

COMMITTEE OF THE WHOLE APRIL 18, 2006

**OFFICIAL PLAN AMENDMENT FILE OP.05.011
ZONING BY-LAW AMENDMENT FILE Z.05.019
BRUNO LISI/MICHAEL ANDREATTA
REPORT #P.2005.38**

Recommendation

The Commissioner of Planning recommends:

1. THAT the Ontario Municipal Board BE ADVISED THAT COUNCIL ENDORSES Official Plan Amendment File OP.05.011 (Bruno Lisi/Michael Andreatta) to redesignate the subject lands shown on Attachment #1 from "Medium Density Residential" to "High Density Residential", and to increase the maximum permitted net density from 99units/ha to 132 units/ha to facilitate the development of a 5-storey, 102 unit residential condominium apartment building, 14 semi-detached units, and 1 detached unit, on the subject lands, as shown on Attachment #2, subject to the following:
 - a) the necessary studies (ie. traffic, environmental, cultural heritage resource impact assessments, noise, sun/shadow study, architectural design guidelines, etc.) shall be submitted and approved in support of a Site Development Application; and
 - b) that the implementing Official Plan Amendment shall include urban design policies to ensure a high quality built form in conformity with the Woodbridge Core Urban Design Guidelines and compatible with the existing and proposed development within the surrounding area.
2. THAT the Ontario Municipal Board BE ADVISED THAT COUNCIL ENDORSES Zoning By-Law Amendment File Z.05.019 (Bruno Lisi/Michael Andreatta) to rezone the subject lands from R3 Residential Zone and M1 Restricted Industrial Zone to RA2 Apartment Residential Zone, but that the implementing by-law not be enacted until such time as a Site Development Application is approved, and the appropriate development standards have been determined; and servicing allocation has been confirmed by Council for the subject lands.
3. THAT Council direct the Planning Department to prepare Terms of Reference for the preparation of a Land Use Study for the Kipling Avenue Corridor and that the Terms of Reference identify the appropriate boundary of the study area.

Economic Impact

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

Purpose

The Owner has submitted the following development applications:

1. An application to amend the Official Plan, specifically, OPA #240 (Woodbridge Community Plan) as amended by OPA #356 (Kipling Avenue Corridor Plan) to redesignate the subject lands from "Medium Density Residential" to "High Density Residential", and to increase the maximum permitted net density from 99units/ha to 132units/ha.

2. An application to amend the Zoning By-law, specifically By-law 1-88, to rezone the subject lands from R3 Residential Zone and M1 Restricted Industrial Zone to RA2 Apartment Residential Zone, to implement a proposed residential development.

The applications would facilitate the development of the subject lands shown on Attachment #1 with a 5-storey, 102 unit condominium apartment building on the southerly portion of the property, and 14 semi-detached units and 1 detached unit on the balance of the site, as shown on Attachment #2.

Background – Analysis and Options

The subject lands shown on Attachment #1 represent an assembly of four residential lots and are located on the west side of Kipling Avenue, north of Woodbridge Avenue, being Lots 10, 11 and 12 on Plan 546, in Lots 7 and 8, Concession 8 (8018, 8026, 8032 and 8048 Kipling Avenue), City of Vaughan. The consolidated landholding has a lot area of approximately 0.88ha and is currently developed with two detached residential dwellings, which are proposed to be demolished.

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor Plan), and zoned R3 Residential Zone and M1 Restricted Industrial Zone by By-law 1-88. The surrounding land uses are:

- North - existing residential dwellings (R3 Residential Zone), industrial (M1 Restricted Industrial Zone)
- South - existing residential dwellings (R3 Residential Zone)
- East - Kipling Avenue; existing residential dwellings (R3 Residential Zone), vacant/open space (OS2 Open Space Park Zone)
- West - existing CPR railway line (M3 Transportation Industrial Zone), industrial (M2 General Industrial Zone)

Public Hearing

On May 13, 2005, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the West Woodbridge Homeowners Association, the Kipling Avenue Ratepayers Association, and the Friends of the Village Group. The original Official Plan and Zoning By-law Amendment applications proposed a 6-storey, 157 unit, high density residential and townhouse development. At the Public Hearing, a number of residents spoke both in support and in opposition to the proposed development, and made the following comments:

- the building height should be reduced and greater building setbacks to neighbouring properties considered;
- the development will result in more traffic for the area;
- townhouses along Kipling Avenue are acceptable, however the 6-storey building is not; the development should consist entirely of townhouses;
- the proposal is not in keeping with the area;
- redevelopment of the area is needed, but it should be done properly and with input from area residents;
- the lands should be maintained and developed for medium density purposes;

- one of the properties was the home of the first Woodbridge School (1800's) and should be recognized by a historic plaque; and
- the existing trees on site should be maintained.

The recommendation of the Committee of the Whole to receive the Public Hearing report of June 8, 2005, and to forward a comprehensive report to a future Committee meeting, was adopted by Council on June 15, 2005.

Community Meeting - September 15, 2005

In response to the concerns raised at the Public Hearing, the applicant scheduled a Community Meeting, which was held on September 15, 2005 at the Vaughan Public Library. The invitees included nearby residents, the affected Ratepayer Groups and individuals representing the Owner. At the meeting, the applicant tabled a revised plan, which included a 4-storey residential condominium apartment building and semi-detached dwelling units along Kipling Avenue. The same issues related to traffic, security, noise and built form were discussed. Some residents opposed the development, while others were in support of the redevelopment, but had concern with the built form and the proposed setbacks to the adjacent properties.

Community Meeting - March 30, 2006

In the past month, the applicant has been working with the Development Planning Department to facilitate a new plan for the subject lands that would provide for a better development proposal. On March 30, 2006, the applicant scheduled a Community Meeting at which time they tabled a new plan. The new plan was much different from the original plan as it provided a large amenity area (court yard) abutting Kipling Avenue, a higher building, and a new road alignment (see Attachment #2).

The invitees included nearby residents, the affected Ratepayer Groups, individuals representing the Owner, and City representation. The new plan was generally accepted by the residents, and the overall response was positive. However, there still continue to be some concerns raised regarding the height, density and setback. In particular, the owner of the property to the south continued to discuss the issue of setbacks and indicated that the original proposal provided less of an impact to his property. Issues of sun/shadow effect were also raised by several of the residents. The applicant has indicated that the setback has been increased from 3m (10ft) to 6m (20ft) and that the planting of a mature tree line will provide additional privacy.

The Friends of the Village Group also attended and gave a brief history of the former Woodbridge School site (8048 Kipling Avenue) and its importance to the community. The group suggested that an area be incorporated in the development to pay homage to the School history. The applicant said he has already decided to set aside an area, but would be willing to work with the group to further enhance this area.

Ontario Municipal Board (OMB)

On November 25, 2005, the applicant appealed their Official Plan and Zoning By-law Amendment Applications (Files OP.05.011 and Z.05.019, respectively) and Site Development Application (File DA.05.057), to the OMB pursuant to Sections 22(7), 34(11) and 41(12) of the Planning Act, respectively, on the basis that Council failed to make a decision respecting the subject applications within the time frames stipulated under the Act. An OMB pre-hearing is scheduled for April 12, 2006 to deal with preliminary and procedural matters.

Land Use Status

a) Provincial Policy Statement (2005)

The subject applications were commenced after March 1, 2005 and are therefore subject to the 2005 Provincial Policy Statement (PPS). The PPS encourages the focus of new growth to urban areas and promotes:

- i) efficient, cost effective development, and land use patterns;
- ii) avoid the need of unnecessary and/or uneconomical expansion of infrastructure; and
- iii) support intensification and redevelopment.

The PPS also promotes a full range and mix of housing types and densities to meet projected demographic and market requirements of current and future residents, for a time horizon of up to 20 years. The proposal is consistent with the Provincial Policy Statement.

b) York Region Official Plan

The Regional Official Plan identifies the subject lands as an "Urban Area" served by major transportation corridors and transit systems. Objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types. The proposed development is consistent with the policies in the Regional Official Plan.

The Region of York Planning and Development Services Department has reviewed the Official Plan Amendment application and have indicated that it is consistent with the Regional Official Plan policies to direct development to existing built-up portions of urban areas, provide a wider range of housing options, and accessibility to existing and planned transit services.

c) Woodbridge Community Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor Plan), which permits single-detached, semi-detached, quadplex, and street, block and stacked townhomes, and other building forms that do not exceed the maximum permitted density of 35 units/ha. The Official Plan further requires that the housing type abutting Kipling Avenue be single-detached dwelling units. The proposed development consists of a 5-storey condominium apartment building, 14 semi-detached units and 1 detached unit at an overall net density of 132 units/ha.

OPA #356 requires that prior to the development of any medium density uses on the lands to the west of Kipling Avenue that a neighbourhood plan be submitted for Council's approval. Although the applicant is proposing to redesignate the subject lands to "High Density Residential", the applicant has prepared a concept plan as shown on Attachment #6 for the lands bounded by Kipling Avenue to the east, the CPR Tracks and Rainbow Creek to the north and west, and Woodbridge Avenue to the south.

A specific policy of OPA #356 (Kipling Avenue Corridor Plan), requires that for any residential development on lands adjacent to, or in the vicinity of existing industrial uses, the City shall be satisfied that there are no unacceptable environmental or land use impacts. The applicant has submitted a Phase One and Two Environmental Study prepared by Toronto Inspection Ltd. in support of the development applications. The studies have been reviewed and are acceptable to the City's Engineering Department.

A Traffic Study was also submitted to the Engineering Department for approval. Any other studies required for this development, such as noise, parking and a heritage assessment study shall be submitted prior to site plan approval.

Proposed Concept Plan

The proposed development is comprehensively designed as it assembles four separate land holdings in a manner that can easily integrate with potential future development to the south and north. A policy of OPA #240 (Woodbridge Community Plan) requires that all "High Density Residential" development be subject to site plan control, which will ensure among other things, that adequate on-site parking, amenity area, setbacks, landscaping, parking and internal road widths are provided for the specific development.

The Owner has provided a concept plan shown on Attachment #6, which identifies a potential framework for future development within the Kipling Corridor Area. The current neighbourhood fabric is shown on Attachment #5 and depicts an area that is sparsely developed and underutilized. The proposed concept plan depicts a plan based on a mix of high and low density development. The traffic study submitted by the Owner supports the proposed development. However, given that this application is the first of its magnitude, a cautionary approach should be taken with respect to the development of the overall area. The cumulative impact of increased densities in the Kipling Avenue Corridor Area should be reviewed on a comprehensive basis to determine the appropriate land use and density that can be supported by the area infrastructure. For this reason, a recommendation has been included directing the Planning Department to prepare a Terms of Reference for a Land Use Study including the delineation of an appropriate area boundary.

Zoning

The subject lands are zoned R3 Residential Zone and M1 Restricted Industrial Zone by By-law 1-88, as shown on Attachment #1. A Zoning By-law Amendment application to rezone the subject lands from R3 Residential Zone and M1 Restricted Industrial Zone to RA2 Apartment Residential Zone has been filed to facilitate the proposal.

Based on the conceptual site plan shown on Attachment #2, the following zoning exceptions are required to implement the proposal:

- permit a minimum lot area of 75.2m²/unit, whereas 80m²/unit is required based on a total of 117 residential units;
- permit a minimum of 198 parking spaces for the site, whereas 209 spaces are required; and
- permit a minimum rear yard and front yard, setback of 3m, whereas 7.5m is required, respectively.

The zoning exceptions required to implement the proposal may change through the site plan approval process. The implementing zoning by-law will not be enacted until such time as Council approves a final site plan.

Planning Considerations

i) Surrounding Area Context

The subject lands are located on the west side of Kipling Avenue and north of Woodbridge Avenue, just outside the Woodbridge Core Area, which has been undergoing intensification primarily in the form of mixed-use commercial/high density residential development. The Kipling Avenue corridor within the vicinity of the subject lands (east and west sides) is developed with

industrial uses, institutional uses and with detached dwellings some in various states of repair and some of which, are used for home occupation purposes. Many of the structures in the vicinity of the subject lands are older and may have some historical or architectural significance, and therefore, new development or redevelopment should be considered with input from the City's Cultural Services Department and Heritage Vaughan.

The lands located south of Porter Avenue, on the west side of Kipling Avenue and abutting the subject lands and the CPR lands are potentially the most affected by the proposed development of the subject site. This area is generally characterized by older homes, industrial uses utilizing machinery and large trucks, and lots with unattended outside storage. The general overall condition of this area, and mix of current uses is of concern since the area is located just outside the Core Area on Woodbridge Avenue and its proximity to newer single family detached neighbourhoods and future high quality development proposals to the north and south.

ii) Woodbridge Core Area

The Woodbridge Core Area is primarily centred along Woodbridge Avenue located in close proximity to the Kipling Avenue Corridor Area and is experiencing redevelopment in the form of higher density development. The building heights in the Woodbridge Core Area range between 4 to 7-storeys and many developments include ground floor commercial uses.

The Woodbridge Core Area is the primary focus in a broader community context identified to accommodate higher residential densities and built form. As noted, buildings in the range of 4-7 storeys are being developed in the Woodbridge Core Area and accommodate a range of commercial uses.

The Kipling Avenue corridor should be a secondary focus area accommodating densities and built form somewhat higher than currently permitted, however, lower than the Woodbridge Core Area. In consideration of the above, development within the Kipling Avenue Corridor Area should be limited to a maximum of 5 storeys, a building height of 14m, and where possible an element of lower density uses should be incorporated, and exclude ground floor commercial uses. In addition, the appropriate environmental, traffic and urban design studies should be submitted in support of development applications located within the Kipling Avenue Corridor Area. A Land Use Study will determine the appropriate development level including height, densities and built form.

iii) The Kipling Avenue Corridor Study

At the July 13, 1988 Public Hearing, in considering an application by KCI Development Corporation (File Z.159.86) for a mixed use retail and residential apartment use on 8026 and 8018 Kipling (part of the lands subject to these applications), Council directed the Planning Department to undertake a Kipling Avenue Study to determine the best use for lands located within the corridor in the hope of revitalizing this area of Woodbridge and eventually phasing out the existing industrial uses. In 1991, Council adopted OPA #356 (Kipling Avenue Corridor Plan), which implemented the recommendations of the Study.

The Kipling Avenue corridor was separated into three Zones (1, 2 and 3) as shown on Attachment #7. The recommendations of the study, in part, suggested that Zones 1 and 3 be predominantly low density residential in character, while Zone 2, which includes the subject lands, be designated "Medium Density Residential" with a provision to maintain detached homes along Kipling Avenue. Since the adoption of OPA #356, minimal development, redevelopment and reinvestment has occurred within the Amendment Area, and where it has occurred, it is primarily concentrated in the northly portion of the Amendment Area. The increasing number of public inquiries about redevelopment on Kipling Avenue, and the number of applications for official plan and zoning changes indicates that parts of the Kipling Avenue Corridor is in transition and under pressure for redevelopment, typically at higher densities. In order to manage this development pressure, a

comprehensive review of the area should be undertaken through a land use study, to determine the appropriate land use(s) and scale of development.

In light of the existing land uses in the area, the limited success of OPA #356 to provide a catalyst for redevelopment, Provincial and Regional policies supporting intensification, and the increasing requests for amendments of the Official Plan and Zoning By-Law in the area, the opportunities for higher densities and alternative housing forms within this area appear to be warranted.

Preliminary Site Design and Elevations

The subject lands are relatively flat, with 110m frontage on Kipling Avenue and a rear yard abutting the CPR Spur Line. The applicant is proposing different built forms on the subject site, including detached and semi-detached dwellings and an apartment building, as shown on Attachment #2. A main east/west driveway from Kipling Avenue serves the entire development and with the potential to extend north and south providing connection opportunities for future development on the adjacent lands.

The 5-storey building, as shown on Attachment #4 is located on the southerly portion of the site, and proposed to be constructed using a combination of stone, brick and stucco as the predominant wall cladding materials. Glazing in the form of windows and balconies interrupt the facades. The height of the proposed building is approximately 13.5m, at the roof line. Visual architectural interest for the 5-storey building is achieved by stepping the building back at certain points and introducing different wall cladding materials.

The preliminary elevations proposed for the detached and semi-detached dwellings (Attachment #3) incorporates some of the architectural elements from the 5-storey building, including similar balconies along the front elevations and construction materials. The applicant has provided a gable roofline for these units, consistent with existing built form and architecture in the area. Stone and stucco have been introduced as the main wall cladding materials. Additional architectural treatments along the front elevation is recommended to improve the elevations.

The Development Planning Department recommends that the single detached unit (Unit #15) located at the northwest corner of the site be frozen, until such time that a road connection can be provided with the adjacent lands to the south to provide for appropriate turn around movement for snow and emergency vehicles. Once this occurs, the turn around can be removed, and the single-detached unit can be developed.

Preliminary Site Plan Issues

The following identifies some preliminary site plan issues that should be reviewed and addressed upon consideration of the Site Development Application:

- the proposed parking is deficient and therefore, a parking study may be required;
- a visitor parking area for the semi-detached units and residential apartment condominium should be identified on the plan;
- the lack of rear yard amenity area for the building;
- the amount of amenity area provided must be confirmed;
- architectural control guidelines should be submitted and approved to the satisfaction of the City;
- a proper turn-around for emergency vehicles and snow removal trucks is required; and
- the location of the loading space, should be reviewed.

The proposed elevations shown on Attachments #3 and #4 are preliminary, however the scale and massing of the proposed development should be compatible with the surrounding lands. The

predominant factors that will determine the scale of a building are its height, size, location on the lot, and architectural treatment, including door and window openings, roof shapes, balconies, and porticoes. The proposed building design is 5-storeys in height with an average building height of approximately 13.5m. The height of the building, and its design and construction must be reviewed in the context of the scale, massing and built form of the adjacent lands. During the Site Plan approval process, other issues such as the appropriate amenity area, building setbacks, number of parking spaces, and buffering to adjacent properties, will be examined.

It is recommended that prior to Council's consideration of the site plan, the applicant should submit Architectural Design Guidelines to the City for review and approval respecting the subject lands, which will assist to guide future development in the area.

Department/Agency Comments

Servicing

Water and sanitary servicing capacity must be identified and allocated by Council to service this development. The availability of servicing will be reviewed through the site development review process. If servicing is unavailable at that time, the implementing zoning by-law will include the Holding Symbol (H), if approved. The Holding Symbol (H) will be removed upon Council's allocation of servicing to the development.

The Engineering Department advises that a storm water management report must be submitted in support of the site development to ensure that there is an acceptable outlet for storm water runoff from the subject site. A noise report is also required to be submitted.

The Engineering Department has also indicated that a 3.0m road widening is required along Kipling Avenue frontage.

Environmental

The applicant has submitted Phase One and Phase Two Environmental Studies, prepared by Toronto Inspection Ltd., in support of the development applications. The studies were reviewed and have been approved by the Engineering Department.

Parking, Access and Traffic

The subject lands are located outside of the Woodbridge Core Area, however some of the principles of OPA #440 respecting parking and access could serve as useful guides when considering development applications in the Kipling Corridor.

The Woodbridge Core Area Guidelines encourage the consolidation of driveways along Woodbridge Avenue and Kipling Avenue, the concealment of surface parking, and the provision of vehicular links. The proposed site plan shown on Attachment #2, identifies one access point on Kipling Avenue into the site and leading to an underground parking garage, private driveways, and to a central pick-up and drop-off location. The driveway is designed in a manner that allows potential future road connection opportunities for adjacent lands to the south via the CPR spur line. The underground and surface parking areas are all accessible via a driveway ramp and are located away from Kipling Avenue. The necessary easements should be provided through the site development agreement in favour of the adjacent landowners in order to maintain opportunity for future connectivity. The Engineering Department will review the proposed driveway location, access and parking layout designs as part of the site plan review process.

The preliminary site plan proposes 198 parking spaces to serve the condominium apartment building, and the semi-detached and detached dwelling units. The majority of the parking spaces

for the condominium apartment building are located in a shared underground garage, and the semi-detached and detached units utilize private garages. By-law 1-88 requires the minimum number of parking for the proposed development to be calculated as follows:

Condominium Building (102 residential units x 1.5 spaces)	= 153 spaces
Residential Visitor Parking (102 units @ 0.25 spaces/unit)	= <u>26 spaces</u>
	179 spaces
Semi-Detached and Detached Units (15 units @ 2 spaces/unit)	= <u>30 spaces</u>
Total Parking Required	= 209 spaces

Based on the preliminary site plan, the proposed parking supply is deficient by 11 spaces (5.2%), which is created primarily by the condominium building. The minimum required parking will be reviewed and approved by the Engineering Department, prior to the enactment of the implementing zoning by-law and site plan approval.

The applicant has submitted a Traffic Impact Study in support of the original development consisting of a 6-storey, 140 unit condominium building and 17 townhouse units. The study was reviewed by the Engineering Department and determined to be acceptable. The revised proposal is for a smaller building with fewer units. The Engineering Department will confirm whether a revised traffic report is required through the review of the site plan application.

Heritage

The Cultural Services Department has reviewed the proposed development and have indicated that the subject lands do not contain any buildings on the City of Vaughan's Listing of Buildings of Architectural and Historical Value (revised and approved June 2005). Therefore, the Cultural Services Department has no objection to the demolition of the existing buildings on the subject lands.

The Friends of the Village have indicated that the subject lands have been neglected by numerous Owners over the past 20 years and support the redevelopment of these lands, provided the number of units approved is acceptable and the height of the building and its design is sympathetic to the surrounding historic village atmosphere. The Group has further indicated that 8048 Kipling Avenue was the site of the first Woodbridge Public School. The site is heavily treed and includes 4 mature trees, including a 50 year old Oak of Windsor presented to the village at the time of Coronation of Queen Elizabeth II, and they recommend that this wooded area be protected and donated to the City of Vaughan. The applicant has indicated that should this site be identified as being historically significant, that a feature/plaque identifying its importance should be incorporated into the development.

Canadian Pacific Railway Company (CPR)

The Canadian Pacific Railway owns a strip of land approximately 1ha in size along the west limit of the subject lands, which have been determined to be surplus. CPR is concerned that the current proposal does not appropriately consider the possibility of incorporating the adjacent lands into the proposed development, and with the rear yard setback from the property line adjacent to the CPR spur line, and that CPR should have been consulted to provide input into the Conceptual Neighbourhood Plan. The concept plan shown on Attachment #6 identifies a road and some low/medium density residential uses on the CPR lands. The applicant does not require the CPR lands to facilitate the proposed development, however, the incorporation of all or part of the CPR lands could benefit the overall site plan in terms of providing additional amenity area and facilitating future road connection potential as shown in the concept plan on Attachment #6. The CPR land has frontage onto Woodbridge Avenue and could potentially develop on its own, but

consideration should be given to the redevelopment of the CPR lands together with the subject lands and other abutting lands, should Council support the initiation of a land use study for the Kipling Avenue Corridor.

Region of York

The Regional Planning Department has reviewed the Official Plan Amendment Application and has advised that it is consistent with the Regional Official Plan policies to direct development to existing built-up urban areas, provide a wider range of housing types, and accessibility to existing and planned transit services. Based on their preliminary review, the Official Plan Amendment application has been exempted from Regional approval.

Relationship to Vaughan Vision 2007

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

Conclusion

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor Plan), which permits detached, semi-detached, quadplex, and street, block and stacked townhomes, and other building forms that do not exceed the maximum permitted density of 35 units per hectare. The subject lands are located within an area of Kipling Avenue, which is experiencing some development pressure influenced by the changing land use structure of the Woodbridge Community as a whole, Provincial and Regional Policies respecting intensification, and intensification within the adjacent Woodbridge Core Area.

Official Plan Amendment #356, which was approved by Council on July 13, 1988 was intended to revitalize the Kipling Avenue corridor, by providing higher densities for most of the study area. Since its adoption, the area has experienced relatively little redevelopment and many of the existing structures have been neglected and are in disrepair. The Kipling Avenue Corridor area appears to be in transition and redevelopment could initiate a revitalization of the area. The appropriate intensity of development and built form for the area would result in a positive impact to the neighbourhood, which would need to be assessed through a more comprehensive process. The subject application represents the first of this magnitude along this stretch of Kipling Avenue, and therefore, a careful approach must be taken since its approval could set a precedent for the area. In this respect, a Terms of Reference for the preparation of a Land Use Study for the remainder of the Kipling Corridor is being recommended to facilitate the orderly development of the corridor.

The redesignation of the subject lands from "Medium Density Residential" to "High Density Residential" is considered supportable since the current policies have not provided the necessary incentive for redevelopment, and the proposed redesignation may be the catalyst for a revitalization of the area. The Development Planning Department can support a higher density provided the proposed density and built form can be adequately accommodated in terms of traffic, the environmental condition of the site, noise issues, parking and transitional buffering, which must be reviewed to ensure compatibility with the surrounding land uses.

On this basis, the Development Planning Department can support the approval of the Official Plan Amendment application to redesignate the subject lands from "Medium Density Residential" to High Density Residential to facilitate a proposed 5-storey residential condominium building, 14 semi-detached units and 1 detached unit. The implementing Official Plan Amendment shall include policies addressing heritage preservation, noise, traffic, architectural design and built form

to ensure a high quality development that compliments and is compatible with the surrounding land use context.

Attachments

1. Location Map
2. Conceptual Site Plan
3. Conceptual Semi-Detached Elevations
4. Conceptual Condominium Elevations
5. Existing Neighbourhood Context
6. Conceptual Neighbourhood Plan
7. Kipling Avenue Corridor Study Area

Report prepared by:

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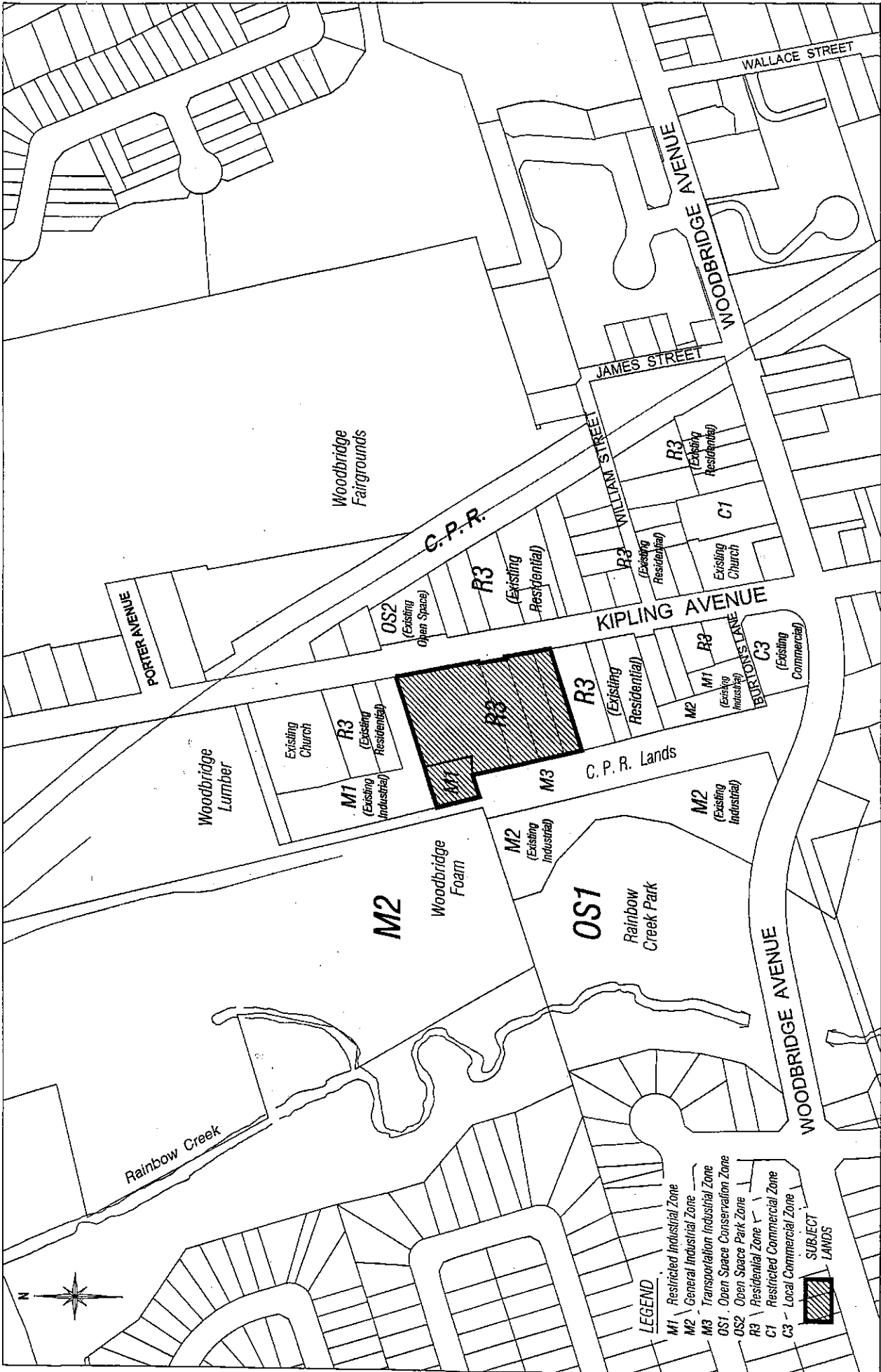
Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

MARCO RAMUNNO
Director of Development Planning

/CM

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Location Map

Part of Lots 7 & 8,
Concession 8

APPLICANT:
BRUNO LISI / MICHAEL ANDREATTA

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City of Vaughan

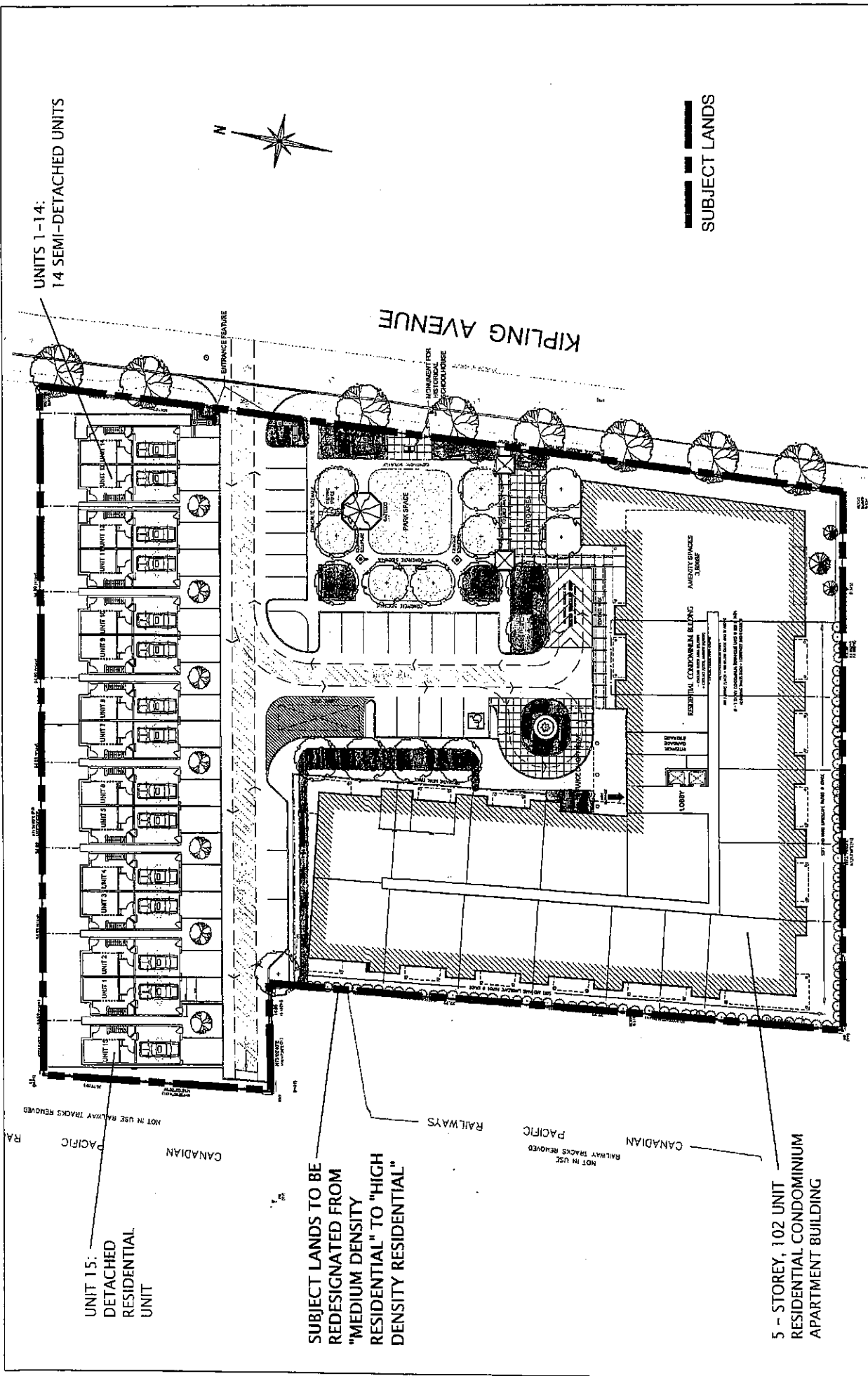
Development Planning Department

Attachment 1

FILE No's:
OP.05.011 & Z.05.019

Not to Scale

March 13, 2006



UNITS 1-14:
14 SEMI-DETACHED UNITS



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SUBJECT LANDS

KIPLING AVENUE

UNIT 15:
DETACHED
RESIDENTIAL
UNIT

SUBJECT LANDS TO BE
REDESIGNATED FROM
"MEDIUM DENSITY
RESIDENTIAL" TO "HIGH
DENSITY RESIDENTIAL"

5 - STOREY, 102 UNIT
RESIDENTIAL CONDOMINIUM
APARTMENT BUILDING

Attachment 2
FILE No's.:
OP.05.011 & Z.05.019
Not to Scale
March 13, 2006

Conceptual Site Plan

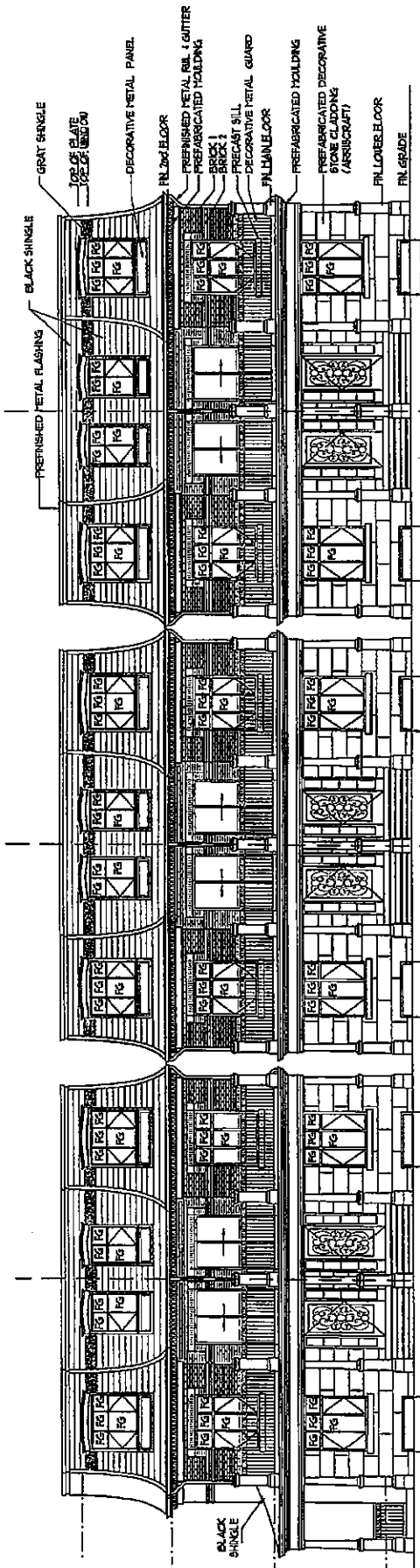


Development Planning Department

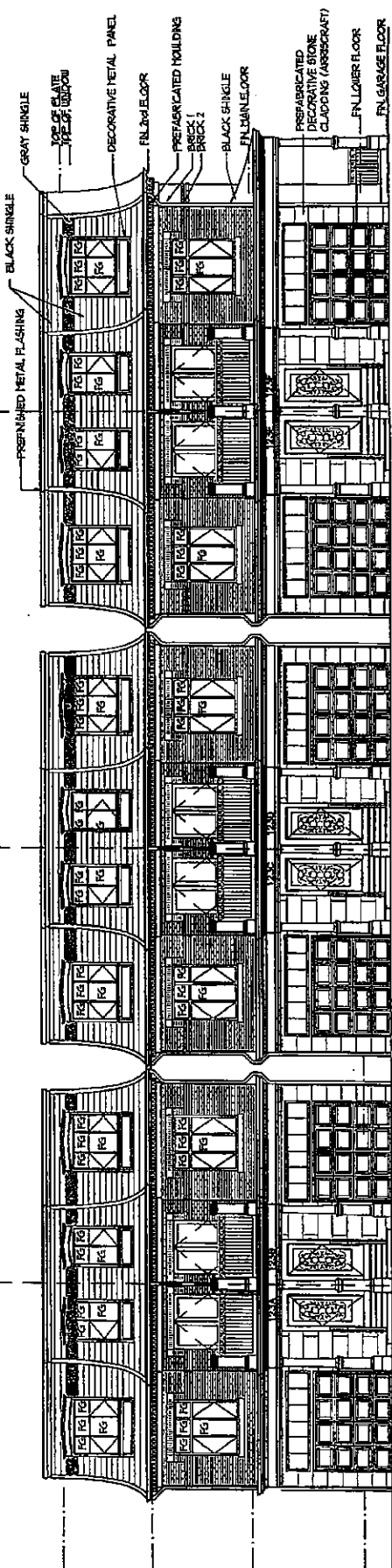
Part of Lots 7 & 8,
Concession 8

APPLICANT:
BRUNO LISI / MICHAEL ANDREATTA

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REAR



FRONT

Conceptual Semi-Detached Elevations

APPLICANT: BRUNO LISI / MICHAEL ANDREATTA

Development Planning Department

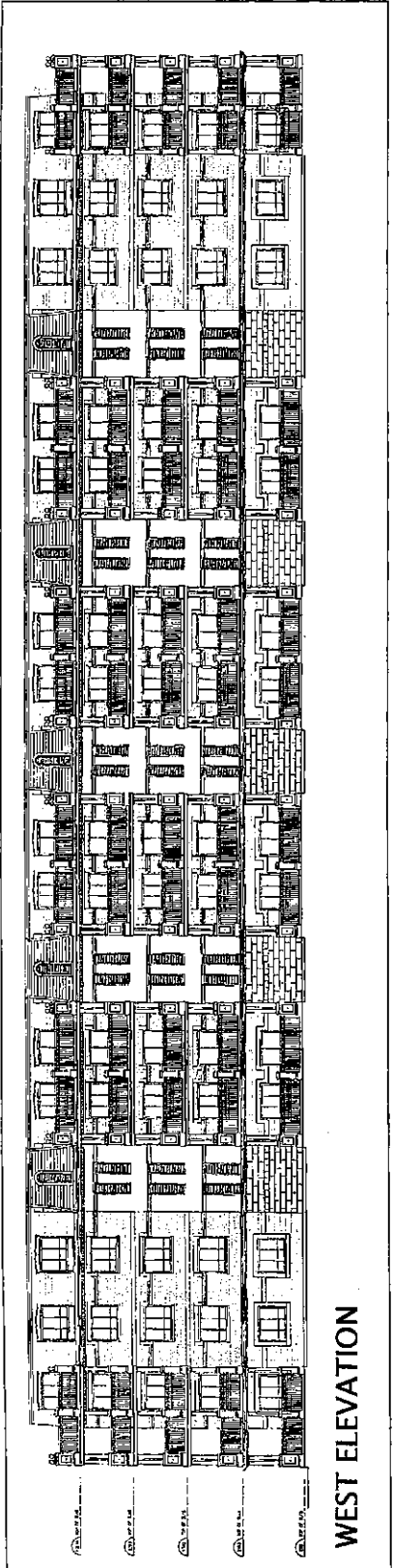


Attachment 3

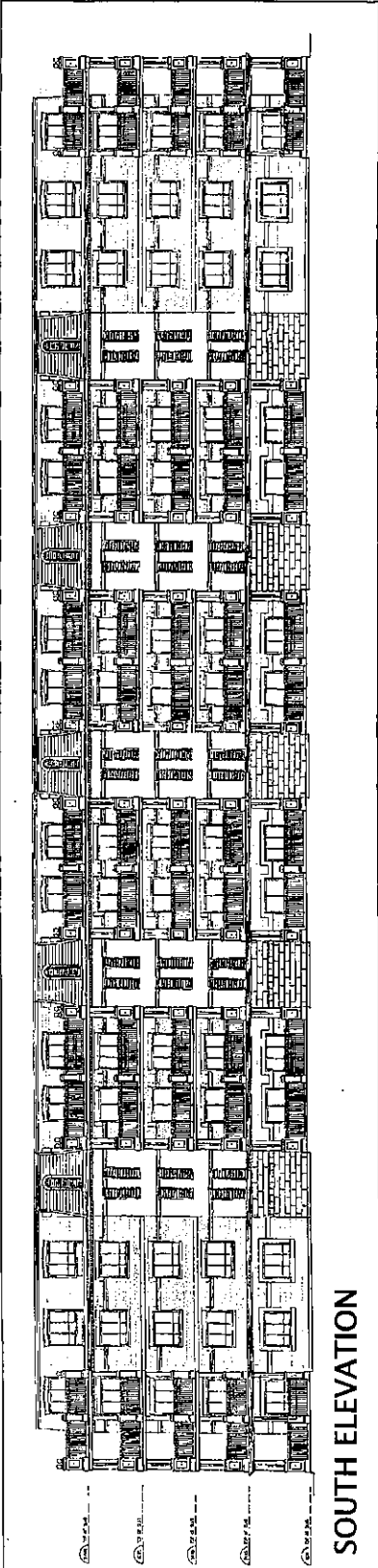
FILE No's:
OP.05.011 & Z.05.019

Not to Scale
March 31, 2006

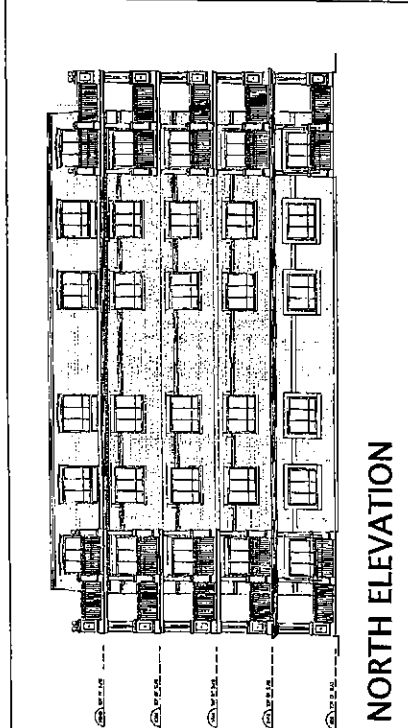
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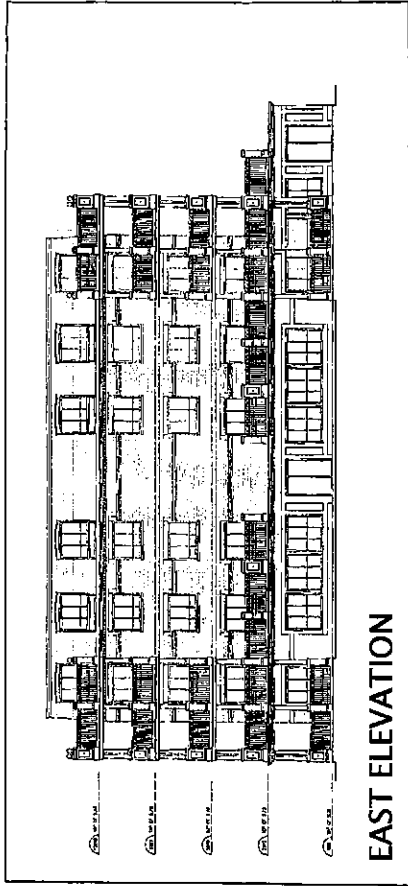
WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION

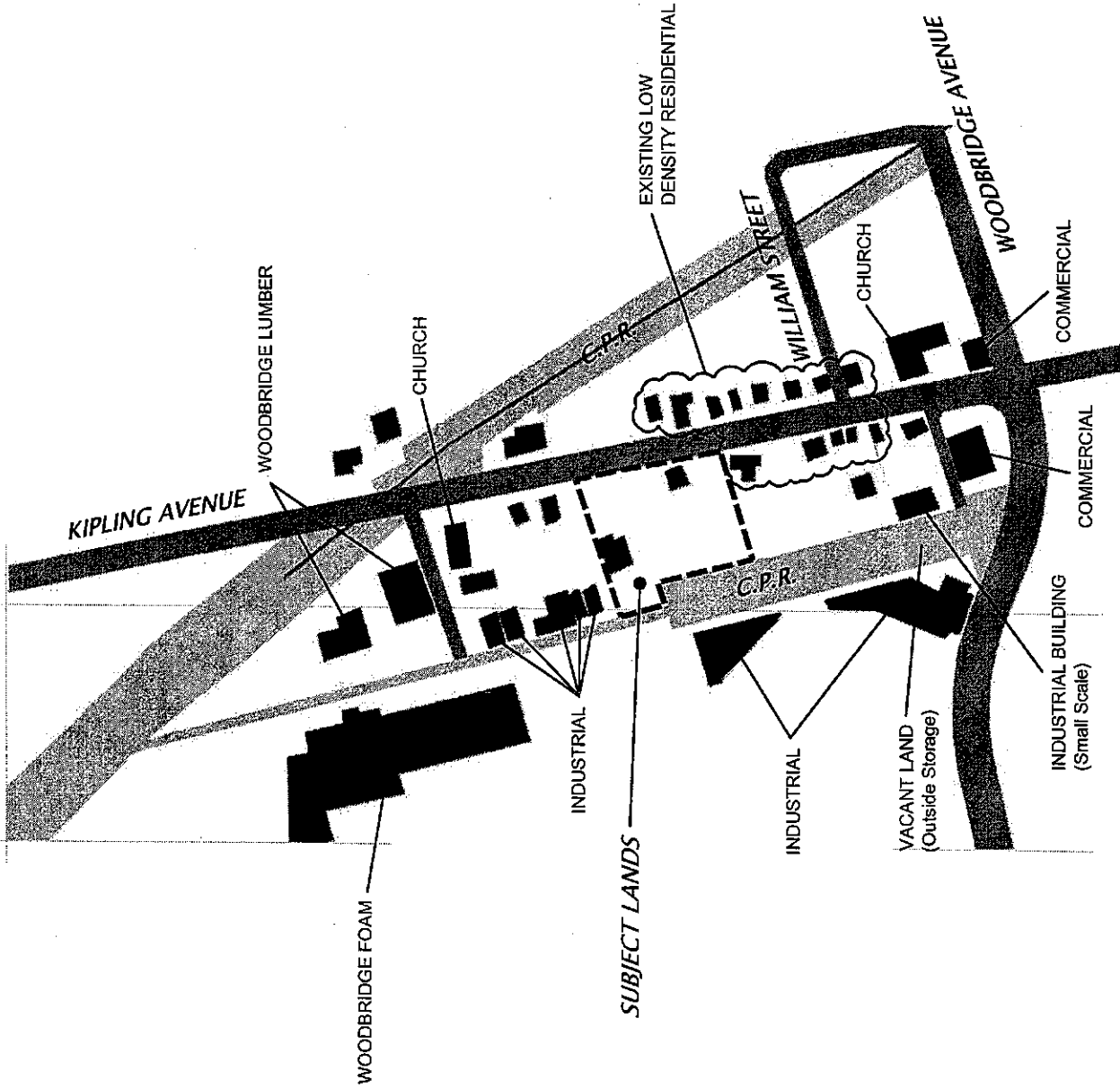
**Conceptual
Condominium Elevations**

APPLICANT: BRUNO LISI /
MICHAEL ANDREATTA
Part of Lots 7 & 8,
Concession 8



Development Planning Department

Attachment
4
FILE No's:
OP.05.011 & Z.05.019
Not to Scale
March 27, 2006



Existing Neighbourhood Context

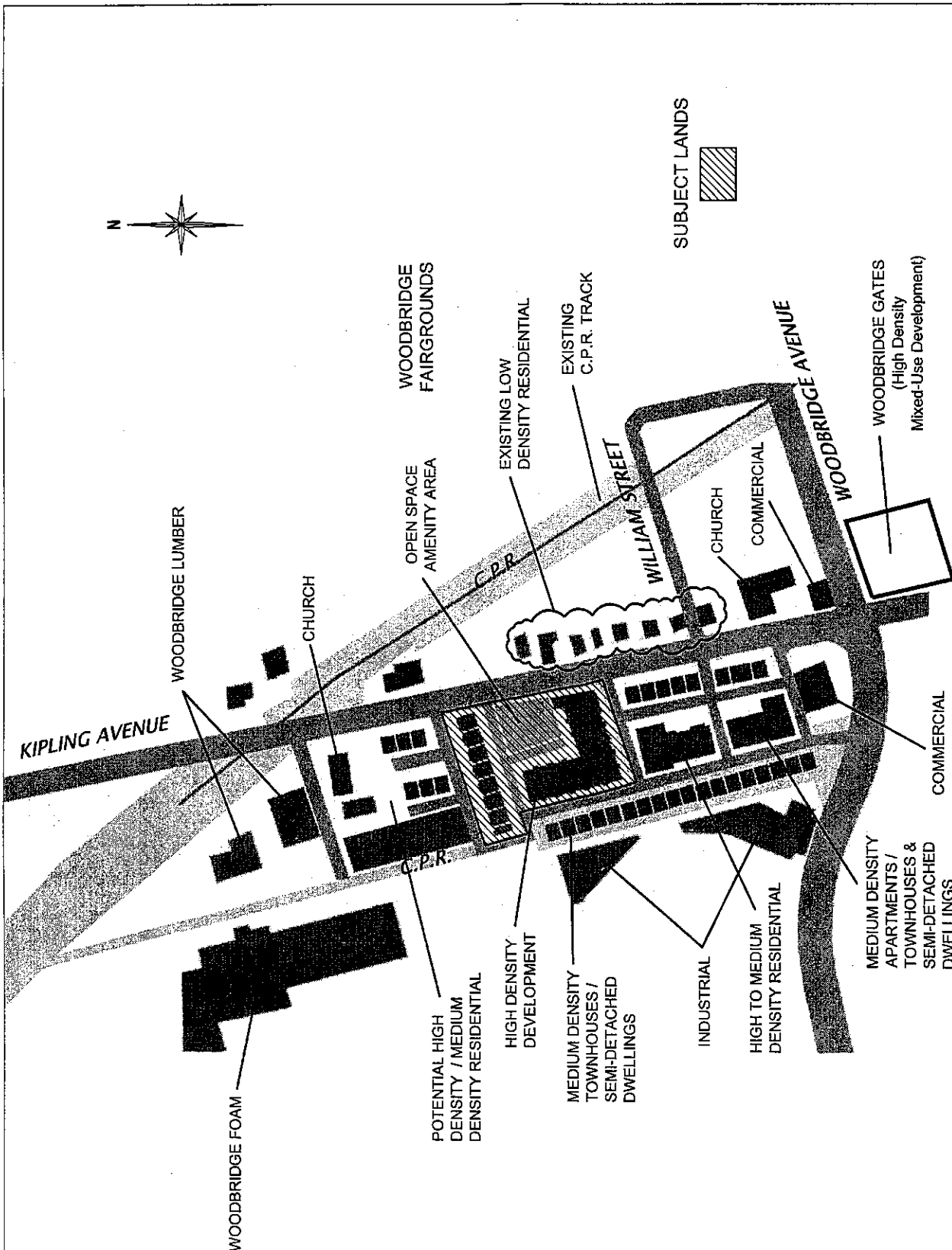
APPLICANT: BRUNO LISI /
MICHAEL ANDREATTA
Part of Lots 7 & 8,
Concession 8

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Development Planning Department

Attachment 5
FILE No's:
OP.05.011 & Z.05.019
Not to Scale
April 5, 2006



Attachment 6

FILE No's:
OP.05.011 & Z.05.019
Not to Scale
April 5, 2006



Development Planning Department

Conceptual Neighbourhood Plan

Part of Lots 7 & 8,
Concession 8

APPLICANT: BRUNO LISI /
MICHAEL ANDREATTA

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Attachment 7

FILE No's:
OP.05.011 & Z.05.019
Not to Scale
March 27, 2006

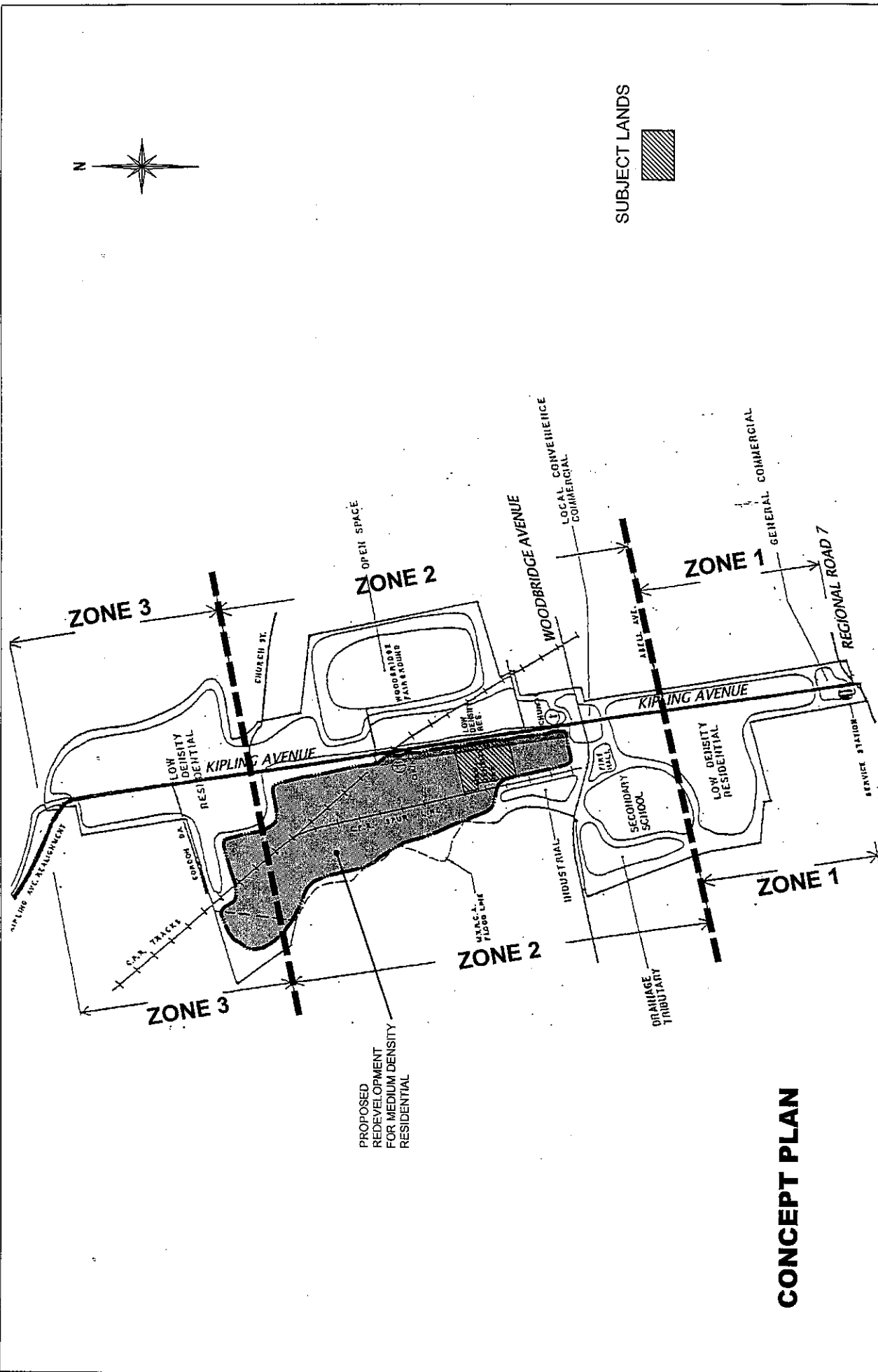
City of Vaughan

Development Planning Department

Kipling Avenue Corridor Study Area

APPLICANT: BRUNO LISI /
MICHAEL ANDREATTA
Part of Lots 7 & 8,
Concession 8

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CONCEPT PLAN