

COMMITTEE OF THE WHOLE JANUARY 17, 2012

**OFFICIAL PLAN AMENDMENT FILE OP.09.008
ZONING BY-LAW AMENDMENT FILE Z.09.040
SITE DEVELOPMENT FILE DA.11.075
ARVIT INVESTMENTS INC. (MOSAİK HOMES)
WARD 1**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.09.008 (Arvit Investments Inc. (Mosaik Homes)) BE APPROVED, specifically to amend OPA #350 (Maple Community Plan) as amended by OPA #513, to redesignate the subject lands, from "General Commercial Area" (residential uses not permitted) to "Medium Density Residential Area", and to increase the maximum permitted density in the "Medium Density Residential Area" from a minimum of 30 units per hectare and a maximum of 60 units per hectare to a maximum of 93.2 units per hectare thereby permitting 95 residential units on the site.
2. THAT Zoning By-law Amendment File Z.09.040 (Arvit Investments Inc. (Mosaik Homes)) BE APPROVED, specifically to amend Zoning By-law 1-88, to rezone the subject lands from C2(H) General Commercial Zone with the Holding Symbol "(H)" to RM2 Multiple Residential Zone, and to permit the site-specific zoning exceptions identified in Table 2 of this report to implement the development proposal shown on Attachment #4.
3. THAT Site Development File DA.11.075 (Arvit Investments Inc. (Mosaik Homes)) BE APPROVED, to facilitate the development of 95 residential stacked townhouse dwelling units, within five, 3-storey blocks, as shown on Attachments #4, #5, and #7, subject to the following conditions:
 - a) that prior to the execution of the Site Plan Letter of Undertaking:
 - i) the Owner shall satisfy all requirements of the Vaughan Development Planning Department, respecting the final site plan, building elevations, landscape plans, materials board, including the colour of the pattern concrete areas, and signage plans;
 - ii) the final site grading and servicing plans, stormwater management report, functional servicing report, traffic impact study, and noise study shall be approved by the Vaughan Development/Transportation Engineering Department;
 - iii) the Owner shall satisfy all hydro requirements of PowerStream Inc.;
 - iv) the Owner shall satisfy all requirements of Canada Post; and,
 - v) the Owner shall satisfy all requirements of the Region of York Transportation Services Department; and,
 - b) that the Site Plan Letter of Undertaking include the following provisions:
 - i) the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu Policy.

The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the Planning Act, prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment;

- ii) the Owner shall be required to provide a one-time payment to the City of Vaughan for the maintenance of the enhanced landscape features along Jane Street in accordance with the Maple Streetscape and Urban Design Guidelines, to the satisfaction of the Vaughan Development Planning Department.
4. THAT Vaughan Council adopt the following resolution with respect to the allocation of sewage and water supply capacity to Site Development File DA.11.075:
- "IT IS HEREBY RESOLVED THAT Site Development File DA.11.075 is allocated sewage capacity from the York Sewage Servicing System and water supply capacity from the York Water Supply System for a total of 95 residential units, subject to the execution of a Site Plan Letter of Undertaking or Agreement, whichever is in effect, to the satisfaction of the City."
5. THAT the Region of York be requested to modify the City of Vaughan Official Plan 2010 to facilitate a site-specific policy on the subject lands designated "Mid-Rise Mixed-Use" to permit only residential uses (95 stacked townhouses units) and no commercial uses.

Contribution to Sustainability

The Owner has advised that the following sustainable features will be included in the building and site design:

- a) Low-E windows;
- b) Recycled cellulose attic insulation;
- c) Spray foam insulation for exposed areas;
- d) Dual flush toilets or high efficiency toilet;
- e) High efficiency furnaces;
- f) Low VOC paints, stains and primers; and,
- g) Low-flow faucet aerators.

The Development Planning Department also notes that the site location and site design include provisions for four bicycle racks and access to public transit to encourage other modes of transportation, and permeable pavers to facilitate water infiltration.

Economic Impact

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

Communications Plan

On January 29, 2010, a Notice of Public Hearing was circulated to all property owners within 150m of the subject lands and an expanded notification area shown on Attachment #2. The recommendation of the Committee of the Whole to receive the Public Hearing report of February 23, 2010 and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Council on March 9, 2010 with a resolution that a Ward 1 Community meeting be held with the applicant, residents and City Staff to discuss the development proposal. Deputations, a written submission and petition, were received from the following:

- a) Mr. Milton Tavares, 118 Kayla Crescent, Maple;
- b) Ms. Sarah Romain, 132 Kayla Crescent, Maple;
- c) Mr. Patrick Brennan, 53 Eddington Place, Maple;
- d) Mr. Bolivar Piloze, 80 Kayla Crescent, Maple;
- e) Mr. Kainila Unnikrishnan, 122 Kayla Crescent, Maple;
- f) Ms. Giselda Di Credico, 28 Eddington Place, Maple;
- g) Ms. Paula Serpa, 34 Eddington Place, Maple;
- h) Mr. George Camilleri, 47 Kayla Crescent, Maple;
- i) Mr. Tony Boccitto, 90 Kayla Crescent, Maple;
- j) Ms. Vera Mandikova, 76 Eddington Place, Maple;
- k) Ms. Ivy Jageshar, 152 Kayla Crescent, Maple;
- l) Dr. John Bastone, 32 Kayla Crescent, Maple;
- m) Ms. Catherine Robson, 62 Eddington Place, Maple;
- n) Mr. Eugueni Khlynin, 210 Kayla Crescent, Maple;
- o) Mr. Bob Phetxomphou, 15 Via Lanciano Street, Maple; and,
- p) Ms. Jennifer Marsanis, 53 Kayla Crescent, Maple.

The Ward 1 Community meeting was held on January 19, 2011, to discuss the original conceptual site plan shown on Attachment #3. The following individuals were in attendance:

- a) Mr. Igor Grushya, 132 Kayla Crescent, Maple;
- b) Mr. Paul Gaudio, 44 Kayla Crescent, Maple;
- c) Ahmad and Jila Asoudeh, 80 Eddington Place, Maple;
- d) Ms. Gilselda Di Credico, 28 Eddington Place, Maple;
- e) Mr. Orlando Sobrepena 199 Kayla Crescent, Maple;
- f) Azmanay Nadi, 225 Kayla Crescent, Maple;
- g) Mr. Kainila Unnikrishnan, 122 Kayla, Crescent, Maple;
- h) Mr. Milton Tavares, 118 Kayla Crescent, Maple;
- i) Kazimierz and Basil Mroz, 86 Kayla Crescent, Maple;
- j) Marisa and Ed Boccitto, 29 Kayla Crescent, Maple;
- k) Vincenzo and Guilia Mazzoccoli, 29 Kayla Crescent, Maple;
- l) Ms. Natalie Carpino, 27 Kayla Crescent, Maple;
- m) Danny, Renato, Tony and Tina Boccitto, 90 Kayla Crescent, Maple;
- n) Ms. Carla Weber, 186 Kayla Crescent, Maple;
- o) Mr. Washington Brooks, 186 Kayla Crescent, Maple;
- p) Mr. Nguyen, 9 Via Lanciano, Maple;
- q) Mikhael Herniz, 1 Via Lanciano, Maple;
- r) Ms. Vera Mandikova, 76 Eddington Place, Maple; and,
- s) Shamir Baksh, 114 Kayla Crescent, Maple.

The following is a summary of the concerns noted at the Public Hearing (February 23, 2010) and the Ward 1 Community meeting (January 19, 2011):

- a) Community safety resulting from increased traffic congestion and the existing curved street configuration of Via Lanciano and Kayla Crescent (discussed further in Engineering section of this report);
- b) Community expectation of future commercial uses on the subject lands – proposed residential uses would lower surrounding property values;
- c) Concern over one point of ingress and egress onto Kayla Crescent, as shown on Attachment #3;
- d) Kayla Crescent is a narrow road – concerns with respect to snow storage;
- e) Community concern with respect to increased pedestrian and vehicular presence in the community; and, kids from the local schools cutting through the townhouse development to get to Jane Street, commercial uses and Canada's Wonderland, which may encourage loitering, littering and vandalism within the development;

- f) The proposed building heights (Attachment #5) of 3.5 storeys, are too high in comparison with the existing surrounding dwellings;
- g) The development proposal is too dense;
- h) Concern that the tenure of the proposed residential development will be rental; and,
- i) Access for emergency vehicles.

The meetings allowed the residents to express their concerns (i.e. safety, traffic, impact to their homes, access, building height and density) and also allowed the Owner to address these concerns as follows:

a) Use

The Owner explained that commercial uses along Jane Street are over saturated and live/work units with ground floor commercial would not be an economically feasible option. As a result, only residential uses are proposed through Official Plan Amendment File OP.09.008 and Zoning By-law Amendment File Z.09.040.

b) Access

The Owner revised the site plan as shown on Attachment #4, which eliminated the driveway access on Kayla Crescent. The Owner advised that through negotiations with the Region of York, a right-in and right-out access on Jane Street had been agreed to, which would alleviate traffic on the existing local roads (Kayla Crescent and Via Lanciano). The access on Via Lanciano is still proposed and all access points have been designed to allow emergency vehicles.

c) Building Height

The Owner presented the original 3.5-storey, pitched-roof building elevation shown on Attachment #6. At the time, the Owner had not prepared the revised building elevations, which were submitted with Site Development File DA.11.075 showing 3-storey, flat-roof building elevations, as illustrated on Attachment #7. The removal of the half-storey from the original proposal and the redesign of the building architecture to a flat-roof design would be compatible with the surrounding area, which is predominately 2-storeys, and would provide an acceptable building form transition from the Jane Street corridor. The proposed units do offer basement areas.

d) Density

The Owner advised that the new Vaughan Official Plan 2010 (although not in effect) permits a maximum floor space index of 2.0 with a maximum building height of 6 storeys. The Owner is proposing a floor space index of 0.4 with 3 storeys, and therefore, is in keeping with existing development in the area.

e) Tenure

The Owner advised that the tenure will be a standard condominium, which would have a greater propensity of eliciting pride of ownership with respect to maintenance and represent a positive contribution to the surrounding community. Furthermore, snow removal will be by private contractor and will be stored on the subject lands in designated snow storage areas (minimum 2% of the lot area). In response to the community's concern over increased pedestrian and vehicular presence and pedestrian cut-through traffic from local schools, the policing of trespassers will be monitored by the development's future condominium corporation.

Purpose

The Owner has submitted the following applications for the subject lands shown on Attachments #1 and #2:

1. Official Plan Amendment File OP.09.008, specifically to amend OPA #350 (Maple Community Plan), as amended by OPA #513, to redesignate the subject lands from "General Commercial Area" to "Medium Density Residential Area" and to permit an increase in density as follows:

Table 1: Official Plan Amendment File OP.09.008		
	Official Plan Policy (OPA #350, as amended)	Proposed Amendment to OPA #350, as amended
a.	The net density in a Medium Density Residential Area shall be a minimum of 30 units per hectare and a maximum of 60 units per hectare (31 to 61 units).	The maximum permitted density in a Medium Density Residential Area shall be 93.2 units per hectare (95 units).

2. Zoning By-law Amendment File Z.09.040, specifically to amend Zoning By-law 1-88, to rezone the subject lands from C2(H) General Commercial Zone with the Holding Symbol "(H)" to RM2 Multiple Residential Zone, and to permit the site-specific zoning exceptions identified in Table 2 of this report.
3. Site Development File DA.11.075 to facilitate the development of the subject lands with 95 residential stacked townhouse dwelling units within five, 3-storey stacked townhouse blocks, as shown on Attachment #4, comprised of the following:
 - a) site area of 1.02 ha;
 - b) total gross floor area of 9,692m²;
 - c) lot coverage of 39.5 %;
 - d) a total of 111 parking spaces (including 1 barrier-free space); and,
 - e) total landscape area of 29%.

Background - Analysis and Options

The Official Plan and Zoning By-law Amendment Files OP.09.008 and Z.09.040 were submitted on December 4, 2009. The original development proposal shown on Attachment #3, was for 93 residential stacked townhouse units, with a net residential density of 91.2 units per hectare. The applications were considered at the February 23, 2010 Public Hearing with a resolution that a Ward 1 Community meeting be held with the applicant, residents and City Staff to discuss the proposal. The Ward 1 Community meeting was held on January 19, 2011.

On August 16, 2011, Site Development File DA.11.075 was submitted in response to the comments received at the Ward 1 Community meeting. The Owner now proposes 95 residential stacked townhouse units, with a net residential density of 93.2 units per hectare, as shown on Attachment #4.

Location

The relatively flat, 1.02 ha, L-shaped property, shown on Attachments #1 and #2, is located on the east side of Jane Street, between Rutherford Road and Major Mackenzie Drive, City of Vaughan. The property is considered a through lot with frontages along Kayla Crescent

(approximately 150m), Via Lanciano (approximately 30m), and Jane Street (approximately 130m). The subject lands are vacant.

Land Use Policies/Planning Considerations:

The Development Planning Department has reviewed the Official Plan Amendment Application to redesignate and permit increased density on the subject lands, in light of the following land use policies:

a) Provincial Policy Statement (PPS)

The PPS provides broad based policy direction on matters of Provincial interest related to land use planning and development. The PPS also promotes cost-effective development standards to minimize land consumption and servicing costs and public transit supportive developments. It supports and encourages residential intensification to accommodate an appropriate range and mix of housing and densities that make more efficient use of land and public infrastructure. The development of the property for residential stacked townhouses will provide additional accommodation choices while utilizing the existing municipal infrastructure efficiently through compact form and densities, and will ensure the surrounding environmental features are protected and enhanced. As a result, the proposed development conforms to the goals, objectives and policies of the PPS.

b) Provincial Growth Plan - Places to Grow

The policies of the Growth Plan are intended to guide the development of land in the Greater Golden Horseshoe; encourage compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and, direct growth to settlement areas that offer municipal water and wastewater systems. Moreover, the Growth Plan outlines opportunities to make better use of land and infrastructure by directing growth to existing urban areas, stating in part:

"This Plan envisages increasing intensification of the existing built-up areas, with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields."

The Growth Plan states that a focus for transit and infrastructure investments to support future growth can be provided by concentrating new development in these areas.

The proposed 95 residential stacked townhouse units are supported by municipal water and wastewater systems, and would provide an alternative housing form that maximizes the use of land. The proposed development achieves the goals of the Growth Plan.

c) Region of York Official Plan

The Region of York Official Plan designates the subject lands "Urban Area". The subject lands are located on the Jane Street corridor, and offer an alternative housing form (stacked townhouses) in close proximity to mixed use developments and public transit. On February 23, 2010, the Region of York exempted Official Plan Amendment File OP.09.008 (Arvit Investments Inc. (Mosaik Homes)) from approval by Regional Planning Committee and Council. As a result, the City of Vaughan Council will be the approval authority for File OP.09.008.

The Regional Plan encourages within urban areas a broad range of housing types within efficient and mixed use compact communities at an overall transit-supportive density. The range of housing includes different forms, types and tenures to satisfy the needs of the Region's residents. The Regional Plan identifies that the housing stock in the Region

is primarily detached units. The housing market is faced with demands for a broader variety of housing forms to meet the needs of different households.

The Regional Plan further encourages pedestrian scales, safety, comfort and mobility, the enrichment of the existing area with an attractive building, landscaping and public streetscapes. The proposed development and the associated amenity areas enhance the streetscape. Furthermore, the Regional Plan recognizes that there is a strong relationship between transportation and urban form. A compact urban form encourages and supports a higher level of transit services while helping to reduce the overall parking demand and trip length required for work, shopping, school, and other destinations. The proposed development is consistent with the Regional Official Plan policies.

d) City of Vaughan Official Plan

The subject lands are designated "General Commercial Area" by OPA #350 (Maple Community Plan) as amended by OPA #513 (Maple West Area), the current in-effect Official Plan for these lands. The proposal for residential stacked townhouses does not conform to the Official Plan, which permits general commercial uses, excluding a supermarket or food store, and retail stores devoted to the sale of food exceeding 418m². In light of the Provincial and Regional policies encouraging intensification and providing a mix of housing types in the community, the Official Plan Amendment can be supported.

e) Vaughan Official Plan (VOP) 2010

The subject lands are designated "Mid-Rise Mixed-Use" by the new City of Vaughan Official Plan 2010 (VOP 2010), which was adopted by Vaughan Council on September 7, 2010 (as modified on September 27, 2011), and requires Region of York approval. VOP 2010 limits the building height on the subject lands to 6 storeys with a maximum floor space index (FSI) of 2.0. The Owner proposes 3 storeys and approximately 0.39 FSI. The proposed height and FSI of the development proposal is well below the maximum limits set out in VOP 2010. The "Mid-Rise Mixed-Use" designation sets out policies that provide for a mix of residential, retail, community and institutional uses. The property is located along an Intensification Corridor (Jane Street) where there are existing commercial and retail units along with mixed-use residential that includes ground floor commercial units. The area is characterized as being saturated with commercial and mixed-use units. Therefore, the Owner proposes only residential uses on the property, which is supported by the Development Planning Department, given the local area context. The development proposal conforms to VOP 2010, with the exception of the proposed single use (residential).

Should Vaughan Council approve the subject Official Plan Amendment, the Region of York is requested to modify the City of Vaughan Official Plan 2010 to facilitate a site-specific policy on the subject lands designated "Mid-Rise Mixed-Use" to permit only residential uses (95 stacked townhouses units) and no commercial uses. A condition to this effect has been included in the recommendation of this report.

Zoning

The subject lands are zoned C2(H) General Commercial Zone with the Holding Symbol "(H)" by Zoning By-law 1-88, which does not permit the proposed residential stacked townhouse development. The Owner submitted Zoning By-law Amendment File Z.09.040 to rezone the subject lands to RM2 Multiple Residential Zone, and to permit the necessary zoning exceptions noted in Table 2 below to implement the development proposal shown on Attachments #4, #5 and #7.

The property is defined as a through lot by Zoning By-law 1-88. The Owner has requested that Kayla Crescent be deemed the front lot line for the purposes of determining the zoning exceptions for Yard requirements noted below:

Table 2: Zoning By-law Amendment File Z.09.040			
	By-law Standard	By-law 1-88 RM2 Zone Requirements	Proposed Exceptions to RM2 Zone
a)	Minimum Lot Area	230m ² / unit	102m ² / unit
b)	Minimum Front Yard Setback (Kayla Crescent)	4.5m	2.4m
c)	Minimum Rear Yard Setback (Jane Street)	4.5m	3.7m
d)	Minimum Exterior Side Yard Setback (Via Lanciano)	4.5m	3.4m
e)	Minimum Landscape Strip Width	6.0m	2.4m along Kayla Crescent; 3.7m along Jane Street; 3.4m along Via Lanciano
f)	Minimum Parking Requirement	95 units @ 1.75 spaces / unit (including 0.25 spaces/unit for visitor parking) = 167	95 units @ 1.16 spaces/unit (including 0.36 spaces / unit for visitor parking) = 111
g)	Maximum Building Height	11.0m	Block 1 = 11.5m Block 2 = 11.9m Block 3 = 11.5m Block 4 = 11.7m Block 5 = 11.6m
h)	Minimum Amenity Area	90 m ² and 55m ² for three and two bedroom dwelling units respectively (total = 5,225m ²)	8m ² per dwelling unit (total = 779 m ²)
i)	Minimum Landscape Strip Width around the periphery of an Outdoor Parking Area	3.0m	2.6m along the north property line; 2.0m along the south property line

Table 2: Zoning By-law Amendment File Z.09.040

	By-law Standard	By-law 1-88 RM2 Zone Requirements	Proposed Exceptions to RM2 Zone
j)	Screening of an Outdoor Parking Area from the Street and Any Adjacent Premises	Screening to consist of Landscaped Earthen Berm or Evergreen Hedgerow	Screening shall be provided by landscaping

The Owner proposes to reduce the minimum lot area requirement from 230m²/unit to 102m²/unit. The required minimum lot area would yield 44 units on the subject lands (10,208 m² lot area ÷ 230m²/unit). The reduced lot area yields 95 residential units, which is a 53% increase. The increased number of units are supported by the policies and principles of the PPS and the Growth Plan, and therefore, can be supported by the Development Planning Department.

The reduction of the minimum 4.5m setbacks from Kayla Crescent (front yard), Jane Street (rear yard), and Via Lanciano (exterior yard) to 2.4m, 3.7m and 3.4m, respectively, would assist in creating an urban transition between Jane Street and the existing residential area to the east. This reduction would also achieve an enhanced pedestrian interface between the stacked townhouse blocks and the surrounding streets.

The Owner has also requested reductions to the landscape strip widths along streetlines from a minimum of 6.0m to 2.4m (Kayla Crescent), 3.7m (Jane Street), and 3.4m (Via Lanciano). In addition, the Owner has requested reductions to the minimum landscape buffering required around the periphery of the surface parking area from 3.0m to 2.6m and 2.0m along the north and south property lines, respectively. The reduced landscape strip widths and buffering will create a transitional urban environment from Jane Street to Kayla Crescent.

It was identified in the February 23, 2010 Public Hearing report that in accordance with Section 5.1.1 a) of Zoning By-law 1-88, a 2.4m wide landscape strip is required on the commercial lands (CIBC Bank) to the immediate north, which abuts a Residential Zone (the subject lands). Upon further review respecting the 2.4m wide landscape strip requirement, the existing situation on the abutting commercial lands is deemed to be legal and non-conforming, as at the time of development approval for the bank, the Arvit property was zoned commercial, and therefore, no landscape strip was required on the bank site adjacent to the Arvit lands. As shown on Attachments #4 and #5, the Owner has proposed a 2.6m wide landscape strip on the subject lands, which is greater than 2.4m but still less than the required 3m for landscaping adjacent to a parking area, which can be supported by Development Planning Staff.

The proposed building height increase from 11m to heights ranging from 11.5m to 11.9m represents a height increase of 8%. The proposed building height increase is acceptable given that the zoning on the existing residential lots (east side of Kayla Crescent) permit a maximum building height of 11m. The minor increase represents a marginal height differential and a built form that is compatible with the existing surrounding residential area.

The proposed reduction in the minimum amenity area from 90m² and 55m² for 3 and 2-bedroom units (or 5,225m² total) respectively to 8m²/2-bedroom unit (or 779m² total) is significant and represents an 85% reduction. The amenity area requirement was designed for the passive enjoyment or active recreational needs of the residents. The Development Planning Department can support the reduction in minimum amenity space given that the location of the subject lands is within a Primary Intensification Corridor, and that the residents of this development will have access to an internal private playground on the subject lands, as well as, a local City park (West

Maple Creek Park) approximately 300m to the east, on Eddington Place. Though the definition of amenity space focuses on passive and active recreational activities, the development proposal is located nearby local plazas that cater to the daily needs of the residents.

The proposed exceptions to Zoning By-law 1-88 identified in Table 2 are required to implement the development proposal which will accommodate a compact built form and residential intensification and will create a transit supportive community, consistent with Provincial and Regional policy. Accordingly, the Development Planning Department can support the proposed zoning by-law exceptions. A discussion on the proposed parking reduction identified in Table 2 can be found below.

Parking

The Owner has submitted a parking study, dated December 16, 2011, by Read, Voorhees & Associates Limited in support of the applications. The study is in support of a parking standard reduction for the proposed development. Tables 3 and 4, respectively, show the required and proposed parking ratio for the subject lands. The required parking calculation is as follows:

Table 3: Required Parking			
	Parking Ratio	Parking Spaces	Total Parking Spaces
Vaughan Zoning By-law 1-88	1.5 spaces/unit, plus	= 143	167
	0.25 spaces/unit for visitors	= 24	

The City's Zoning By-law 1-88 requires on the subject lands a minimum of 167 parking spaces, of which 24 spaces are for visitor parking, based on a parking ratio of 1.5 spaces per unit and 0.25 spaces per unit for visitor parking spaces. The Owner is proposing a total of 114 parking spaces, including 19 visitor parking spaces, calculated as follows:

Table 4: Proposed Parking Ratio and Provided Parking			
	Parking Ratio	Parking Spaces	Total Parking Spaces
Proposed Parking Ratio	1.0 space/unit @ 95 units, plus	= 95	114
	0.2 spaces/unit @ 95 units for visitors	= 19	

The development proposal contains 95 units. The proposed parking on the site consists of 95 spaces for residents, and 19 spaces for visitors. This provides ratios of 1.0 space per unit for residents and 0.20 spaces per unit for visitors. The parking study concludes that the proposed parking supply would be sufficient for the development's specific requirements as this will meet the surveyed demand for stacked townhouses. This conclusion is substantiated by parking utilization surveys conducted by the traffic consultant on a similar existing development in another similar municipality (ie. Mississauga). As a result, the Vaughan Development/Transportation Engineering Department has reviewed the parking study and concurs with the findings and supports the parking supply reduction.

Site Plan and Access

The original conceptual site plan shown on Attachment #3 included 93 residential stacked townhouse units with two driveway accesses; one from Via Lanciano, and one from Kayla Crescent, and no access from Jane Street. As a result of comments received at the Public Hearing and the Ward 1 Community Meeting, the Owner has revised their conceptual site plan and proposed a new site plan through Site Development File DA.11.075, as shown on Attachment #4.

The proposed site plan shows ninety-one 2-bedroom and four 3-bedroom stacked townhouse units (95 units total). Vehicular access to the site is from a 6.0m wide driveway on Via Lanciano and a 7.0m wide driveway on Jane Street (right-in and right-out only). A central visitor parking area provides 40 surface parking spaces of which 19 are allocated for visitor parking. The remainder of the 74 parking spaces is accessed from the respective garages.

The proposal includes two pedestrian connections to Jane Street for permeability into and through the site and access to public transit (central and south) as shown on Attachment #4. The southerly pedestrian connection would provide a direct and early opportunity to encourage pedestrian traffic, particularly from the local high school, to Jane Street, which would help address the surrounding residents' concerns raised at the Ward 1 Community Meeting.

An outdoor playground is located in the north area of the subject lands with access to Kayla Crescent. The pavement treatment at the bend of the internal driveway will be coloured pattern concrete, as identified on Attachment #4, which would provide a visual safety cue for motorists to slow down as they approach the playground area. The final colour of the pattern concrete will be to the satisfaction of the Development Planning Department, as noted in the recommendation section of this report. A 1.0m wide pedestrian walkway of the same coloured pattern concrete material is proposed to direct pedestrians along the sides of the internal driveway, thereby creating a stronger and safer pedestrian realm.

A central mailbox area is located along the north property line along with 4 bicycle racks in support of other modes of transportation, as shown on Attachment #4. The central mailbox must comply with the standards set out by the Canada Post Corporation. A condition to this effect is included in the recommendation of this report.

The garbage and recycling pick-up is private and will be stored within the individual residential units. A 3m by 3m garbage room, which will house the residents' larger recycling, is proposed along the north side of the property and has been designed as part of Block 5 (Attachment #4), and is consistent with the architectural style of the development. The private garbage pick-up will be from the rear lane of the units. Snow will be plowed by a private contractor and stored on site.

Landscape Plan

The landscape plan shown on Attachment #5, consists of a mix of coniferous and deciduous trees, ground plantings, and hard landscaping. The central landscaped area includes pedestrian connections and permeable paver walkways. The individual patios and balconies, and the private playground are amenity features that benefit the residents of the proposed development.

The Maple Community Plan requires that development applications have regard for specific sections of the Maple Streetscape and Urban Design Guidelines (MSUDG) to assess development proposals on corridors in Maple. The vision of the physical built form is implemented through the Maple Streetscape and Urban Design Guidelines (MSUDG). In this context, the Owner is required to incorporate the Maple Streetscape design elements into the development proposal, including, but not limited to, the Maple Streetscape acorn lighting, benches, and trash receptacles. The proposal includes 8 Maple Streetscape "Acorn" light standards along Jane Street, as shown on Attachment #5. The Site Plan Letter of Undertaking

will include a clause requiring the Owner to provide a one time payment to the City of Vaughan for the maintenance of the enhanced landscaping on the Regional Road right-of-way. The maintenance fee amount will be determined when the final landscape plan and landscape cost estimate are approved to the satisfaction of the Vaughan Development Planning Department. A condition to this effect has been included in the recommendation of this report.

Building Elevations

The original conceptual building elevations, shown on Attachment #6, were designed with a gable roof. The revised building elevations shown on Attachment #7, are designed with a predominately flat roof which is consistent with the existing buildings along Jane Street, and complimentary to the existing residential on the east side of Kayla Crescent.

The building materials include a contemporary blend of stone and brick veneer walls with accents of stucco. Balconies are accented with metal and glass railings. The townhouse blocks are 3-stories with alternating roof parapet heights to achieve articulated elevations. The Development Planning Department is satisfied with the proposed building elevations. The Owner must provide a materials board to the satisfaction of the Development Planning Department, as noted in the recommendation of this report.

Vaughan Development/Transportation Engineering Department

a) Servicing

On May 24, 2011, Vaughan Council approved a recommendation to reserve servicing capacity for 93 residential units for the subject development. The current development proposal is for 95 residential units and requires an additional two (2) units of servicing capacity. The Development/Transportation Engineering Department has no objections to providing capacity for the additional required units, which will be reconciled in the Servicing Capacity Allocation Strategy yearly update in Spring 2012.

Therefore, in accordance with the City's Servicing Capacity Distribution Protocol as adopted by Council on May 24, 2011, formal allocation of servicing capacity will be required by Council in conjunction with the approval of Site Development File DA.11.075. The resolution with respect to the allocation of sewage capacity has been included in the recommendation of this report.

The final site servicing and grading plan and the functional servicing report must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department.

b) Environmental Site Assessment (ESA)

The Phase 1 Environmental Site Assessment (ESA) Report has been reviewed by the Vaughan Development/Transportation Engineering Department. The Ontario Ministry of the Environment has given written notice, dated November 21, 2011, of receipt of the Record of Site Condition, under Confirmation Number 43010695.

c) Stormwater Management Report

The stormwater management report must be to the satisfaction of the Vaughan Development/Transportation Engineering Department. A condition respecting this matter has been included in the recommendation of this report.

d) Traffic Impact Study

In response to the concerns of community safety and traffic congestion by the local residents at the Public Hearing and Ward 1 Community meeting, the Owner submitted a Traffic Impact Study.

The Vaughan Development/Transportation Engineering Department has reviewed the study and concurs that though the traffic generated by the development proposal would be quite minor and will have a minor impact on the adjacent streets, further clarification is required including the following:

- i) The Owner is to clarify the 1% Growth Rate assumption to the Traffic Impact Study. The assumption, as identified by the Vaughan Development/Transportation Engineering Department, appears to be low for the area. However, the Vaughan Development/Transportation Engineering Department notes that the 1% Growth Rate assumption would be acceptable if York Region Transportation Services Department concurs with that assumption given that the development proposal is along a Regional road; and,
- ii) The Owner is to clarify that though a right-in and right-out driveway is proposed on Jane Street to the subject lands, the Synchro analysis provided with the Traffic Impact Study does not reflect the Jane Street driveway.

The final Traffic Impact Study, as modified to address the above minor issues, must be approved to the satisfaction of the Vaughan Development/Transportation Engineering Department and the Region of York Transportation Services Department. Conditions to this effect have been included in the recommendation of this report.

Relationship to Vaughan Vision 2020/Strategic Plan

This staff report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Manage Growth & Economic Well-being".

Regional Implications

The subject lands are located on Jane Street, which is a Regional Road. The Region of York is presently protecting for a 45m right-of-way for this section of Jane Street. As such, the municipal setback must be referenced from a point 22.5m from the centreline of construction of Jane Street. Access to Jane Street will be restricted to right-in and right-out movements only. The Owner is also required to extend the sidewalk along Jane Street in accordance with City standards. The Owner will be required to fulfill all requirements of the Region of York Transportation Services Department, including the execution of a Regional Site Plan Agreement.

Conclusion

The subject Official Plan Amendment File OP.09.008, Zoning By-law Amendment File Z.09.040 and Site Development File DA.11.075 have been reviewed in accordance with the Provincial Policy Statement, Places to Grow, the York Region Official Plan, OPA #350 (Maple Community Plan) as amended by OPA #513, Vaughan Official Plan 2010, By-law 1-88, comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development of 95 residential stacked townhouse units within five, 3-storey townhouse blocks (3,986m²) are appropriate and compatible with the existing uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of Official Plan Amendment File OP.09.008, Zoning By-law Amendment File Z.09.040, and Site Development File DA.11.075, subject to the conditions in this report.

Attachments

1. Context Location Map
2. Location Map
3. Original Conceptual Site Plan
4. Site Plan
5. Landscape Plan
6. Original Conceptual Front Elevations
7. Typical Building Elevations

Report prepared by:

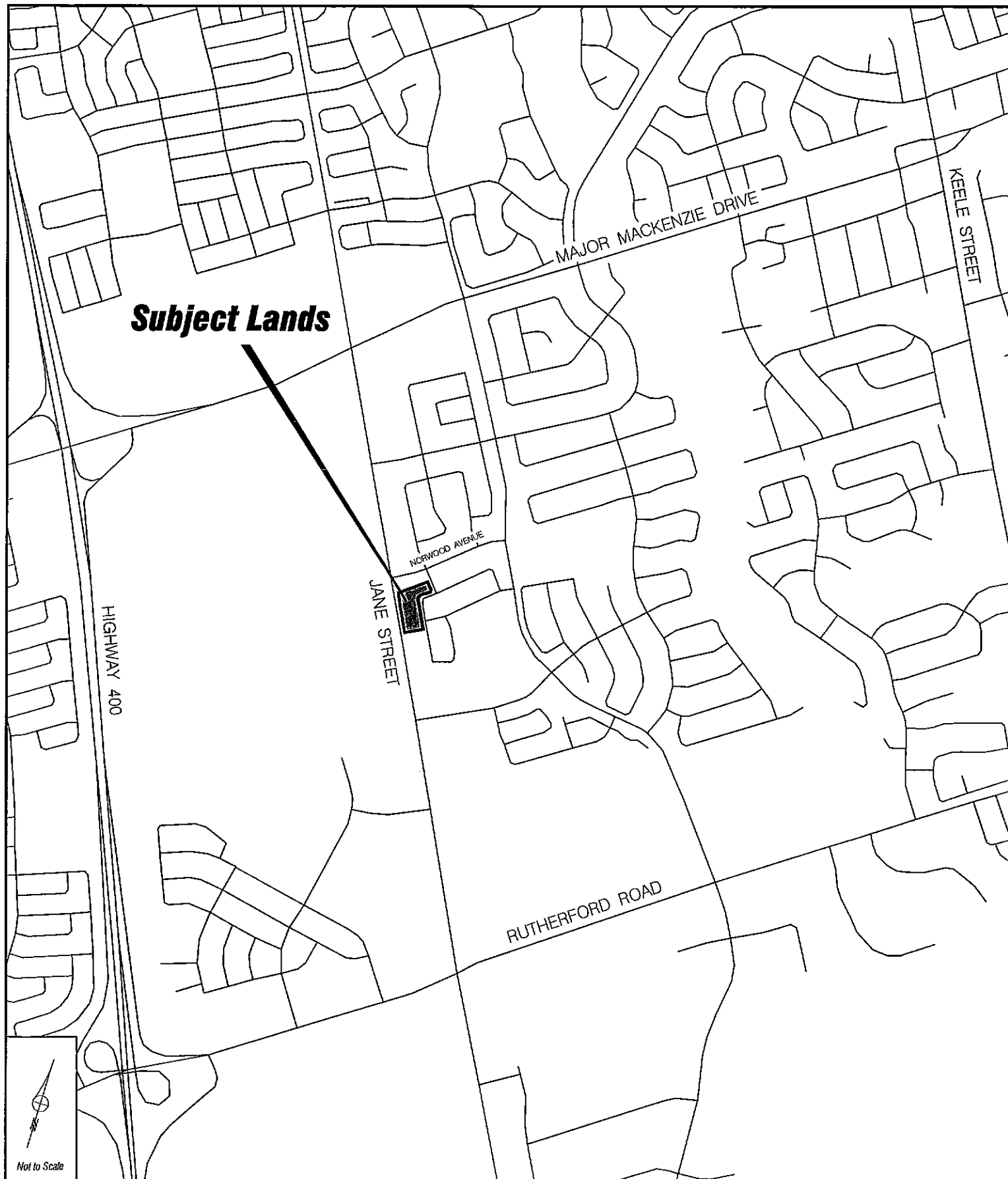
Stephen Lue, Planner, ext. 8210
Christina Napoli, Senior Planner, ext. 8483
Mauro Peverini, Manager of Development Planning, ext. 8407

Respectfully submitted,

JOHN MACKENZIE
Commissioner of Planning

GRANT UYEHAMA
Director of Development Planning

/CM



Context Location Map

LOCATION:
Part of Lot 19, Concession 4

APPLICANT:
Arvit Investments Inc. (Mosaik Homes)

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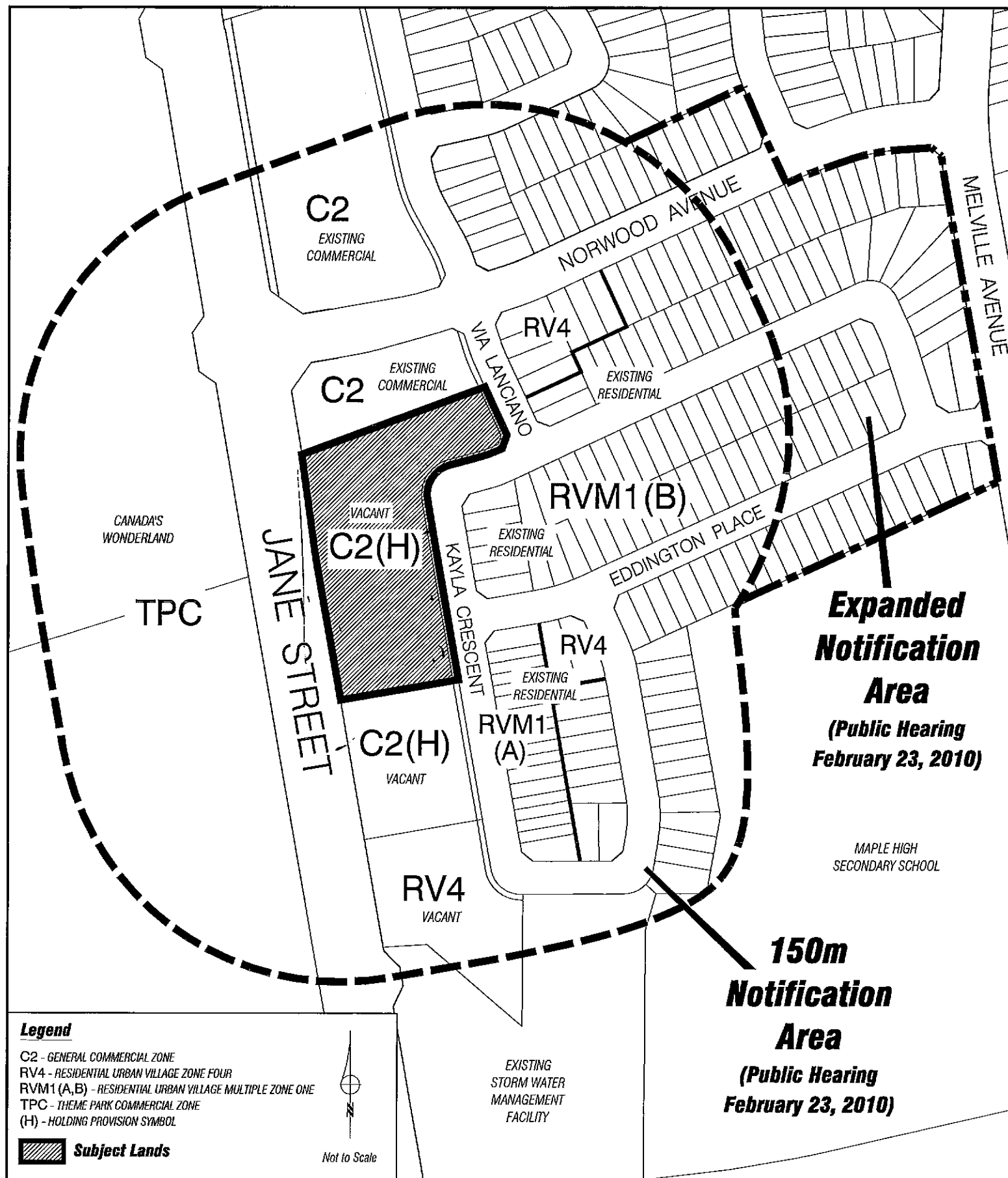
Development Planning Department

Attachment

FILES:
Z.09.040, OP.09.008, DA.11.075

DATE:
October 28, 2011

1



Location Map

LOCATION:
Part of Lot 19, Concession 4

APPLICANT:
Arvit Investments Inc. (Mosaik Homes)

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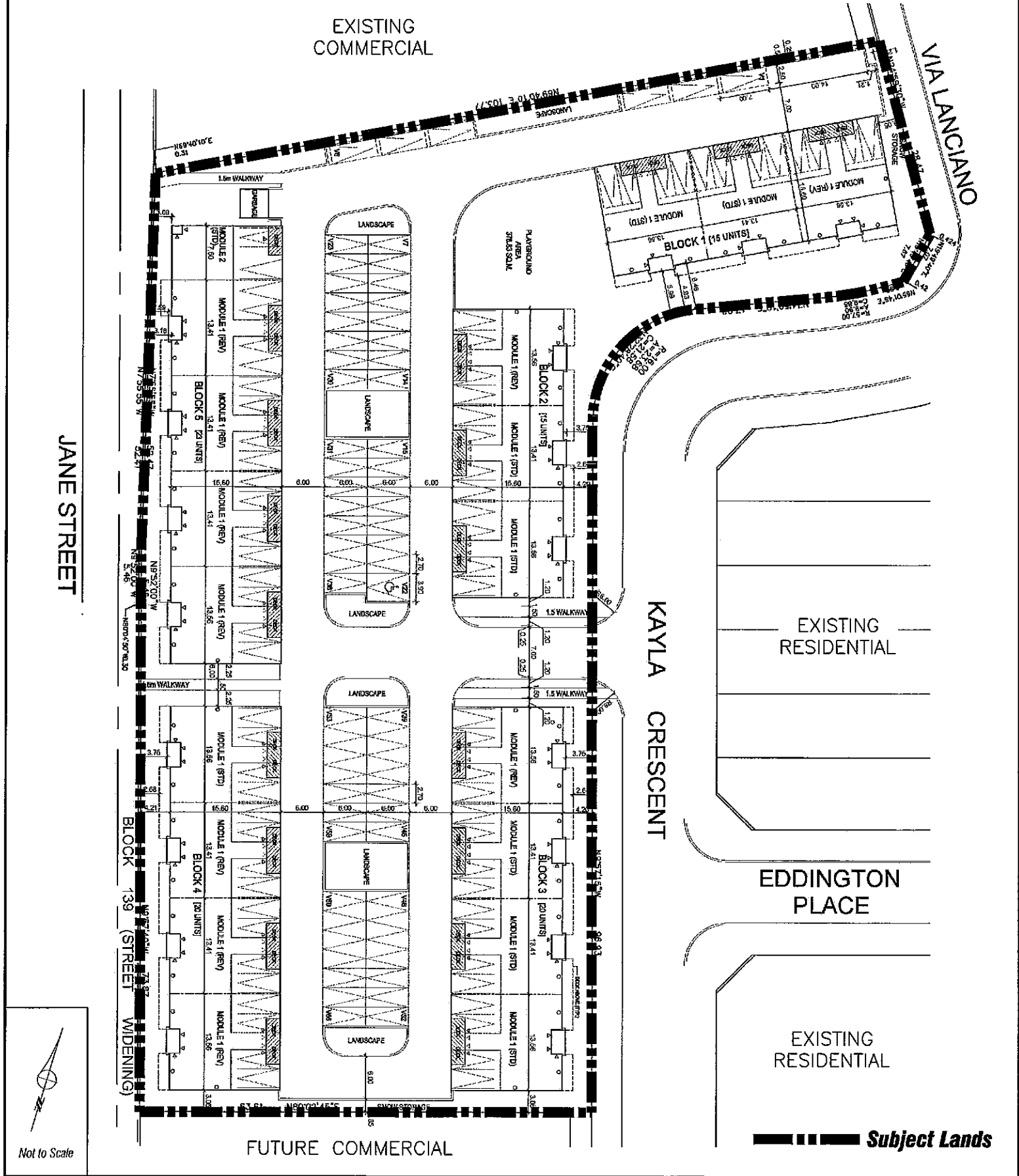
Development Planning Department

Attachment

FILES:
Z.09.040, OP.09.008, DA.11.075

DATE:
October 28, 2011

2



Original Conceptual Site Plan

LOCATION:
Part of Lot 19, Concession 4

APPLICANT:
Arvit Investments Inc. (Mosaik Homes)

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Development Planning Department

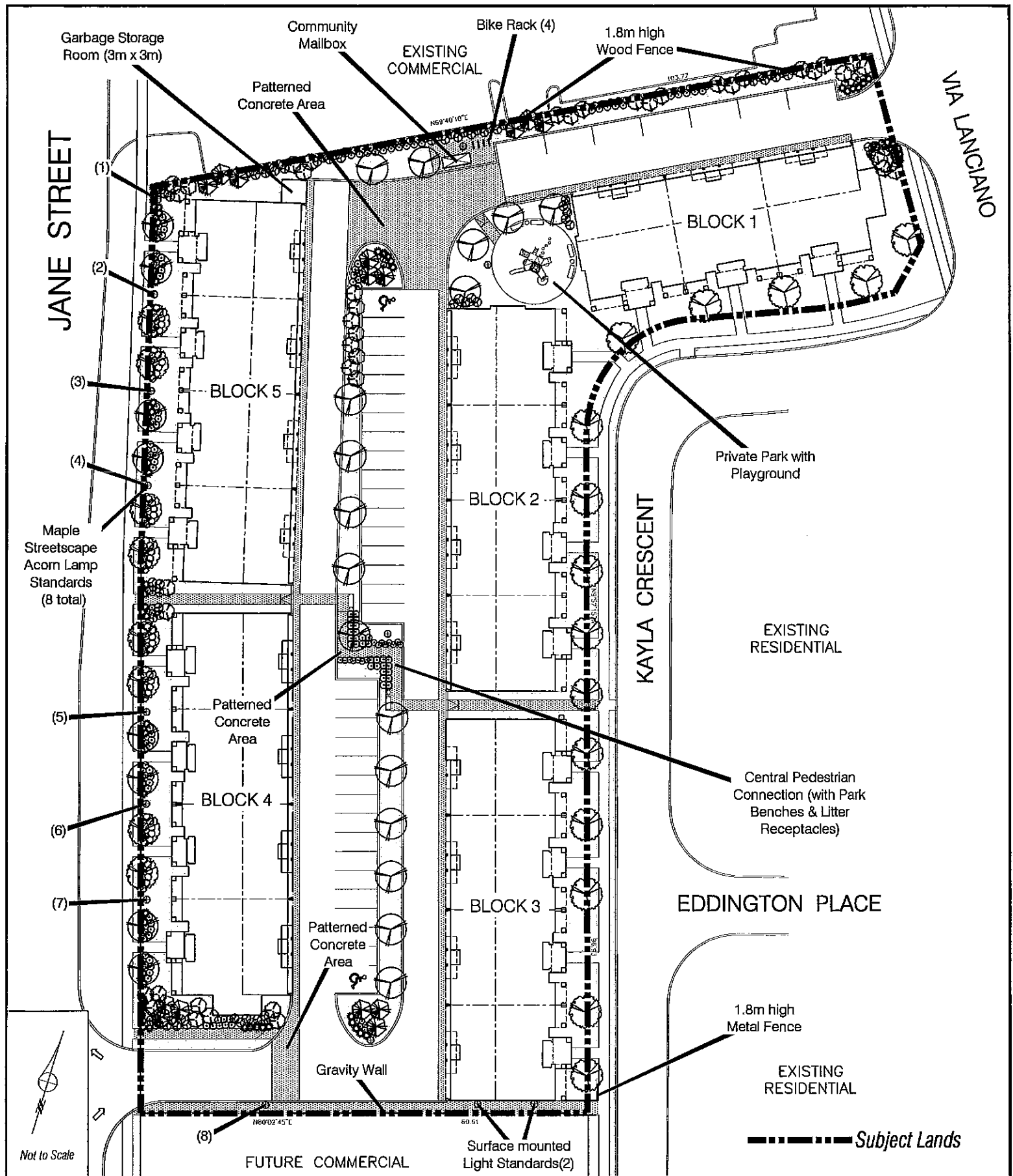
Attachment

FILES:
Z.09.040, OP.09.008, DA.11.075

DATE:
October 28, 2011

3

4



Landscape Plan

LOCATION:
Part of Lot 19, Concession 4

APPLICANT:
Arvit Investments Inc. (Mosaik Homes)

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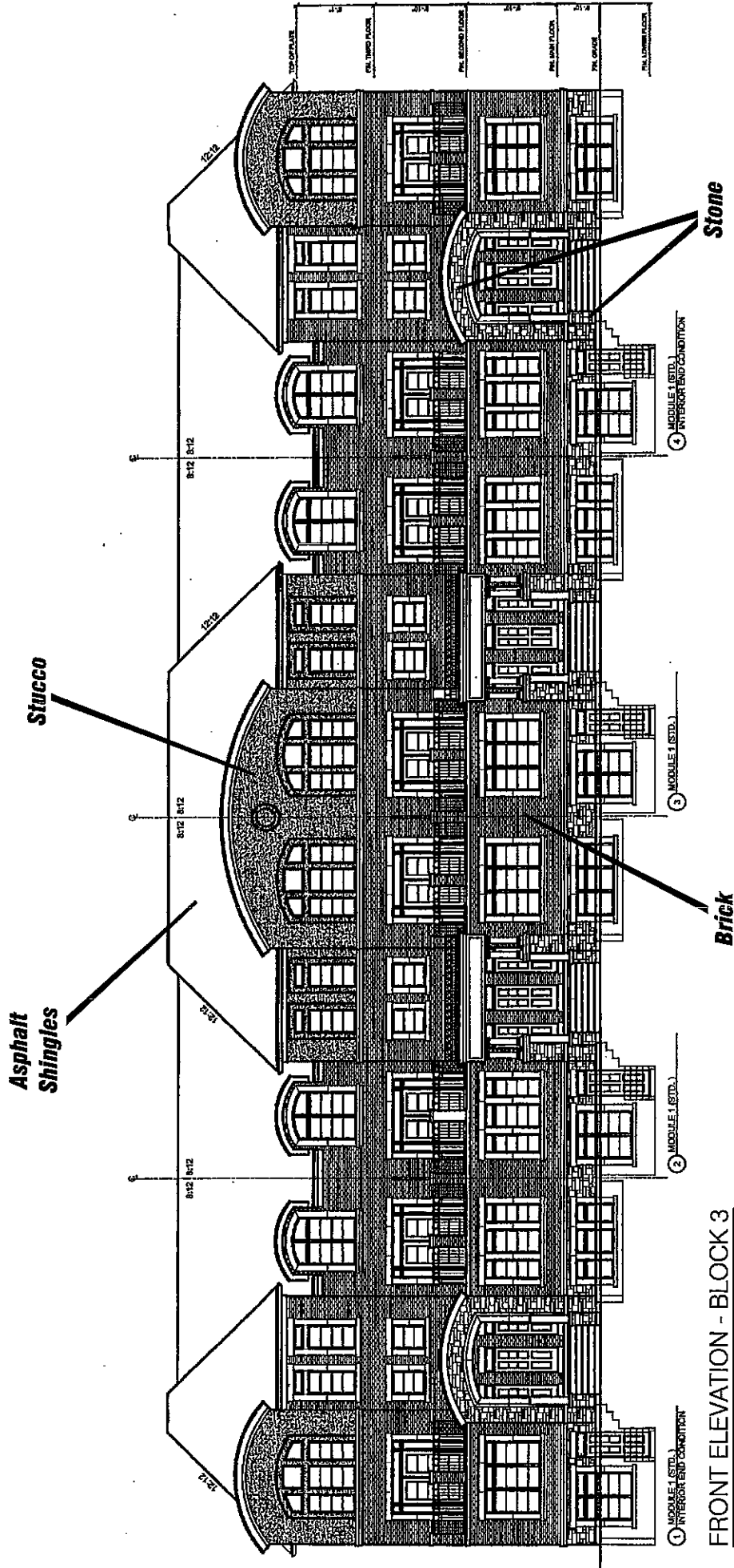
Development Planning Department

Attachment

FILES:
Z.09.040, OP.09.008, DA.11.075

DATE:
October 28, 2011

5



Not to Scale

Original Conceptual Front Elevation

LOCATION:
Part of Lot '19, Concession 4

APPLICANT:
Avit Investments Inc. (Mosaic Homes)
AVITV_ARCHITECTURE_2010-06-28_001.dwg



Development Planning Department

Attachment

FILE:
Z.09.040, OP.09.008, DA.11.075

DATE:
October 28, 2011

6

Stucco

Face Brick

**Metal and Glass
Railings**

Stone Veneer

**Stone
Surround**

**Stone
Header**

FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION

**Garage
Door**

SIDE ELEVATION

Not to Scale

Typical Building Elevations

LOCATION:
Part of Lot 19, Concession 4

APPLICANT:
Anvil Investments Inc. (Mosaik Homes)
14/07/11 ATTACHED VOLUME 03.02.04.14



Development Planning Department

Attachment

FILE:
Z.09.040, OP.09.008, DA.11.075

DATE:
October 28, 2011

7