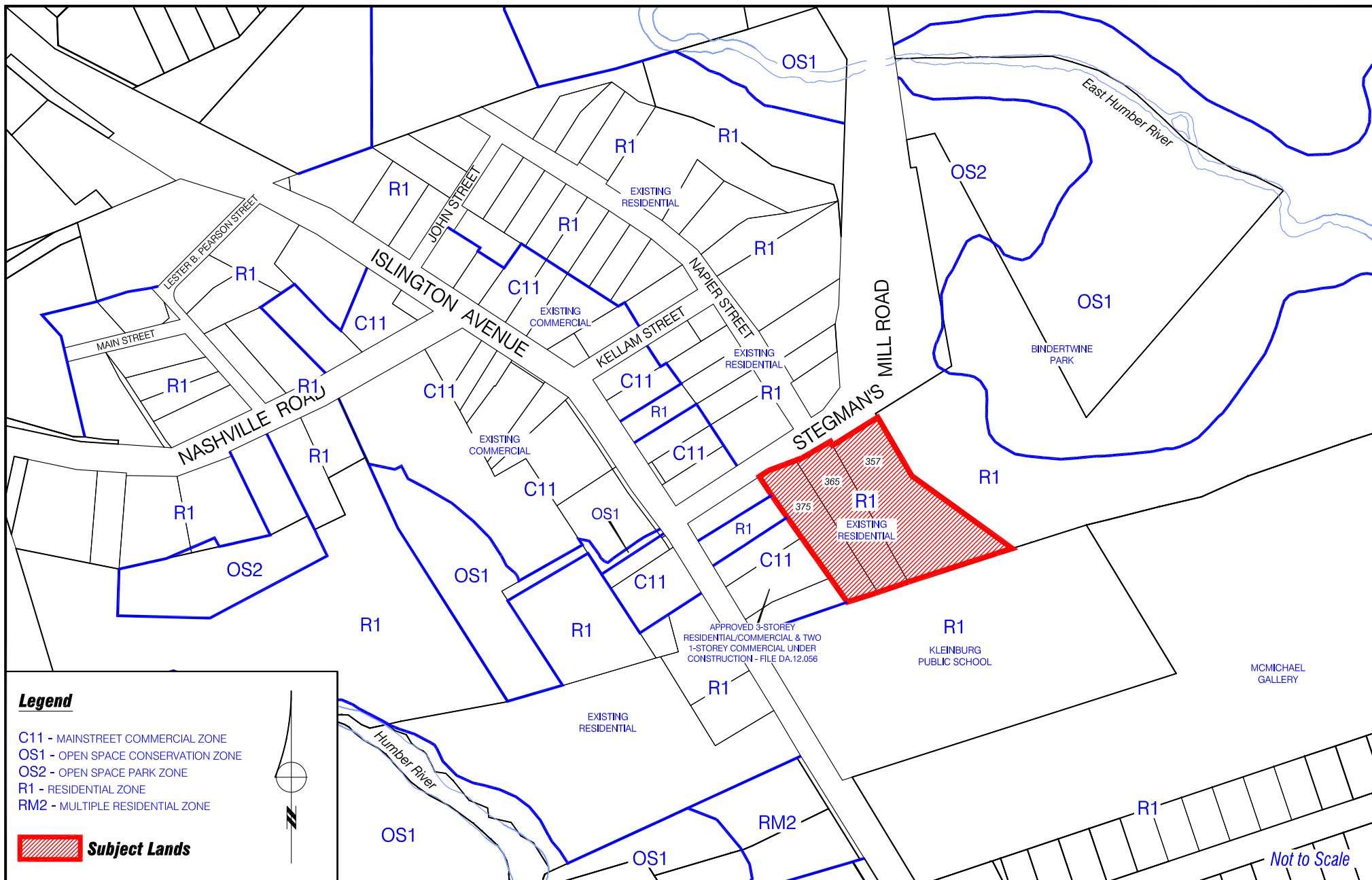


Attachment

FILE(S): OP.15.006,
Z.15.025, & DA.16.071

DATE:
October 3, 2017

1



Location Map

LOCATION:
Part of Lot 24, Concession 8

APPLICANT:
Kleinburg Village Development Corp.

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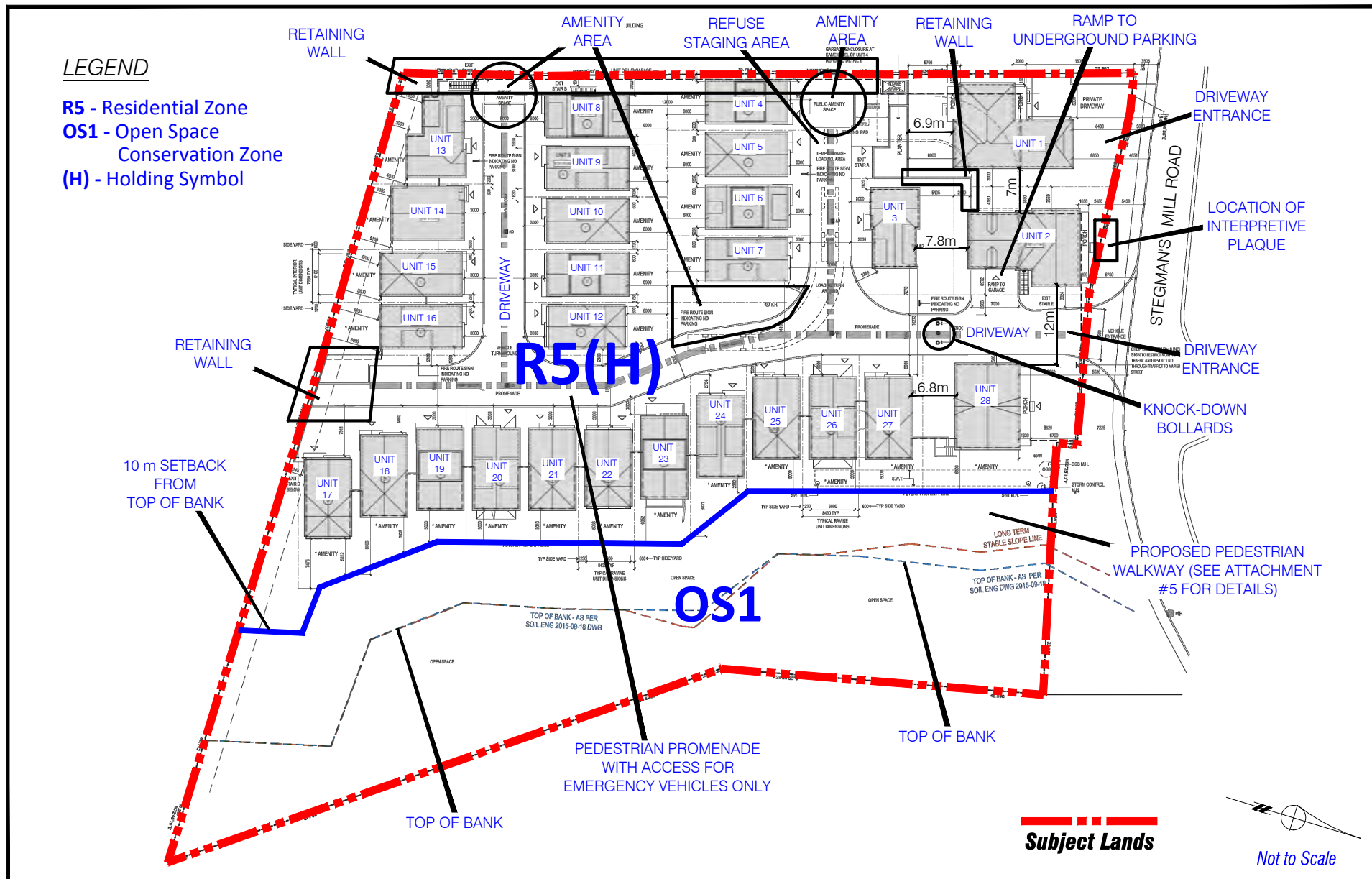


Attachment

FILE(S): OP.15.006,
Z.15.025, & DA.16.071

DATE:
October 3, 2017

2



Site Plan & Proposed Zoning

APPLICANT:
Kleinburg Village Development Corp.

LOCATION:
Part of Lot 24, Concession 8

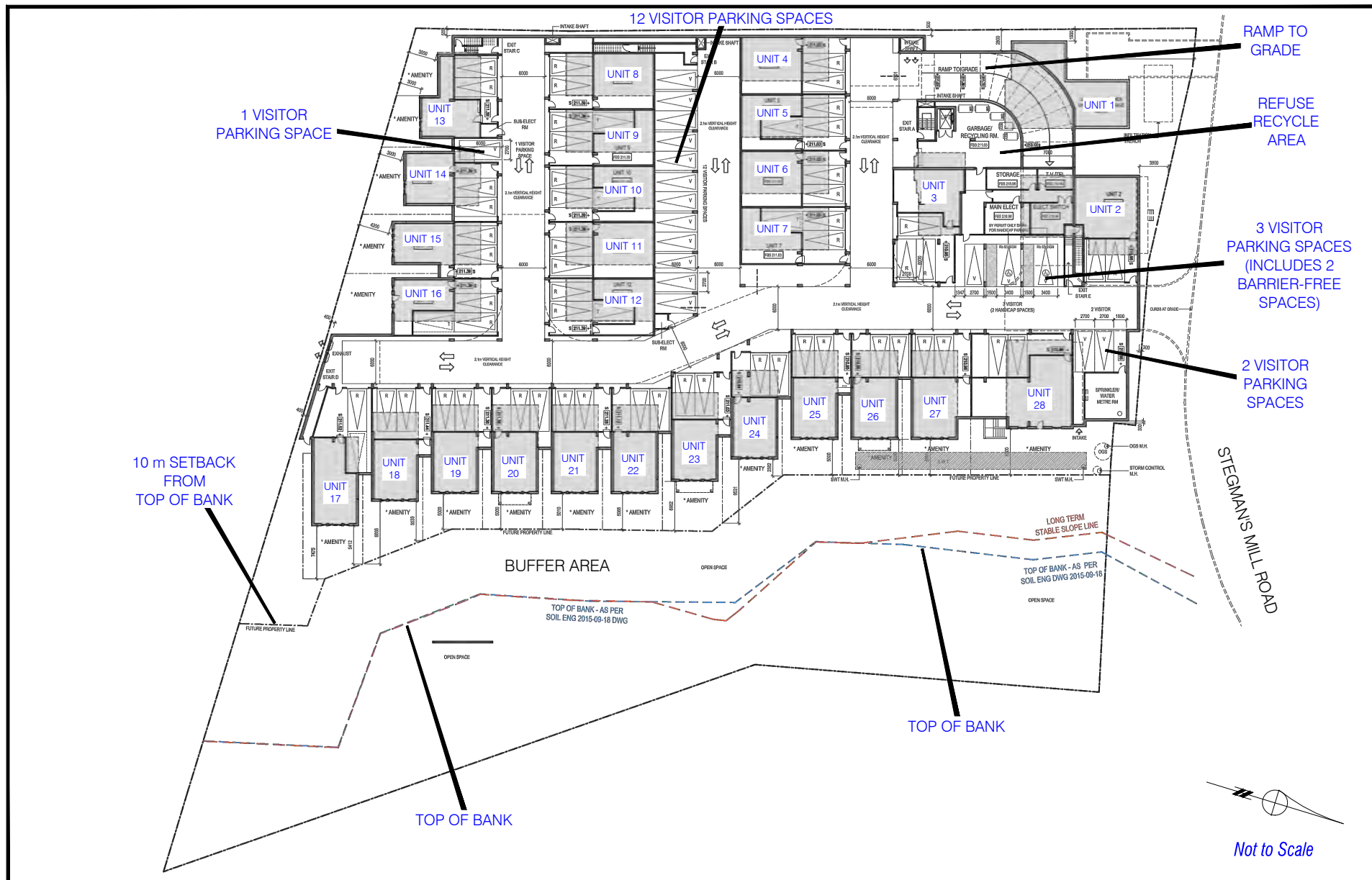


Attachment

FILE(S): OP.15.006,
Z.15.025, & DA.16.071

DATE:
October 3, 2017

3



Underground Parking Structure

LOCATION:
Part of Lot 24, Concession 8

APPLICANT:
Kleinburg Village Development Corp.

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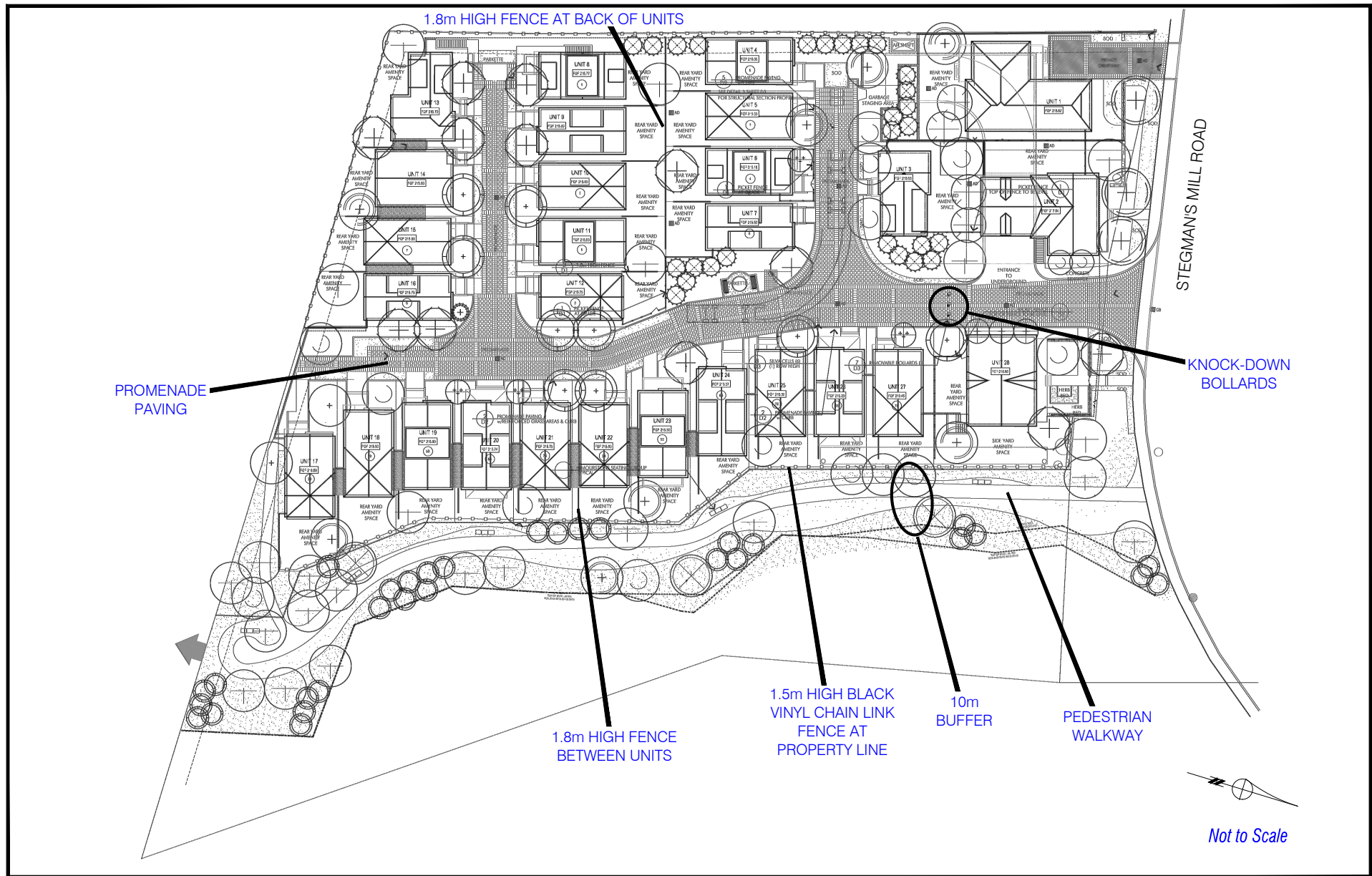


Attachment

FILE(S): OP.15.006,
Z.15.025, & DA.16.071

DATE:
October 3, 2017

4



Landscape Master Plan

LOCATION:
Part of Lot 24, Concession 8

APPLICANT:
Kleinburg Village Development Corp.

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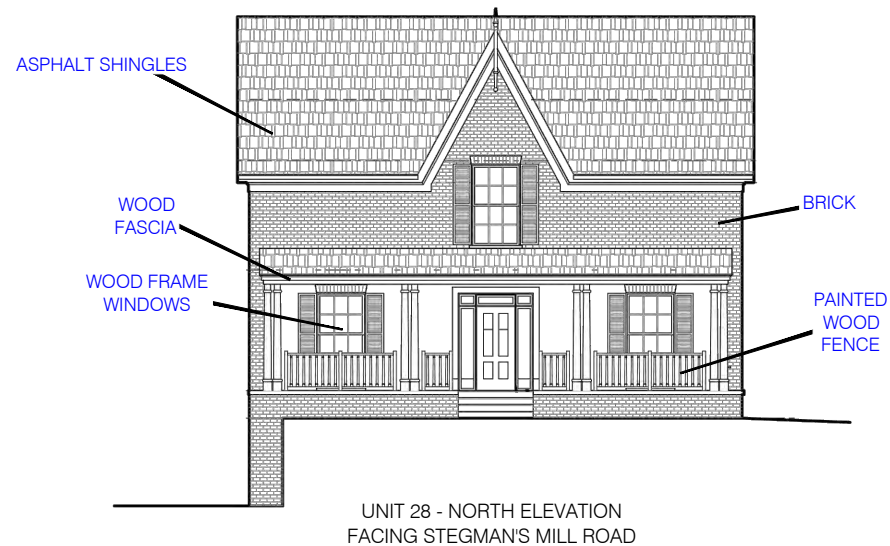
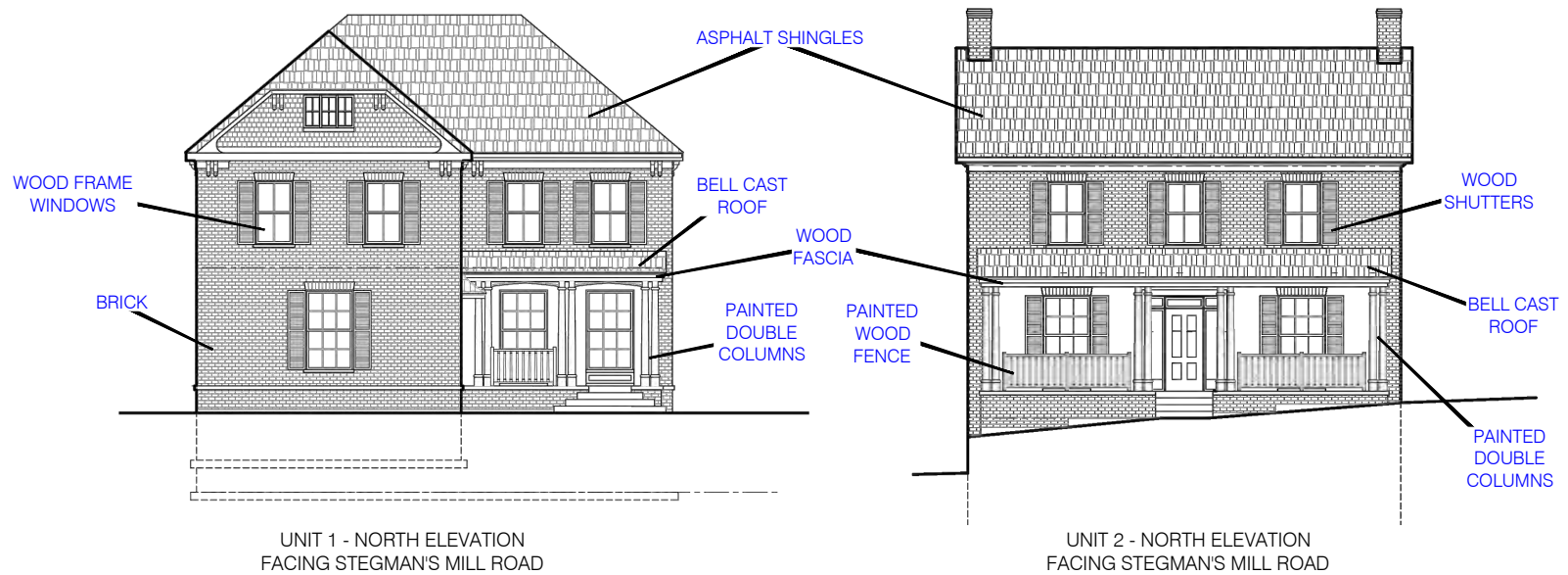


Attachment

FILE(S): OP.15.006,
Z.15.025, & DA.16.071

DATE:
October 3, 2017

5



Not to Scale

Front (North) Elevations - Units 1, 2 and 28



LOCATION:
Part of Lot 24, Concession 8

APPLICANT:
Kleinburg Village Development Corp.

N:\GIS_Archive\Attachments\OP\op.15.006etal.dwg

Attachment
FILE(S): OP.15.006,
Z.15.025, & DA.16.071

DATE:
October 3, 2017

6



Typical Elevations (Interior Streetscape)

LOCATION:
Part of Lot 24, Concession 8

APPLICANT:
Kleinburg Village Development Corp.



Attachment

FILE(S): OP.15.006,
Z.15.025, & DA.16.071

DATE:
October 3, 2017

7



Elevations - Stegman's Mill Road Streetscape (Height Analysis)

APPLICANT:
Kleinburg Village Development Corp.

LOCATION:
Part of Lot 24, Concession 8



Attachment

FILE(S): OP.15.006,
Z.15.025, & DA.16.071

DATE:
October 3, 2017

8



Not to Scale

Rendering - Stegman's Mill Road Streetscape

APPLICANT:
Kleinburg Village Development Corp.

LOCATION:
Part of Lot 24, Concession 8



Attachment

FILE(S): OP.15.006,
Z.15.025, & DA.16.071

DATE:
October 3, 2017

9