

COMMITTEE OF THE WHOLE MAY 1, 2006

**OFFICIAL PLAN AMENDMENT FILE OP.05.018
ZONING BY-LAW AMENDMENT FILE Z.05.039
ANDRIDGE HOMES FIVE LIMITED
REPORT #P.2005.52**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.05.018 (Andridge Homes Five Limited) BE APPROVED, to redesignate the subject lands from "Neighbourhood Commercial Centre" and "Low Density Residential" to "High Density Residential" and "Neighbourhood Commercial Centre" as shown on Attachment #2, and to permit a maximum residential density of 250 units/ha; a maximum building height of 12-storeys and a maximum Floor Space Index (F.S.I.) of 2.95.
2. THAT Zoning By-law Amendment File Z.05.039 (Andridge Homes Five Limited) BE APPROVED, to rezone the subject lands from C4(H) Neighbourhood Commercial Zone with the Holding Symbol (H) to RA3(H) Apartment Residential Zone and C4(H) Neighbourhood Commercial Zone each with the Holding Symbol (H) as shown on Attachment #3. The C4(H) Neighbourhood Commercial Zone shall in addition, permit an drive-thru associated with a bank or financial institution, automobile gas bar and car wash. The Holding Symbol "H" shall be lifted upon the availability of servicing allocation and the approval of a Site Plan Amendment Application.

Economic Impact

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

Purpose

The Owner has submitted the following applications:

1. An application to amend the Official Plan, specifically OPA #600, to redesignate the subject lands shown on Attachment #1, from "Low Density Residential" and "Neighbourhood Commercial Centre" to "High Density Residential" and "Neighbourhood Commercial Centre" in the manner shown on Attachment #2 and to permit: a maximum residential density of 250 units/ha (approximately 700 residential apartment dwellings units); a maximum building height of 12-storeys; and a maximum Floor Space Index (F.S.I) of 2.95. The northerly 0.98ha portion of the subject lands abutting Teston Road would be designated "Neighbourhood Commercial Centre" and the remaining 2.83ha would be designated "High Density Residential".
2. An application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands shown on Attachment #1, from C4(H) Neighbourhood Commercial Zone with the Holding Symbol (H) to C4(H) Neighbourhood Commercial Zone and RA3(H) Apartment Residential Zone each with the Holding Symbol (H) in the manner shown on Attachment #3. In addition, the application proposes to permit a drive-through in association with a bank or financial institution, and an automobile gas bar and a car wash as permitted uses in the C4 Neighbourhood Commercial Zone.

The applications would facilitate the future development of the subject lands with six residential apartment buildings having approximately a total of 700 units to a maximum building height of 12-

storeys, a gas bar with a car wash, a bank or financial institution with a drive-thru and other commercial uses as shown on the concept plan on Attachment #6.

Background - Analysis and Options

Location

The subject lands shown on Attachment #1 are located on the southwest corner of Teston Road and Bathurst Street, in Part of Lot 25, Concession 2, within Planning Block 12, City of Vaughan.

The rectangular-shaped 3.81 ha site has 130m frontage on the south side of Teston Road, 215m on the west side of Bathurst Street, 125m on the future Lady Dolores Avenue (opposite Oxford Street on the east side of Bathurst Street), and 220m frontage on the future Torah Gate as shown on Attachment #4.

The subject lands were historically used for farming purposes and are flat, featureless and contain no significant vegetation. The southern portion of the property contains a temporary new home sales pavilion that will be removed upon completion of sales in the surrounding neighbourhood, otherwise the site is vacant. The surrounding land uses are as follows:

- North - Teston Road; existing estate residential dwellings (RR Rural Residential Zone); a one-storey commercial plaza on the northeast corner of Teston Road and Bathurst Street (Town of Richmond Hill)
- South - future Lady Dolores Avenue; future place of worship (RD3 Residential Detached Zone) and semi-detached dwelling units - approved draft plan of subdivision 19T-99V08 (RS1 Residential Semi-Detached Zone)
- East - Bathurst Street; automobile gas bar and convenience kiosk; existing three-storey block townhouses (R3 Residential Zone)
- West - future Torah Gate, and semi-detached dwelling units in approved draft plan of subdivision 19T-99V08 (RS1 Residential Semi-Detached Zone)

Background

The lands subject to this application, being Block 1158 on approved draft plan of subdivision 19T-99V08 are part of a larger 121.67ha landholding owned by the applicant as shown on Attachment #1. Applications for draft plan of subdivision approval and rezoning (Files 19T-99V08 and Z.99.063) were approved by Vaughan Council on May 25, 2004, to rezone the overall landholdings for low density residential uses, a place of worship, open space valley park and neighbourhood commercial uses. The implementing Zoning By-law was subsequently enacted thereby rezoning the subject lands from A Agricultural Zone to C4(H) Neighbourhood Commercial Zone with the Holding Symbol (H).

On September 19, 2005, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, ratepayer groups, and to those individuals requesting notification. Comments were received from area residents, and people in attendance at the Public Hearing meeting, primarily stating their concerns that the proposed development is not consistent with the character of the area and will create noise, traffic and congestion.

The Town of Richmond Hill advised that the lighting and noise from the proposed car wash should not impact the existing residential development on the east side of Bathurst Street, and that due to the existing traffic volumes on Bathurst Street, the residential site plan should not be approved until Bathurst Street is widened to 6 lanes.

The recommendation of the Committee of the Whole on September 19, 2005, to receive the Public Hearing report and to forward a technical report to a future Committee of the Whole meeting, was ratified by Council on September 26, 2005.

Since then, the Applicant by way of letter dated April 19, 2006 has revised the application. Originally, the application consisted of 300 units/ha; a maximum building height of 16-storeys; and, a maximum F.S.I. of 3.2. Currently as stated in the recommendation, the application has been amended to 250 units/ha, a maximum building height of 12-storeys and a maximum F.S.I. of 2.95ha.

Land Use Status

Official Plan

The subject lands are designated "Neighbourhood Commercial Centre" and "Low Density Residential" by OPA #600, and further designated "Settlement Area" by OPA #604 (Oak Ridges Moraine Conformity Plan). The "Neighbourhood Commercial Centre" designation is generally located along major arterial roads and certain primary roads. The "Low Density Residential" designation for Block 12 permits detached and semi-detached units at an overall gross density of 14 units per hectare. The proposed development does not conform to the policies of the Official Plan.

An Official Plan Amendment is required to redesignate the southerly 2.83ha of the subject lands from "Neighbourhood Commercial Centre" and "Low Density Residential" to "High Density Residential" and "Neighbourhood Commercial Centre" to permit the proposed residential apartment dwelling use.

Zoning

The subject lands are zoned C4(H) Neighbourhood Commercial Zone with the Holding Symbol (H) by By-law 1-88, subject to Exception 9(1205). The subject lands are part of a larger draft plan of subdivision and zoning amendment application (Files 19T-99V08 and Z.99.063), which were approved by Council on May 25, 2004 for low-density residential uses, a place of worship, open space valley, park and neighbourhood commercial uses, as shown on Attachment #4.

The proposed rezoning, as shown on Attachment #3, to RA3(H) Apartment Residential Zone with the Holding Symbol (H) would permit high-rise apartments on the southerly 2.83ha of the site, upon removal of the Holding provision. The balance of the lands (0.98ha) are to remain zoned C4(H) Neighbourhood Commercial Zone with a Holding Symbol (H). The following site-specific zoning exceptions are required to facilitate the proposed development concept shown on Attachment #6, if approved:

i) Exceptions to C4 Neighbourhood Commercial Zone

- include an automobile gas bar and car wash as permitted uses in the C4 Neighbourhood Commercial Zone;
- include a drive-through as a permitted use in association with a bank or financial institution; and,
- permit a minimum 6m setback between a commercial building and a Residential Zone, whereas 22.5m is required.

ii) Exceptions to the RA3 Apartment Residential Zone

- permit a minimum of 33m² of lot area/unit, whereas 67m²/unit is required;
- permit a minimum building setback and landscape strip width of 4m, whereas 7.5m and 6m are required, respectively;
- permit a minimum amenity area of 22m²/unit for all unit types, whereas a minimum of 15m²/unit is required for a bachelor unit, 20m²/unit for a one bedroom unit, 55m²/unit for a two bedroom unit, 90m² for a three bedroom unit, and 110m² for a four bedroom or larger unit;

- permit a minimum residential apartment dwelling parking standard of 1.2 parking spaces/unit, whereas 1.5 parking spaces/unit, is required; and,
- for the purposes of zoning compliances the residential lands shall be deemed to be one lot, regardless of the number of buildings constructed on the lot, the creation of any new lot by plan of condominium, part lot control, consent, and any easements or restrictions that are given, if approved.

It is noted that other zoning exceptions may be required to implement the final site plan. Other similar applications have been approved that have been exempted from the no minimum lot area/unit requirement (33m² limit) of the zoning by-law, reduced building setbacks and landscaping strips have been permitted at 1.9m in the Liberty development compared to 4m that this application is proposing; and finally the Block 11 high density proposal was approved with a reduction in parking to 1.1 parking spaces per unit plus 0.20 visitor parking spaces per unit, whereas the application proposes a minimum apartment dwelling parking standard of 1.2 parking spaces/unit plus the standard 0.25 for visitor parking.

The proposed development exceeds the zoning exemptions granted in the above noted applications. The minimum development standards being proposed includes a lot area per unit of 22m²/unit, building setback and landscape strips of 4.0m and a minimum parking space standard of 1.2 spaces per unit and 0.25 spaces for visitors per unit.

The Development Planning Department is satisfied that the above-noted exceptions are appropriate to facilitate the proposed. It is recommended that the lands be zoned with the Holding Symbol (H) which would be lifted upon the approval of a site development application confirmation that servicing capacity has been allocated to this development, if approved.

Block 12 Plan

The Block 12 Plan as shown on Attachment #5 was approved by Council on September 22, 2003, which identifies the subject lands for commercial uses.

The Block 12 Plan provides for primarily low-density residential development over most of the Block, comprised of detached units with frontages ranging from 10m to 18m. There are four elementary schools and five neighbourhood parks. Four of the school sites are adjacent to parks, forming campuses. There are two Neighbourhood Commercial sites, one local convenience commercial site, and 12 stormwater management ponds. The Block Plan accommodates a total of 3086 dwelling units (3074 low density units and 12 medium density units). OPA #600 provides for an overall net density of 14 units per hectare. The Block Plan has an approximate overall net density of 14.38 units per hectare, which conforms to the Official Plan.

Approved Draft Plan of Subdivision 19T-99V08

The applicant will be required to revise the approved draft plan of subdivision to reflect the proposed lotting pattern (ie. create one commercial block, and one residential block) required to implement the plan for the subject lands within approved draft plan of subdivision file 19T-99V08, as shown on Attachment #4, if the applications are approved.

Preliminary Development Concept

While a formal site plan submission has not been filed, a conceptual site plan as shown on Attachment #6 has been submitted to address matters such as access, building locations, height, and massing assuming a density of up to 250uph and an F.S.I of 2.95.

Based on the conceptual site plan, the combined total unit count for all buildings would be approximately 700 units, whereas, the applications originally proposed 840 units. Ultimately, the actual unit size and mix may result in less than 700 units, if some of the unit sizes were larger,

with the final building size, form and massing remaining the same. The supporting traffic report is based on a maximum 840 apartment units, as originally proposed by applicant.

The location of the proposed buildings is anticipated to occur along the street edges and frontages, thereby creating a positive street presence, utilizing views and vistas in addition to creating the opportunity for an interconnection of common open space areas/meeting places. This opportunity will facilitate the integration of the pedestrian with the built form between the proposed buildings within the development block itself.

Primary access to the block is proposed from Lady Dolores Avenue and Torah Gate, as shown on Attachment #6, thereby not interfering with traffic along the major arterial roads of Bathurst Street and Teston Road. Internally, these two access locations will connect to a vehicular loop road providing access to pedestrian drop-off areas, ramps to the underground parking garage and to above ground visitor parking spaces for each building. It is anticipated that parking will be primarily located underground.

The northerly 0.98ha of the subject lands has a proposed north/south depth of approximately 60m, and is proposed to be developed in accordance with the current Official Plan designation for commercial purposes and including an automobile gas bar and car wash. The gas bar and car wash uses are proposed to be located at the southwest corner of Teston Road and Bathurst Street, with the balance of the northerly lands developed with a retail commercial centre. The Teston Road and Bathurst Street frontages will implement the existing Official Plan policies on the lands directly opposite the rural estate lots on the north side of Teston Road.

Current Policy Framework

Provincial Policy Statement (PPS) 2005

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The subject applications were commenced on July 29, 2005 and therefore, are subject to the 2005 PPS. The PPS envisions efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, employment, parks and open space, and transportation choices that facilitate pedestrian mobility and other modes of travel.

The "Building Strong Communities" policies of the PPS state that sufficient land shall be made available through intensification and redevelopment and, if necessary, designate growth areas, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time frame of up to 20 years.

In particular, the policies related to Managing and Directing Land Use, states that healthy, livable and safe communities are sustained by:

- accommodating an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs; and
- promoting cost-effective development standards to minimize land consumption and servicing costs.

The subject proposal will broaden the mix of residential uses in the area, which has been predominantly approved for low density residential development. It will also minimize land consumption and servicing costs as it allows more people to live in the area, which is already planned for urban growth.

The policies relating to Settlement Areas state that these areas shall be the focus of growth and that Planning authorities shall identify and promote opportunities for intensification and land use

patterns within settlement areas, which shall be based on, in part, densities and a mix of land uses which:

- i) efficiently use land and resources; and
- ii) are appropriate for, and efficiently use infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

The location of the proposed high-density designation is within a settlement area as defined by the PPS and located at the intersection of two urban corridors (Bathurst Street and Teston Road). The proposal makes efficient use of the land by increasing residential densities. The development will utilize infrastructure efficiently by using existing and planned roads and will tie into the planned servicing scheme for the area. The development is appropriate with respect to public service facilities as it is part of a larger development area (Block 12) for which facilities are being planned and will support public transit.

The settlement area policies also require that "new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities". The location of the lands subject to the proposed high density development is within an Urban Village as established in the Vaughan Official Plan and is immediately adjacent to previously approved development.

The PPS also includes housing policies that require that Planning authorities provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area and promote compact form and a structure of nodes and corridors.

The high-density development will add to the housing types and density in the area. Infrastructure and public service facilities for this development will be provided as part of the larger development that is occurring within the concession block. The future residents will also help support public transit initiatives.

The PPS transportation policies promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus. The proposed high-density development will assist the municipality in achieving this goal. The location of the development at a major intersection will allow easy access for residents in any direction they wish to travel. Two future bus stops are proposed adjacent to the site, one each on Teston Road and Bathurst Street. The site is also located in relative proximity to the Maple GO Transit rail stations, thereby providing an alternative mode of transportation to the private vehicle.

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high-density residential uses on the subject lands are consistent with the policies of the PPS. The proposed development will broaden the mix of residential uses and promote an increase in transit ridership in this area, which has been predominantly approved for low-density residential development. In addition, the development form minimizes land consumption and servicing costs, and allows more people to live in the area already planned for urban growth.

Places to Grow - 2005

The Province released a second draft of the Places to Grow Plan in November 2005, which is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form and housing. The Plan envisages increasing intensification of the existing built-up area, with a focus on urban growth centres, intensification corridors, and major transit

stations. Concentrating intensification in these areas provides for a focus for transit and infrastructure investment to support growth, and for building compact, transit-supportive communities in greenfields. The Plan requires that, by 2015, a minimum of 40% of all residential development occurs within the defined built-up area.

The proposed high-density development addresses these principles and policies through its location, compact development form and supporting a viable transit network.

The subject lands are located within a designated urban area of the City that is beginning to undergo development. The proposed development will complement the planned community by adding a mix of housing and further establish a pedestrian friendly community through the layout and design of the buildings and site. The increase in density will also contribute to the creation and maintenance of a transit-supportive environment.

The Draft Growth Plan states that "Strong, healthy, inclusive communities have a broad mix of housing types, tenure opportunities and price ranges available to meet the needs of all residents." creation of a mix of housing types through intensification or through "more compact land-use patterns in Greenfield developments" can result in more attractive and livable communities.

The proposed development is a form of intensification, in that the application is for a density higher than that originally approved. The location of the site is ideal for intensification because of its access to arterial roads, public transit and existing and planned commercial uses. It will add to the mix of housing and represent a more compact form of development when compared to the approved development in the area. By virtue of the proposed density there will also be ample opportunity to provide a further layer of housing types, tenure and price ranges within the development block itself. The proposal is in accordance with the goals of intensification established in the Draft Growth Plan.

Intensification corridors are identified by the Growth Plan as locations that present an opportunity to accommodate growth. Intensification corridors are defined by the plan as "Lands along major roads or arterials that can provide a focus for higher density mixed-use development, higher order transit, and infrastructure investment". The policies of the Growth Plan indicate that the intensification corridors will be planned "to have a diverse mix of land uses, including residential and employment uses" and will have "the existing and planned infrastructure capacity to accommodate projected increases in residents and jobs".

The location of the proposed high density development is along two arterial roads, and therefore within an intensification corridor. This development will add to the mix of the land uses along each corridor and is within a developing area that will have an infrastructure that can accommodate the increased population.

One of the intentions of the Growth Plan is to "ensure that designated but not yet urbanized areas grow at transit-supportive densities, with transit-supportive street configurations". These designated growth areas are a key component in the Growth Plan. The Plan notes that though lands outside of the built-up area will gradually be needed to accommodate new residents, development within the designated growth areas "will be significantly different than it is today."

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high density residential uses on the subject lands are consistent with the Province's draft Places to Grow policy document, by directing growth to built-up areas where the capacity exists to best accommodate the expected population, household and employment growth and promoting transit-supportive densities and a healthy mix of residential and employment land uses. It is noted that the final Places to Grow policy document has not yet been approved at this point in time.

Region of York Official Plan

The Region of York Official Plan is a broad based plan that establishes a set of policies that are intended to guide economic, environmental and community-building decisions affecting the use of land, to assist with the coordination of more detailed planning by the area municipalities.

One of the objectives of the Regional Official Plan with respect to housing is "to promote an integrated community structure and design that ensures a broad mix and range of lot sizes, unit sizes, and housing forms, types and tenures that will satisfy the needs of the Region's residents and workers".

The Regional Official Plan designates the subject lands as "Urban Area" and also identifies Bathurst Street and Teston Road as "Local Corridors". The Plan encourages and promotes opportunities for higher densities, recognizing the functions of the corridors in linking centres and providing transit routes. Corridors should provide for a range of housing units, employment and services in a mixed use form that is transit supportive.

The proposed official plan amendment will assist in achieving all of these goals. The proposed high density residential development, in conjunction with the previously approved low density residential development on the applicant's other lands and lands within Block 12, will provide a variety of dwelling types and sizes. The higher density will make more efficient use of services in the area, infrastructure and transit. The development represents a compact and efficient community, through its location, layout and design and also encourages pedestrian activity through the arrangement and design of the development.

In view of the above, the applications to amend the Official Plan and Zoning By-law to permit high-density residential uses are consistent with the objectives of the Regional Official Plan. The applications propose residential intensification along the designated corridors, makes efficient use of land and existing services, and provides for compact development that promotes transit supportive densities.

City of Vaughan Official Plan (OPA #600)

OPA #600 is based on two major themes being environmental protection and compact and efficient urban form. Key policy elements supporting these themes include:

- encouraging an urban structure reflecting compact urban form;
- achieving a significant increase in public transit;
- encouraging transit friendly land uses and higher density development along major transportation corridors; and
- encouraging the provision of an adequate supply of housing with a mix of densities, unit types, costs and tenures.

The proposed high density development is consistent with the two major themes of OPA #600 respecting environmental protection and compact and efficient urban form. Existing environmental features will be protected and the development represents a compact urban form. It will increase the mix of housing supply at a strategic location at the intersection of two transportation corridors. In consideration of the site location on the two corridors, it is anticipated that the proposed high density development will encourage and increase transit ridership, which will assist in sustaining and improving demand for public transit.

Encouraging the viability of urban areas through residential intensification is one of the goals and objectives established by the Official Plan, with respect to housing. This can be accomplished through infill, redevelopment and conversions. The criteria that must be met include the availability of services, proximity to transit and compatibility with existing land uses. The applications directly address this goal. The intensification of the site meets the criteria of

servicing, transit, and compatibility through its location and design. Services will be constructed for the residential community and transit (already exists) will be extended to this new area. The development concept takes into account the previously approved nearby low-density residential development by locating the tallest buildings away from these dwellings.

OPA #600 further deals with transportation related matters. The proposed development is anticipated to have its primary access from Lady Dolores Avenue and Torah Gate Road, as shown on Attachment #6. It is also noted that all primary roads should be considered potential transit routes. Public transportation that will service the communities within the City will include transit bus service opportunities on all arterial, collector and primary roads. Regional commuter bus and rail service will also be facilitated. The proposed high-density development will contribute to the viability of a local transit system, and will be served by the nearby regional rail service (GO Transit).

The location of the development at a major intersection means that both east-west and north-south transit lines will be accessible by residents of the proposed development, and will foster the transit linkages identified in the Official Plan.

Oak Ridges Moraine Conservation Plan

The subject lands are located within the "Settlement Area" designation on the Oak Ridges Moraine, and as a result of the submission of the Official Plan Amendment application after November 16, 2001, the applications are required to conform to the Settlement Area provisions of the Oak Ridges Moraine Conservation Plan (ORMCP). A conformity report was submitted and approved for the entire Block 12 area. It was approved with the understanding that if the block-plan remained the same (land uses, road pattern, etc.) that subsequent planning applications would not need individual ORM Conformity reports.

Notwithstanding the current proposed official plan change, the subject lands are located greater than 120m away from a Key Natural Heritage Feature or a Hydrologically Sensitive Feature, with approved development intervening between any features and the proposed development and therefore, a Natural Heritage Evaluation/Hydrological Evaluation is not required by the ORMCP.

In addition, within the context of the ORMCP "Major Development" is considered to be development consisting of the creation of four or more lots; building(s) with GFA of 500m² or more; or the establishment of a major recreational use. Both the existing permitted "Neighbourhood Commercial" designation and the proposed "High Density Residential" would be considered "major development" and are treated equally within the context of the policy requirements of the ORMCP, which were addressed within the overall Block 12 ORM conformity report.

In light of the above, the Development Planning Department is satisfied that the requisite sections of the ORMCP have been addressed adequately within the context of the overall ORMCP Conformity Report, which was completed for the entire block plan.

Planning Considerations

Location as well as compatibility of surrounding land use considerations suggests that the proposed development for high density residential and neighbourhood commercial are complementary and appropriate for the subject lands. Recently, a number of applications proposing to increase the permitted density levels have been approved within the City of Vaughan:

- Bathurst & Centre Street – increased density from 150 units/ha to a density controlled by F.S.I of 2.7, and to a maximum building height of 18-22-storeys;

- density levels on a site within the Thornhill Vaughan Town Centre area have been increased from 150 units/ha to 283 units/ha with an F.S.I. of approximately 2.7, and building heights to a maximum of 22 storeys;
- lands located at the northeast corner of Jane Street and Rutherford Road were approved for high density development at 200 units/ha, 2.7 F.S.I., and 16-storeys in height;
- lands within the Steeles Avenue Corridor from Jane Street to Keele to be regulated by F.S.I. ranging from 1.0 to 3.0;
- lands located at the southeast corner of Dufferin Street and Major Mackenzie Drive were approved for high density residential development at 200uph, an F.S.I. of 2.7, and a maximum of 12-storeys; and
- the City is considering to permit an F.S.I. of 3.0 to 3.5, and maximum building heights of 8 to 12-storeys in the Carrville District Centre.

The proposed residential density and building height is consistent with other approved high-density residential developments.

The various Neighbourhood Centres designated within OPA #600 are primarily located at a key arterial road intersection in greenfield areas surrounded by relatively recently constructed or planned lower density development. The neighbourhood centres that have developed to date have largely developed as commercial centres to serve the surrounding low density neighbourhoods.

Review of existing provincial, regional and local policy context indicates the proposed high-density development is appropriate in terms of location, form and density and responds to matters such as providing for a range/mix of residential uses and promoting transit supportive uses.

The York Region Official Plan includes goals and policies that promote a mix of housing types, supports compact communities and establishes corridors to link urban centres. The proposed high density development will add to the mix of housing and assist to establish a compact and efficient community.

The Provincial Policy Statement includes policies that are similar in nature to the Region's and City's respective Official Plans. The PPS includes policies requiring a mix of residential uses that promote cost-effective development standards to minimize land consumption. Development is to be directed to settlement areas and land use patterns and densities that support public transit are promoted. The proposed development satisfies these policies.

The Draft Growth Plan for the Greater Golden Horseshoe further establishes the principles of compact communities that provide a choice in housing and transportation. The density and location of the proposed development meets these principles.

The introduction of a higher density residential land use for the subject lands achieves the objectives of the provincial, regional and city policies by creating more compact and concentrated development patterns that make efficient use of land, infrastructure and supports public transit.

Given the site's orientation to Bathurst Street and Teston Road, the minimal impact on soft and hard services and the transit supportive nature of the proposal the high density residential land use is considered to be appropriate and represents good planning for the subject lands.

Transit

The proposed development and associated density is transit supportive. The site is located immediately adjacent to two Regional arterial roads that are designed to accommodate public transit. At the present time, the site is serviced by two York Regional transit and one Toronto Transit Commission (TTC) route. Routes 83 and 90 are operated by the Region of York. Route 83 is a local service route with connection to the Yonge Street Viva line and Route 90 provides a

connection to the Yonge Street Viva Line and direct connection to the Don Mills transit station. Route 88 is operated by the TTC and provides direct connection to the Finch Avenue subway station and the Thornhill transit station.

Major Mackenzie Drive provides an east/west service with the subject site being located in relatively close proximity to the Richmond Hill and Maple Go Station and the Yonge Street VIVA corridor. Dufferin Street provides a north/south service to the Downsview Go Station via the TTC.

Currently, there are no transit stops on Teston Road, however, in the future, stops will be implemented as this area begins to develop. The proposed Community Plan also identifies that six (6) transit stops will be added along Teston Road, west of the subject lands, thereby serving the subject site.

Urban Design

The Owner has submitted Urban Design Guidelines for the proposed high-density residential buildings intended to create a distinct character for the development, while achieving the following objectives:

- i) supporting the collective positive image of the community;
- ii) supporting the streetscape image through site planning, architecture and landscaping; and,
- iii) integrating with adjacent buildings through complementary detailing, materials and colours.

The Guidelines encourage, when possible that buildings be located close to the street lines of their sites, be oriented to maintain significant street frontage and address any street intersections. In addition, high density building forms shall be compatible with and complementary to architecture of adjacent low-density buildings.

The Guidelines require that where an individual site is to be developed with more than one building, the collective architectural composition of the buildings must be considered appropriately, in terms of: massing, roof lines, street relationships, and visual impact on adjacent low rise housing. The design of facades are to be articulated to provide relief and visual definition through the expression of cornices and other architectural elements and details. Wall materials shall be consistent in their uses and shall not change from front to back. Due to the complete visibility of these buildings they must always be seen in three-dimensional terms. Building entrances should be clearly articulated and visible, with pedestrian walkway connections to the street, and designated vehicular drop-off areas.

Pedestrian connections are to be provided to transit stops, adjacent public open space, and sidewalks using hard surface material (other than asphalt). Emphasis is placed on enhancement of these connections with landscape materials and colours, which help to provide a distinct entry and front yard treatment. All garbage storage and loading service are to be screened from adjacent residential or public lands by the strategic placement of buildings, architectural screens and/or landscaping. Where only soft landscape materials are used for screening, they will be designed to maintain a year-round effect, and include a dominant evergreen component.

All other relevant sections of the Block 12 Community Urban Design Guidelines (May 2005) are applicable to the design of high-density residential buildings. The Block 12 community Architectural Design Guidelines (May 2005) will need to be amended to include the high-density residential buildings.

Department /Agency Comments

Region of York Planning Department

The Region of York has advised that they have no objection to identifying additional locations for high-density residential development within the City, provided that the intent of the planned urban structure set out by OPA #600 is maintained. The Region therefore, has no objection in principle to the proposed amendment.

Vaughan Engineering Department

Servicing

- i) Water and sanitary servicing capacity is not available to service this proposal and must be identified and allocated by Council. A Site Servicing Plan is to be submitted at the Site Plan stage. If approved, the lands will be zoned with the Holding Symbol (H), which will be lifted upon City of Vaughan and Region of York confirming that adequate water supply and sewage treatment capacity are available to accommodate the proposed development and have been allocated thereto through Council resolution.

- ii) Transportation/Traffic

A Traffic Impact Study prepared by Poulos Chung has been submitted in support of the subject applications. Poulos Chung also undertook the original transportation work for the Block 12 Planning Area on behalf of the landowners group. Poulos Chung has reviewed the land-use planning proposal as it relates to the existing/planned transportation system and has advised that the proposed development can be accommodated by the planned road network with no physical improvements. The Engineering Department concurs with the findings of the consultant's report subject to final approval from the Region of York.

The study reviewed the collector roads bounding the site, and the entrances that provide access to the site, as well as, the critical arterial boundary road intersections. It concluded that the proposed change in land use designations to permit a high density residential development with a gas bar and minor retail/ commercial uses does not cause an adverse impact onto the proposed roadway network for the horizon year 2009.

The analysis demonstrates that the vehicle generation and distribution characteristics resulting from the proposed high density land use form is not materially different when compared to the former designation permitting approximately 12,077m² of retail commercial uses.

The report further concludes that entrances within the community will operate at very good levels of service. In effect, this area of the Block 12 community is isolated and as a result, vehicle movements on all roads within this community area are quite low.

The resultant magnitude of vehicle trip making does not necessitate any change to the design of the internal road network, pavement widths and intersection lane configurations. All vehicle demands can be satisfactorily accommodated with the approved road plan contained in the site plan for this community area.

The Bathurst Street and Teston Road intersection shows a slight decrease in the overall level of service, but is still very good for an urban environment. The most significant turning movement in the roadway A.M. peak hour continues to be the west to south left turn. Although development traffic is not part of this flow, the balancing of signal phases has led to a slight degradation in the volume to capacity ratio for this turning movement.

Monitoring and adjustment of signal times could benefit this condition or some of the vehicle trips could find it more convenient to continue onto Dufferin Street before turning to go south.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', "Plan and Manage Growth".

Conclusion

The Development Planning Department has reviewed the Official Plan and Zoning By-law Amendment applications to redesignate the subject lands from "Neighbourhood Commercial Centre" and "Low Density Residential" to "High Density Residential" and "Neighbourhood Commercial Centre"; and rezone the property from C4(H) Neighbourhood Commercial Zone with the Holding Symbol (H) to RA3(H) Apartment Residential Zone and C4(H) Neighbourhood Commercial Zone each with the Holding Symbol (H). The applications are consistent with the Provincial, Regional, and City policy context, and compatible with the surrounding area context in terms of existing land uses and built form. The proposal to redesignate and rezone the subject lands to facilitate high density residential development, commercial uses and a gas bar and car wash is appropriate in terms of location, form and density and responds to matters such as providing for a range/mix of residential uses and promoting transit supportive densities.

In light of the above, the Development Planning Department can support the approval of the Official Plan and Zoning By-law Amendment Applications, together with the Holding Symbol (H) that will be applied to the rezoning of the subject lands. The Holding Symbol (H) will be removed upon servicing capacity being allocated to the various phases of this development and site plan approval.

Attachments

1. Location Map
2. Proposed Official Plan Designations
3. Proposed Zoning
4. Approved Draft Plan of Subdivision 19T-99V08
5. Block 12 Plan - Community Plan
6. Conceptual Site Plan
7. Elevation Rendering

Report prepared by:

Margaret Holyday, Planner, ext. 8216
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

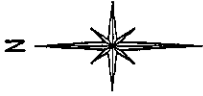
Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

MARCO RAMUNNO
Director of Development Planning

/LG

R:\WORKING\HOLYDAY\MOP.05.018 & Z.05.039\Andridge Homes (High Density).CW



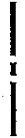
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TOWN OF RICHMOND HILL

SUBJECT LANDS ('C4' Neighbourhood Commercial Zone)



OTHER LANDS OWNED BY APPLICANT



Attachment 1

FILE No.:
OP.05.018 &
Z.05.039

March 21, 2006

City of Vaughan

Development Planning Department

Location Map

Part Lot 25,
Concession 2
APPLICANT:
ANDRIDGE HOMES FIVE LIMITED

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SUBJECT LANDS



TESTON ROAD

BATHURST STREET

Existing "Neighbourhood Commercial Designation" to remain (0.98 ha)

Redesignate 2.83 ha from "Neighbourhood Commercial" and "Low Density Residential" to "High Density Residential"

Block 1219 Church 0.81 ha

City of Vaughan

Development Planning Department

Proposed Official Plan Designations

APPLICANT:
ANDRIDGE HOMES FIVE LIMITED

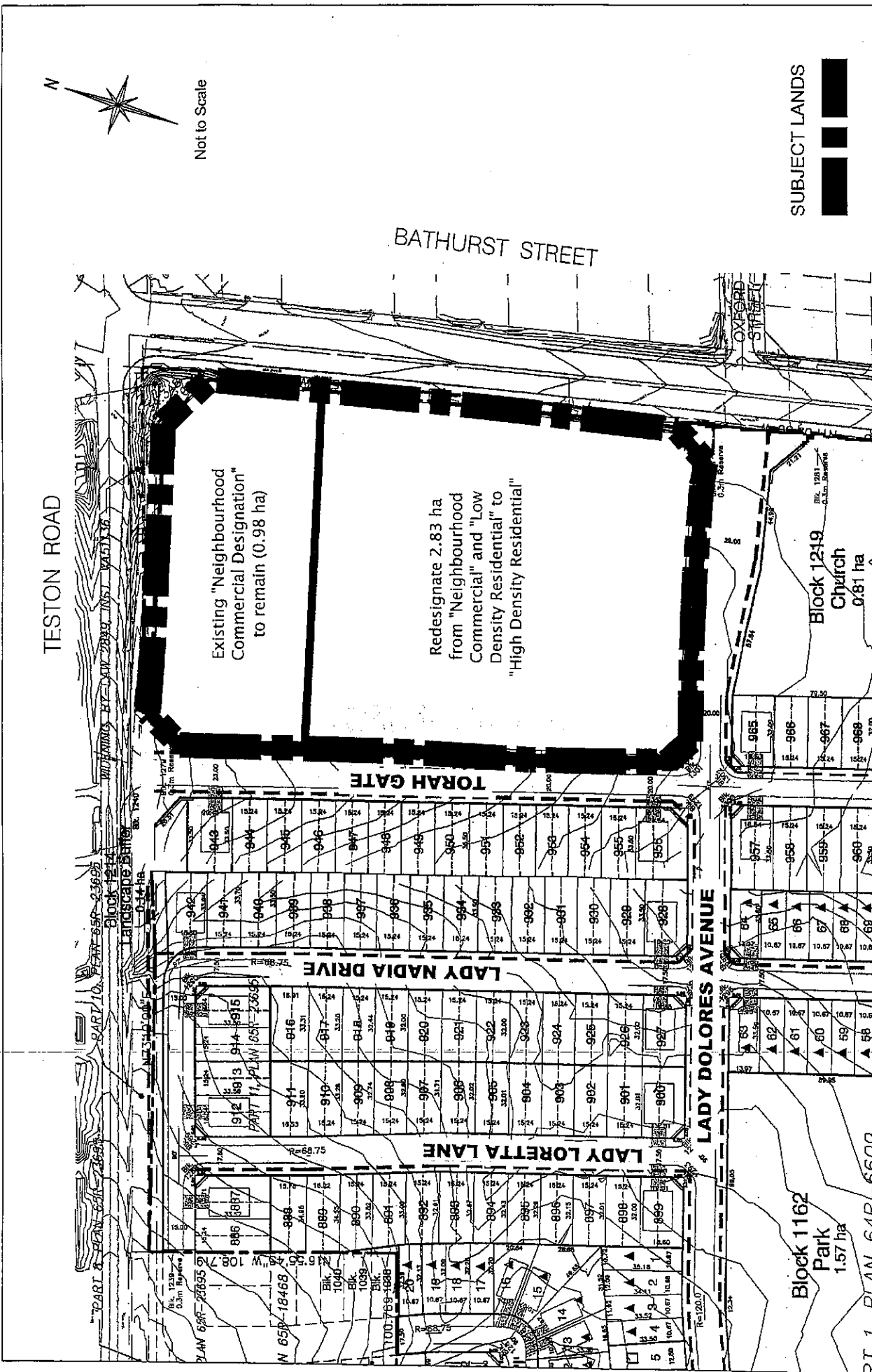
Part Lot 25, Concession 2

Attachment

FILE No.:
OP.05.018 &
Z.05.039

April 20, 2006

2



TESTON ROAD



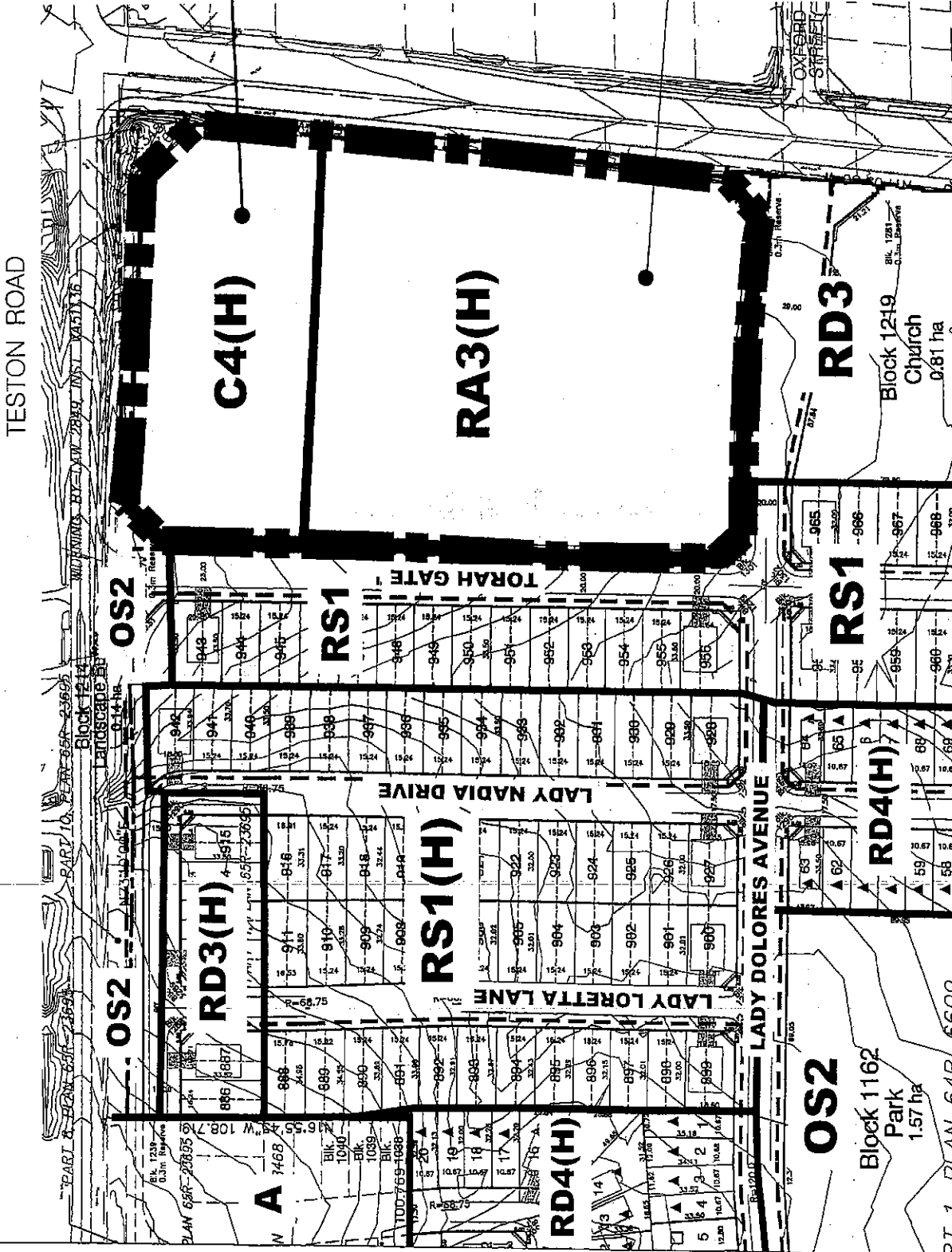
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Existing C4(H) "Neighbourhood Commercial Zone" with the Holding Symbol(H) (0.98ha) to remain with site-specific exception to permit the additional uses of Gas Bar & Car Wash

BATHURST STREET

Rezone 2.83ha from C4(H) "Neighbourhood Commercial Zone" with the Holding Symbol(H) to RA3(H) "Apartment Residential Zone" with the Holding Symbol(H)

SUBJECT LANDS



Proposed Zoning

Part Lot 25,
Concession 2
APPLICANT:
ANDRIDGE HOMES FIVE LIMITED



Development Planning Department

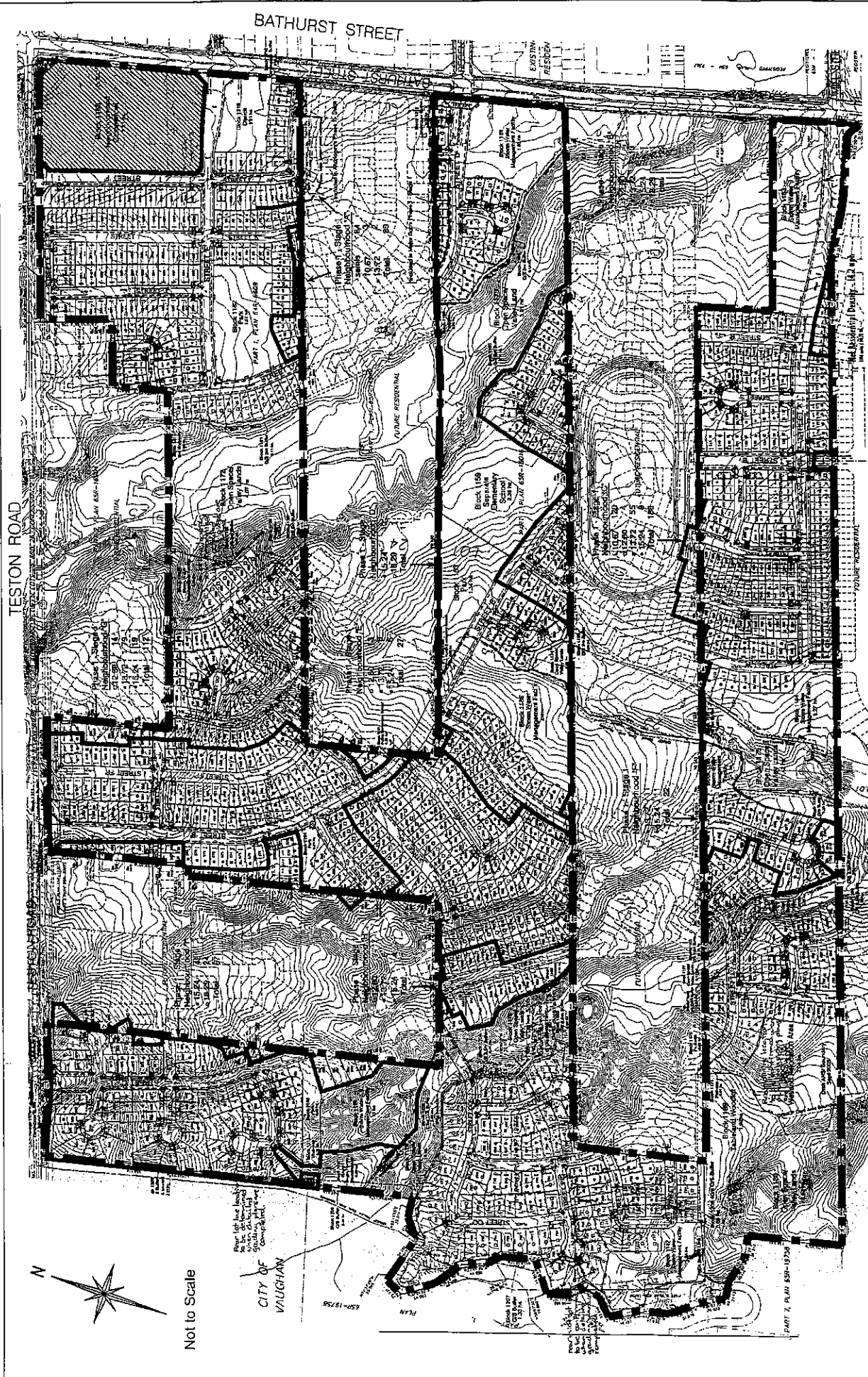
Attachment

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FILE No.:
OP.05.018 &
Z.05.039

April 20, 2006

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CITY OF VAUGHAN

Approved Draft Plan of Subdivision 19T-99V08

APPLICANT:
ANDRIDGE HOMES FIVE LIMITED

Part Lot 25,
Concession 2

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City of **Vaughan**

Development Planning Department

OTHER LANDS OWNED BY APPLICANT

SUBJECT LANDS

Attachment

4

FILE No.:
OP.05.018 &
Z.05.039

March 21, 2006



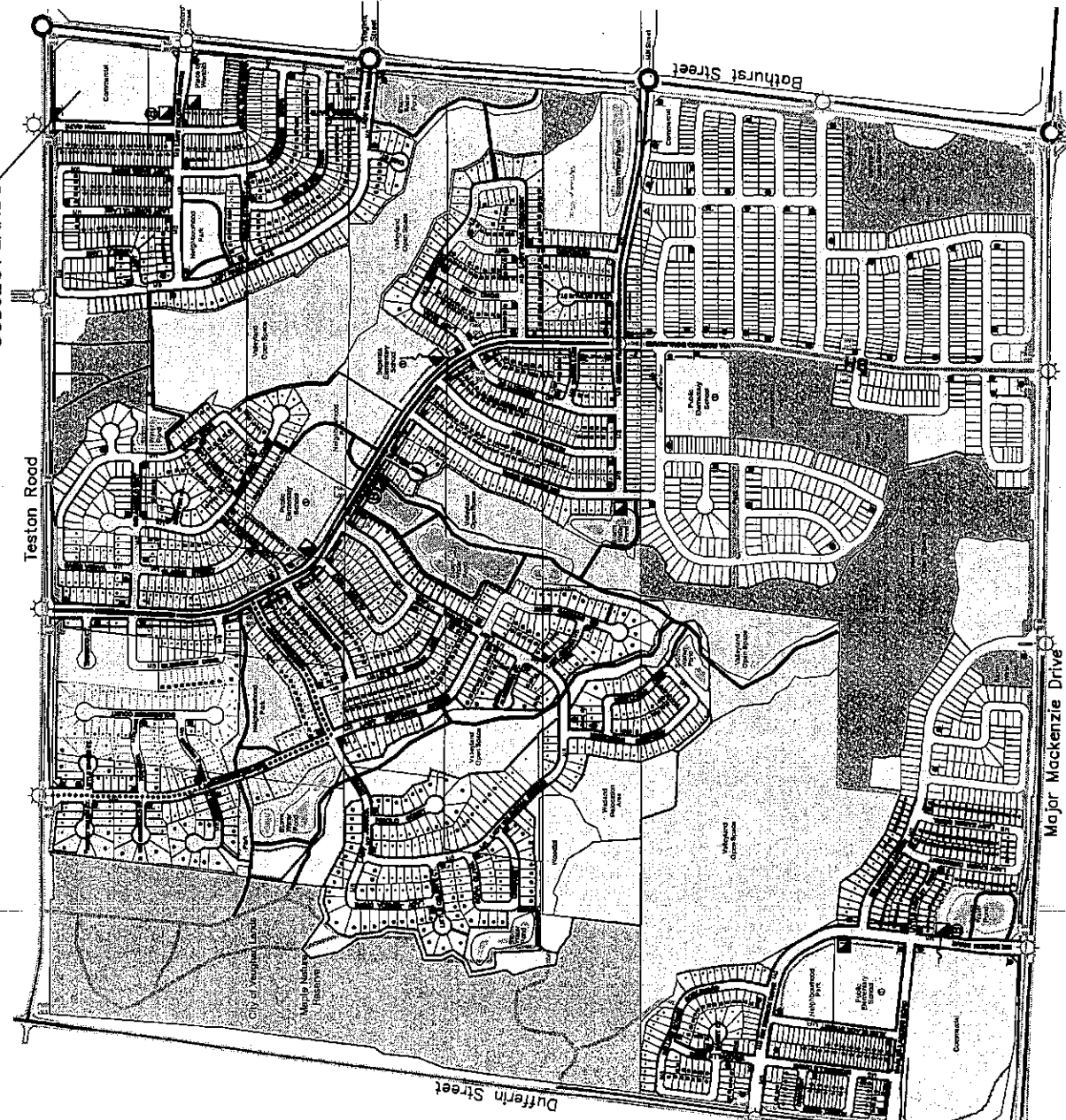
**Community Plan
With Street Names**

- Number of Developments:
 - 1: 1 development
 - 2: 2 developments
 - 3: 3 developments
 - 4: 4 developments
 - 5: 5 developments
 - 6: 6 developments
 - 7: 7 developments
 - 8: 8 developments
 - 9: 9 developments
 - 10: 10 developments

- Legend:
 - Lot Lines
 - Proposed Streets
 - Public Utilities
 - Easements
 - Other

- STREET CATEGORIES:
 - Main Street: 10m (R/W) side
 - 10m (R/W) side
 - 15m (R/W) side
 - 20m (R/W) side
 - 25m (R/W) side
 - 30m (R/W) side
 - 35m (R/W) side
 - 40m (R/W) side
 - 45m (R/W) side
 - 50m (R/W) side

- STREET CATEGORIES (cont.):
 - Proposed Streets: 10m (R/W) side
 - 15m (R/W) side
 - 20m (R/W) side
 - 25m (R/W) side
 - 30m (R/W) side
 - 35m (R/W) side
 - 40m (R/W) side
 - 45m (R/W) side
 - 50m (R/W) side



**Block 12 Plan -
Community Plan**

APPLICANT:
ANDRIDGE HOMES FIVE LIMITED

Part Lot 25,
Concession 2

City of
Vaughan

Development Planning Department

TORAH GATE

Proposed Neighbourhood Commercial Uses

Proposed Automobile Gas Bar

TESTON ROAD

Proposed Car Wash

SUBJECT LANDS

BATHURST STREET

LADY DOLORES DRIVE

OXFORD STREET



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Attachment

6

FILE No.:
OP.05.018 &
Z.05.039

April 20, 2006

City of
Vaughan

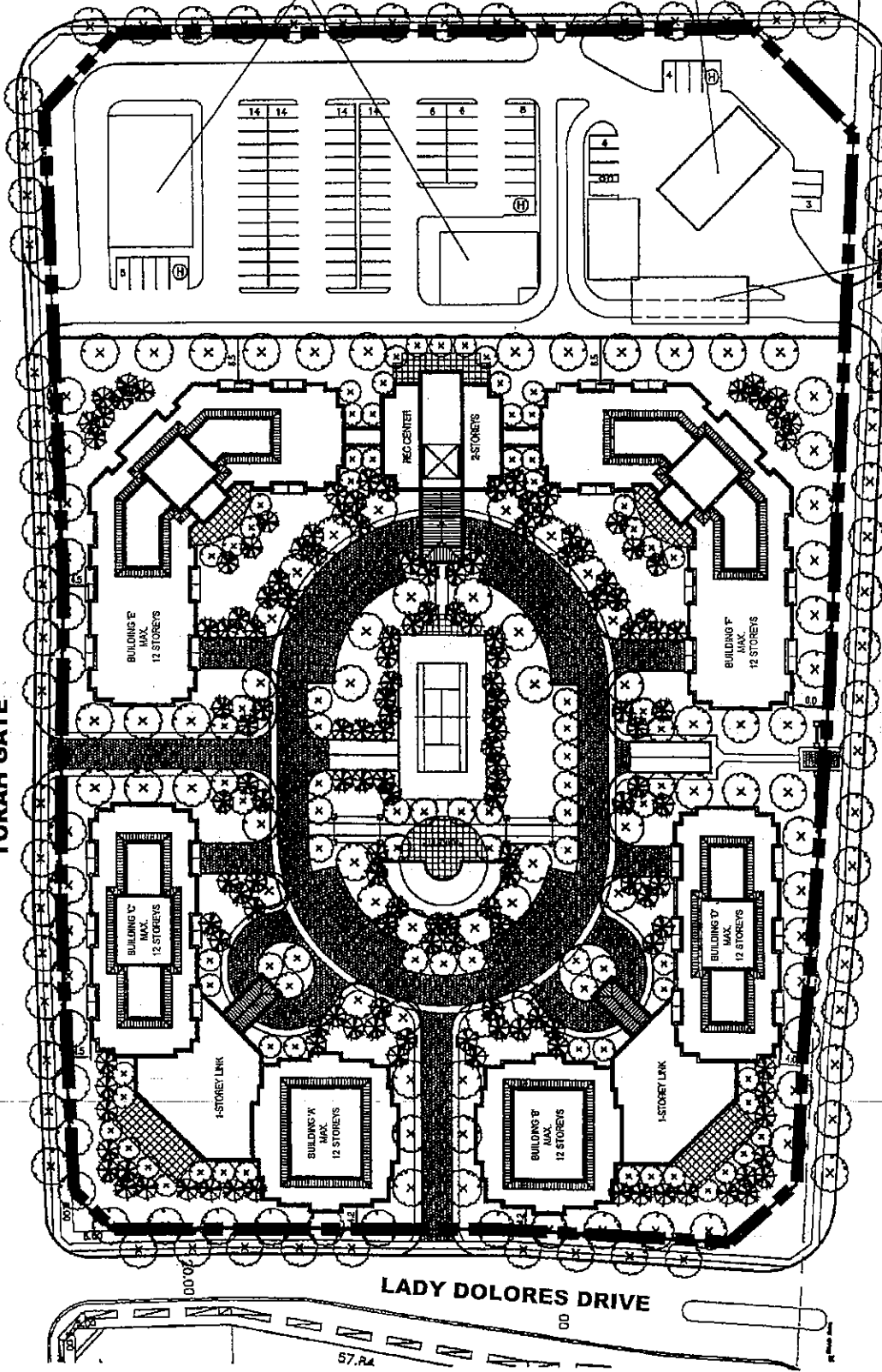
Development Planning Department

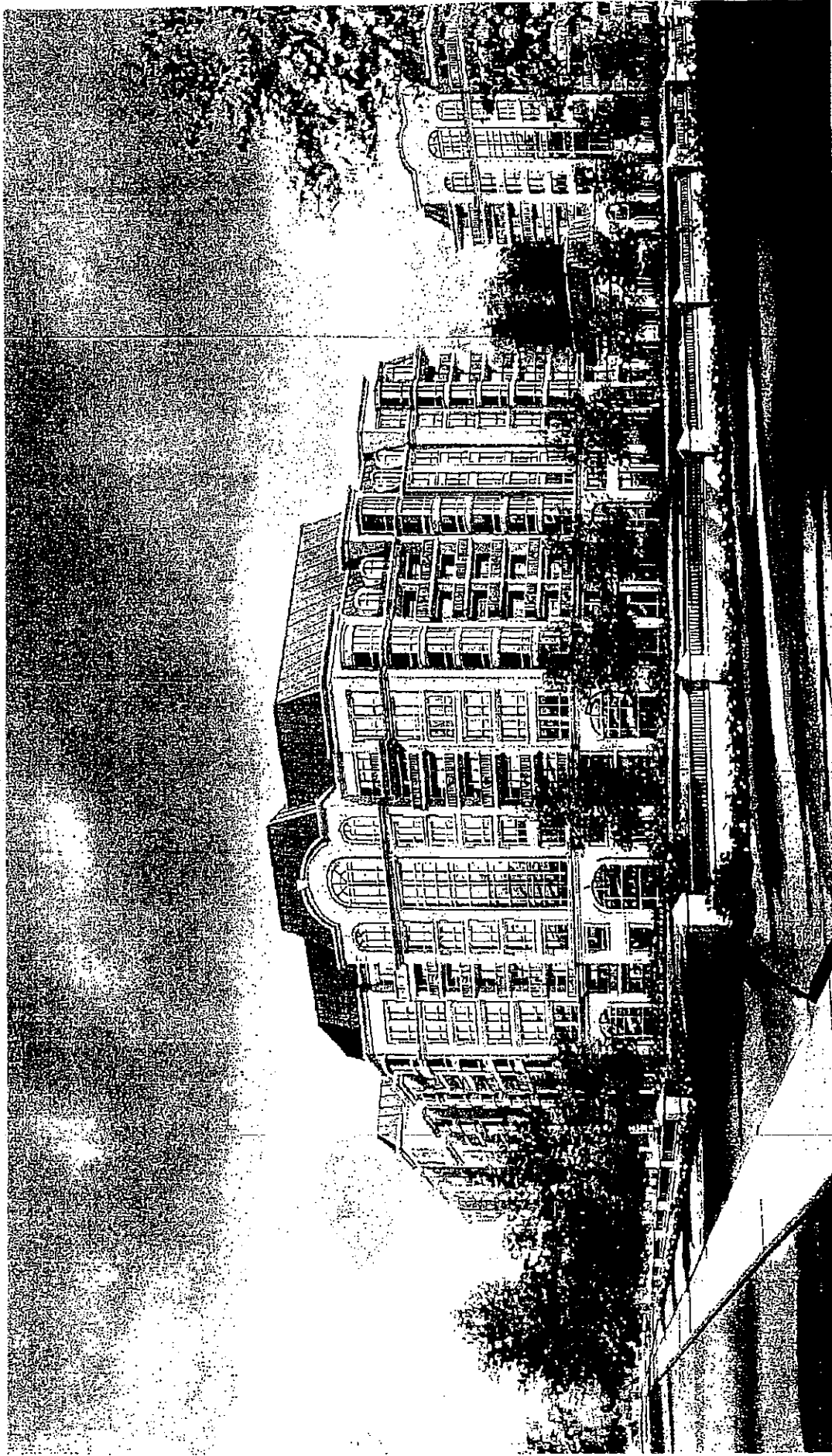
Conceptual Site Plan

Part Lot 25,
Concession 2

APPLICANT:
ANDRIDGE HOMES FIVE LIMITED

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Elevation Rendering

Part Lot 25,
Concession 2
APPLICANT:
ANDRIDGE HOMES FIVE LIMITED

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City of
Vaughan

Development Planning Department

Attachment

7

FILE No.:
OP.05.018 &
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March 21, 2006