



Staff Report for Council Meeting

Date of Meeting: December 8, 2021

Report Number: SRPI.21.122

Department: Planning and Infrastructure

Division: Development Planning

Subject: **SRPI.21.122 – Request for Approval – Zoning By-law Amendment Application – Sanaz Sharifi c/o Lulu Holdings Inc. – City File D02-18008 (Related File D06-20025)**

Owner:

Sanaz Sharifi c/o Lulu Holdings Inc.
36 Fairway Heights Drive
Vaughan, Ontario
L3T 3A8

Agent:

Weston Consulting
201 Millway Avenue, Suite 19
Vaughan, Ontario
L4K 5K8

Location:

Legal Description: Lot 1, Plan 65M-2366
Municipal Address: 227 Harding Boulevard West

Purpose:

A request for approval concerning a revised Zoning By-law Amendment application to permit a medium density residential development on the subject lands.

Recommendations:

- a) **That the revised Zoning By-law Amendment application submitted by Sanaz Sharifi c/o Lulu Holdings Inc. for lands known as Lot 1, Plan 65M-2366 (Municipal Address: 227 Harding Boulevard West), City File D02-18008, be approved, subject to the following:**

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- (i) that the subject lands be rezoned from “First Density Residential (RS1) Zone” to “First Density Residential Multiple (RM1) Zone” under By-law 181-81, as amended, and that the amending Zoning By-law establish site specific development standards as outlined in Staff Report SRPI.21.122;
 - (ii) that prior to the amending Zoning By-law being brought forward to a Council meeting for consideration and enactment, the applicant’s Site Plan application (City File D06-20025) be substantially completed to the satisfaction of the Commissioner of Planning and Infrastructure and confirmation be received that the applicant has registered restrictions over the subject lands under Section 118 of the *Land Titles Act*;
 - (iii) that pursuant to Section 34(17) of the *Planning Act*, Council deem that no further notice be required with respect to any necessary modifications to the draft Zoning By-law to implement the proposed development on the subject lands;
- b) That the authority to assign 11.39 persons equivalent of additional servicing allocation to the proposed development to be constructed on the subject lands be delegated to the Commissioner of Planning and Infrastructure subject to the criteria in the City’s Interim Growth Management Strategy, and that the assigned servicing allocation be released in accordance with the provisions of By-law 109-11; and,
- c) That all comments concerning the applicant’s related Site Plan application (City File D06-20025) be referred back to staff.

Contact Person:

Simone Fiore, Planner II – Subdivisions, phone number 905-771-2479 and/or
Denis Beaulieu, Manager of Development – Subdivisions, phone number 905-771-2540

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure

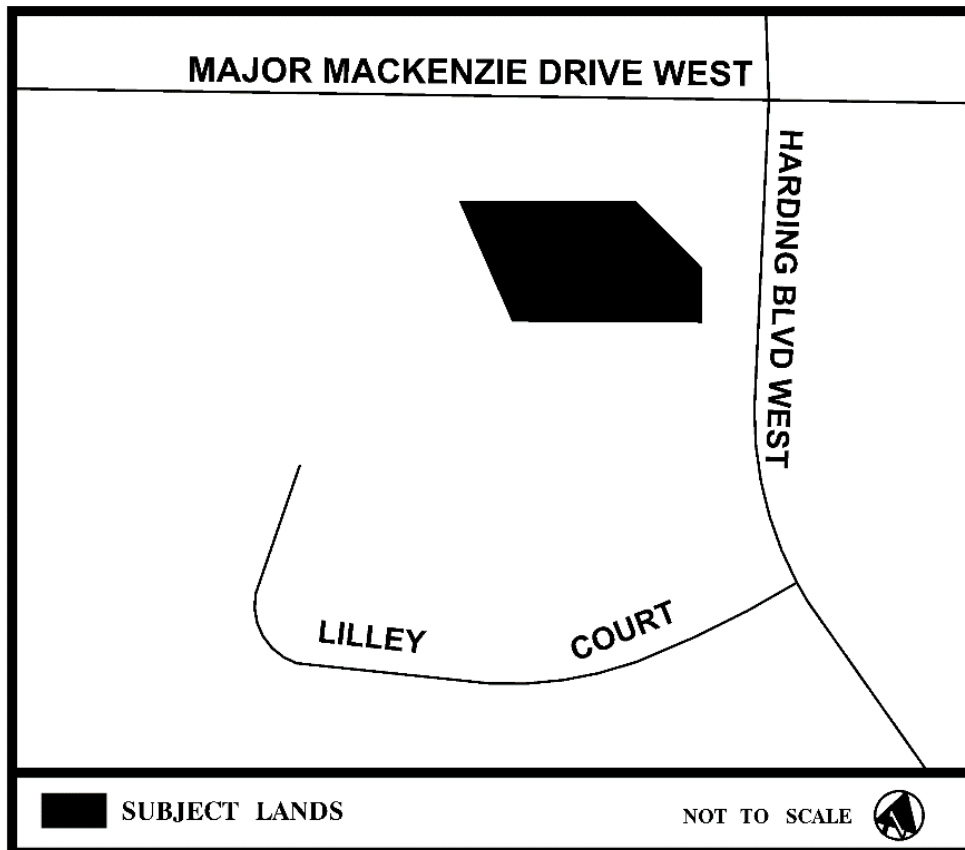
Approved by: Mary-Anne Dempster, City Manager

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), City Solicitor (as required), Commissioner, and City Manager. Details of the reports approval are attached.

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Location Map:

Below is a map displaying the property location. Should you require an alternative format call person listed under “Contact Person” above.



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Background:

The subject Zoning By-law Amendment application was considered at a statutory Council Public Meeting held on February 6, 2019 wherein Council received Staff Report SRPRS.19.006 for information purposes and referred all comments to staff for consideration (refer to Appendix “A”). Concerns with the applicant’s proposal were raised by both Council and the public pertaining to the proposed height and compatibility of the dwelling units, loss of privacy, potential traffic generation and the impact on drainage and runoff. These matters are discussed in the later sections of this report.

The applicant filed resubmissions of its Zoning By-law Amendment application, in addition to a Site Plan application (City File D06-20025) in June 2020 and June 2021, respectively, to address various technical and planning matters. At the time of writing this report, the review of the applicant’s development proposal has progressed to a point where staff is in a position to support the revised Zoning By-law Amendment application. A more detailed discussion of technical comments provided by circulated departments and agencies is outlined in the later sections of this report.

At its meeting held on September 22, 2021, Council considered Staff Report SRPI.21.083 with respect to a request to approve the applicant’s revised Zoning By-law Amendment application. Questions and concerns were raised by members of Council and the public with respect to matters including building height and stormwater management. The report was referred back to staff to address these issues (refer to Appendix “B”).

Accordingly, the purpose of this report is to respond to Council’s request for additional information, and to once again seek Council’s approval of the applicant’s Zoning By-law Amendment application to facilitate the construction of its revised development proposal on the subject lands.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located at the southwest corner of Harding Boulevard West and Major Mackenzie Drive West and have a total lot area of 0.121 hectares (0.299 acres). The lands currently contain one single detached dwelling that is proposed to be demolished as part of the proposed development. The lands abut Major Mackenzie Drive West to the north, Harding Boulevard to the east and existing low density residential uses to the south and west (refer to Map 1).

Revised Development Proposal

The applicant is seeking approval of its revised Zoning By-law Amendment application to permit the construction of a common element condominium development to be comprised of five townhouse dwelling units and a private lane on its land holdings.

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The proposed development contemplates a parking configuration consisting of two parking spaces per unit to be located within an integrated garage. In addition, two visitor parking spaces are proposed at-grade (refer to Maps 4 to 10).

The following is a summary of the pertinent statistics of the applicant's revised development proposal based on the plans and drawings submitted to the City:

- **Total Lot Area:** 0.12 hectares (0.3 acres)
- **Number of Units:** 5
- **Maximum Building Height:** 11.00 metres (36.09 feet)
- **Number of Storeys:** 4
- **Unit Widths:** 6.25 metres (20.51 feet) to 8.46 metres (27.76 feet)
- **Parking (Resident):** 10 spaces (2 spaces per unit)
- **Parking (Visitor):** 2 spaces (accessible spaces)
- **Proposed Density:** 41.67 units per hectare (16.7 units per acre)

The revised application does not result in a change to the proposed number of dwelling units but does incorporate a number of modifications including the following:

- a reduction in building height from 11.42 metres (37.47 feet) to 11.0 metres (36.09 feet);
- the proposed parallel parking spaces along the southerly property line have been removed;
- an increase to the width of the landscape buffer along the southerly property line from 1.5 metres (4.9 feet) to 3.0 metres (9.8 feet);
- an increase of the proposed westerly side yard setback from 1.5 metres (4.9 feet) to 3.0 metres (9.8 feet);
- a decrease of the proposed easterly side yard setback from 3.0 metres (9.8 feet) to 1.5 metres (4.9 feet);
- the removal of the proposed garbage enclosure at the southeast driveway entrance along Harding Boulevard West;
- the use of private waste collection, not municipal as originally contemplated;
- the redesign of the proposed private garages to allow for tandem parking; and,
- the modification of the proposed building facades (i.e. materials, colours and design).

The applicant has submitted a related Site Plan application that remains under review at the time of writing this report. In addition, draft Plan of Condominium, Part Lot Control Exemption and Street Naming applications will be required to facilitate the proposed common element condominium tenure, to establish the future parcels of tied land for this component of the development proposal, and to assign a street name for the proposed private street within the development.

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Planning Analysis:

City of Richmond Hill Official Plan

The subject lands are designated **Neighbourhood** in accordance with Schedule A2 - Land Use of the City's Official Plan (the "Plan") (refer to Map 2). Uses permitted within the **Neighbourhood** designation include primarily low density residential uses as well as medium density residential uses subject to specific policy criteria as defined in Chapter 4 of the Plan. In accordance with **Section 4.9.1.2**, medium density residential uses may be permitted on lands having frontage on an arterial street, such as Major Mackenzie Drive.

The **Neighbourhood** policies of the Plan stipulate a maximum building height of 4 storeys on an arterial street and a maximum site density of 50 units per hectare (20 units per acre) for medium density residential uses. The applicant's revised development proposal conforms with the maximum site density and building height policies of the Plan for lands within the **Neighbourhood** designation.

In accordance with **Section 4.9.2** of the Plan, development shall be compatible with the character of the adjacent and surrounding areas with respect to the predominant building forms and types, massing, general patterns of streets, blocks, and lots, landscaped areas and treatments, and the general pattern of yard setbacks. Staff has evaluated the applicant's revised development proposal in relation to the land use, design and compatibility policies of the Plan and is satisfied that the proposal has regard for, and is compatible with existing development in the area. In this regard, the Plan defines "compatible" as "***...land uses or development which are mutually tolerant of one another and capable of co-existing together in harmony in the same area.***"

Staff has evaluated the applicant's revised development proposal in relation to the land use, design and compatibility policies of the Plan and is satisfied that the proposal has regard for, and is compatible with existing development in the area. The test of compatibility under the Plan does not require that new development be exactly the same as what currently exists on adjacent lands. In this regard, the proposed development provides for a building type that is envisioned by the Plan along arterial streets, and is compatible with the various adjacent land uses adjacent to the subject lands, including low density residential, institutional and commercial uses.

Given all of the above, staff is of the opinion that the applicant's development proposal conforms with the applicable policies of the Plan.

Revised Zoning By-law Amendment Application

The subject lands are currently zoned "**First Density Residential (RS1) Zone**" under By-law 181-81, as amended, which permits single detached dwellings (refer to Map 3). However, the existing zone category would not permit the land uses contemplated by

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the applicant’s revised development proposal. Accordingly, the applicant is proposing to rezone the subject lands to “**First Density Residential Multiple (RM1) Zone**” under By-law 181-81, as amended, with site specific development standards to permit the proposed townhouse development.

The following table provides a general summary of the applicable development standards within the proposed zoning category under By-law 181-81, as amended, including site specific provisions proposed by the applicant highlighted in bold:

Development Standard	RM1 Zone Standards, By-law 181-81, as amended	Proposed Standards/Development
Minimum Lot Area (Interior)	180 square metres (1,937.5 square feet)	89.3 square metres (961.22 square feet)
Minimum Lot Area (End Unit)	216 square metres (2,325 square feet)	104.4 square metres (1,123.75 square feet)
Minimum Lot Area (Exterior)	242 square metres (2,604.87 square feet)	108.9 square metres (1,172.19 square feet)
Minimum Lot Frontage (Interior)	6.0 metres (19.69 feet)	6.25 metres (20.51 feet)
Minimum Lot Frontage (End Unit)	7.2 metres (23.62 feet)	8.46 metres (27.76 feet)
Minimum Lot Frontage (Exterior)	9.0 metres 29.53 feet)	7.9 metres (25.92 feet)
Minimum Front Yard	6.0 metres (19.69 feet) along Major Mackenzie Drive West	0 metres to POTL limit, 3.0 metres (9.84 feet) to Major Mackenzie Drive
Minimum Side Yard (End Unit)	1.2 metres (3.94 feet)	3.0 metres (9.84 feet)
Minimum Side Yard (Exterior)	3.0 metres (9.84 feet)	1.5 metres (4.92 feet)
Minimum Rear Yard	7.5 metres (24.61 feet)	0 metres to POTL limit and private lane, 8.5 metres (27.89 feet) to southerly lot line
Maximum Height	11.0 metres (36.09 feet)	11.0 metres (36.09 feet)
Maximum Lot Coverage	50%	100% within POTL limit, 40% over entire lot

In addition to the site specific provisions noted above, the applicant is seeking approval to amend the general provisions of By-law 181-81, as amended, pertaining to required parking, permitted uses and adding a definition of a “*rear lane townhouse dwelling*” in

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order to facilitate its specific development proposal. Additional details with respect to the requested site specific provisions can be found in the draft Zoning By-law attached to this report (refer to Appendix “B”).

Staff has undertaken a comprehensive review of the draft Zoning By-law Amendment provided by the applicant, including the requested site specific provisions and general provision amendments, and considers them to be appropriate in consideration of the overall design of the development proposal. More specifically, the proposed reduction in lot area is a reflection of the common element condominium form of townhouse development that did not exist when By-law 181-81 was created, and the reduction to the minimum lot frontage for the corner unit will not negatively impact the streetscape along Major Mackenzie Drive West.

With respect to the proposed development standards for maximum lot coverage, minimum front yard and minimum rear yard, staff note that the setbacks are to be measured from the proposed limits of the Parcels of Tied Land (POTL) to the dwelling units, and not from the existing property lines. Therefore, the proposed setbacks for the front and rear yards shall be nil from the building to the POTL boundary, which equates to a maximum lot coverage of 100% and nil front yard and rear yard setbacks.

With respect to the proposed front yard reduction, the policies of the Plan encourage grade-related residential units directly accessible from the public sidewalk in order to animate the street. While the main front wall of the dwelling units are proposed with a nil front yard setback to the proposed POTL boundary line, there will effectively be a 3 metre (9.84 feet) common element condominium landscape buffer measured from the main wall of the dwelling units to the proposed property line along Major Mackenzie Drive West. The proposed front yard reduction will bring the dwelling units closer to the public realm and assist in creating a safer, more animated streetscape along Major Mackenzie Drive.

The intent of a rear yard setback is to provide adequate amenity space, separation and privacy between dwelling units, both existing and proposed. Given the rear lane form of townhouse development being proposed by the applicant, the proposed units will not have their own private backyard/rear yard and therefore a nil rear yard setback has been requested. Staff do not have any concerns with the applicant’s request given that each unit will have its own rooftop amenity space and private terraces. Further, while the proposed setback is to be nil to the rear POTL property line for each dwelling unit, there will effectively be a 8.5 metre (27.89 feet) setback to the existing southerly property line which will contain the private laneway and a landscaped buffer. This exceeds the standard requirement of 7.5 metres (24.61 feet) in the by-law, and provides adequate buffering between the proposed townhouse units and the existing single detached dwelling to the south.

Lastly, the proposed reduction for the exterior side yard is a result of increasing the interior side yard to provide a greater separation distance to the existing dwelling to the

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west. Staff do not have a concern given the exterior yard provides a sufficient buffer to Harding Boulevard West and the interior side yard is increased to provide a larger separation distance.

Staff note that through completion of the Site Plan application and submission of a draft Plan of Condominium application, the POTL boundaries and development standards will be finalized. On the basis of the preceding, staff is of the opinion that the subject Zoning By-law Amendment application implements the overall development proposal, conforms to the Plan, and represents good planning. Should Council approve the development proposal, the final form of the by-law will be forwarded to Council for enactment at such time as the applicant finalizes the Site Plan application for its development.

Proposed Site Plan Application

The applicant has submitted a related Site Plan application (City File D06-20025) that is currently under review by City departments and external agencies. The submitted Site Plan contemplates the construction of a total of five dwelling units having frontage on Major Mackenzie Drive West and access via a proposed common element condominium private laneway off of Harding Boulevard West. Amenity space for each individual townhouse dwelling unit is to be provided through private rooftop terraces and balconies. The applicant's site design provides for a total of two dedicated visitor parking spaces.

As noted previously, the Site Plan application remains under review at this time as a number of technical matters still need to be addressed prior to final approval. Detailed comments must be addressed as part of a Site Plan application resubmission and prior to bringing forward the amending Zoning By-law to Council for consideration and passage.

Council and Public Comments:

The following is a summary of and response to the main comments and concerns raised by Council and the public through written correspondence, at the Council Public Meeting held on February 6, 2019 and the Council Meeting held on September 22, 2021:

- **Compatibility, Building Height and Privacy**

Concerns were raised with respect to the original proposed building height of 12.3 metres and 4 storeys. In this regard, the City's Official Plan permits a maximum building height of four storeys for lands on arterial streets such as Major Mackenzie Drive West. The applicant's proposal seeks to permit the construction of four storey dwelling units that will feature a ground floor which is to contain a double car garage, storage space and the mechanical equipment, and 3 storeys of enclosed livable space above. The applicant has revised its development proposal to reduce the proposed building height from 12.3 metres (40.35 feet) to 11.0 metres (36.09 feet),

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which complies with the maximum building height in the current **RS1 Zone** and the proposed **RM1 Zone** on the subject lands.

In addition to building height, concerns were raised with respect to compatibility and loss of privacy. As noted previously in this report, the test of compatibility under the Plan does not require that new development be the same as that which currently exists on adjacent lands. In this regard, the proposed development contemplates a use permitted by the Plan and is compatible with the various land uses in the existing area (institutional, commercial and residential). Further, staff is of the opinion that the proposed amenity areas and balconies are appropriate given the site design and context of the surrounding uses. Units 1 to 4 propose an amenity area off of the fourth storey (third storey of livable space) fronting Major Mackenzie Drive West and a balcony off of the third storey (second storey of livable space) in the rear.

Staff is of the opinion that the proposed amenity space and balconies for Units 1 to 4 will not create any negative impacts for the surrounding uses given the location of the amenity space and buffers provided. With respect to Unit 5, the amenity space is to be located at the rear of the third storey (second storey of livable space) instead. Staff support the location of the amenity space as it will assist in protecting the privacy of the existing residential uses in the adjacent area. Staff will continue to work with the applicant through the review of the Site Plan application to ensure that privacy screens are incorporated into the design of the amenity spaces where appropriate.

- **Traffic**

Concerns were raised with respect to the potential for the proposed development to result in increased traffic, particularly at the intersection of Major Mackenzie Drive West and Harding Boulevard West. In this regard, an Access Study and Scoped Traffic Study was submitted in support of the proposal which was reviewed by the City's Development Engineering – Transportation Section and York Region. In this regard, the proposed development is expected to generate a minimal number of trips during both peak and non-peak hours and will not contribute meaningfully to traffic at the Regional intersection or in the general area.

It is important to note that as part of the technical review of the related Site Plan application, staff is determining the appropriateness and feasibility of restricting vehicular turning movements at the proposed private driveway to right-in/right-out movements only. Further, City staff has been in contact with Regional Traffic Safety staff regarding local residents' traffic and pedestrian safety concerns. Regional staff are currently undertaking a review of the traffic operations and safety performance at this intersection. Any improvements or remedial measures necessary will be determined and considered based on the results of that review, and may be implemented through the Site Plan approval process and/or by York Region. Lastly,

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staff note that Regional Council has approved a school speed zone reduction from 60 to 40 km/h on Major Mackenzie Drive West which has now been implemented.

- **Stormwater Management**

Concerns were raised with respect to the proposed on-site stormwater management quality and quantity controls, as well as the overall stormwater management system for the broader area. In this regard, the subject lands are part of the original West Don Head Village subdivision and are located within the East Don River watershed. The West Don Head Village subdivision was designed and constructed with a comprehensive stormwater management approach, and both minor and major storm drainage associated with the subject lands is directed to Harding Boulevard West. In this regard, minor system drainage within Harding Boulevard West is captured and conveyed via a 300 mm diameter storm sewer, while major system flow is conveyed overland within Harding Boulevard West. Both the minor and major system site drainage, along with the balance of the subdivision storm drainage, are ultimately conveyed to a municipal storm outfall discharging into the East Don River. The storm outfall structure is located within the City-owned valleylands between the properties municipally known as 211 and 217 Harding Boulevard West (refer to Map 1).

The applicant has submitted a Functional Servicing and Stormwater Management Report that proposes to grade the subject lands to maintain the existing drainage pattern. With the exception of a small portion of the site along the Major Mackenzie Drive West frontage, all drainage will be captured and conveyed to an on-site stormwater management system. Underground storage chambers, in conjunction with an inlet control device, will be utilized to control the release of storm drainage to the municipal storm system at a rate below pre-development levels. In addition, the proposed rate of controlled discharge to the existing municipal storm system will not exceed the theoretical capacity of the sewers, based on rainfall intensity values for a 5-year return period, per City standards.

The Stormwater Management Planning and Design Manual prepared by the Ministry of the Environment, Conservation and Parks (March 2003) defines various levels of stormwater quality treatment to be implemented on sites under development. The criterion for quality is usually expressed in terms of the percentage of total suspended solids/sediment (TSS) which must be removed from stormwater to protect aquatic life. For the subject lands, the City requires that the stormwater quality control be designed to achieve “enhanced” protection level (Level 1 treatment) meeting a minimum 80% TSS removal. To satisfy the treatment requirements for the proposed development, an Oil Grit Separator (OGS) sized to achieve 90.7% TSS removal has been proposed for the development. In addition, with the implementation of the City’s Sustainability Performance Metrics program, new development projects are required to retain a minimum of 5 mm of rainfall depth on site, either through infiltration or re-use. The objective of this criteria is to capture and manage rainfall on site to preserve the hydrologic cycle, further enhance the water quality, and to prevent increased erosion and downstream flooding. The

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applicant is proposing to exceed this criteria through the installation of an underground chamber system dedicated to infiltration. The retention/infiltration portion of the underground chamber system is designed to retain in excess of 15 mm of rainfall.

All on-site stormwater management infrastructure will be maintained by the future Condominium Corporation, and those obligations will be captured in the Condominium Declaration to ensure that the maintenance obligations are transparent and are properly accounted for as part of the reserve fund requirements under the *Condominium Act*.

City staff and external agencies have reviewed the Functional Servicing and Stormwater Management Report prepared by Husson Engineering submitted in support of the proposed development which identifies existing municipal infrastructure servicing the site, assesses the existing system capacity, and addresses anticipated service demands imposed by the proposed development. Staff have accepted the initial capacity assessments presented in the report and are of the opinion that the report presents sufficient information to demonstrate that onsite controls are feasible and that storm discharge will be limited to pre-development levels.

Additionally, the report demonstrates conformity with the City's Official Plan through the proposed implementation of Low Impact Development (LID) techniques such as infiltration, permeable surfaces and at-source conveyance controls. A detailed review of the stormwater management scheme and servicing layout is currently being undertaken as part of the Site Plan application. In consideration of the preceding, staff have no concerns with the approval of the proposed Zoning By-law Amendment application at this time.

- **Drainage, Erosion and Runoff**

Concerns were raised with respect to existing erosion, drainage and grading issues within the East Don River corridor. In this regard, the City's Water Resources Section has advised that they are in the process of finalizing a Feasibility Study to determine the best means of rehabilitating the Don Head East stormwater management pond, addressing stream erosion sites and assessing maintenance improvements for the Pioneer Park stormwater management pond to the north. The study area of the Don Head East Pond and Valleyland Rehabilitation Feasibility Study is situated along the North Richvale Greenway system between Major Mackenzie Drive West and May Avenue. The Study will evaluate a range of alternatives to determine the best rehabilitation solution to improve water quality, reduce erosion and prevent flooding in the area.

The technical studies that were prepared for the Feasibility Study have determined that along this section of the East Don River there has been some erosion, debris jams and fish passage barrier risks. The Study has identified a recommended

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solution for the erosion issues and a valleyland restoration capital project to address this issue has been identified in the City's Capital Plan forecast. Based on the preceding, staff is satisfied that any erosion, drainage, and grading issues within the river valleyland corridor will be satisfactorily addressed through the ongoing Study and subsequent capital works that will be undertaken, and that the proposed development will not exacerbate the existing situation.

City Department and External Agency Comments:

All circulated City departments and external agencies have indicated no objections with respect to the proposed Zoning By-law Amendment application. Technical comments that need to be addressed through the Site Plan application process are summarized below.

Development Engineering Division

The City's Development Engineering Division has provided technical comments with respect to servicing, grading, erosion and sediment control, the submitted Functional Servicing and Stormwater Management Report, and transportation and traffic. Staff has also requested that the applicant submit a Construction Management Plan and a Hydrogeological Report for review and approval. At a minimum, the required Construction Management Plan shall illustrate access routes, construction parking, delivery schedule, location of site trailers, hoarding, and a dust and mud plan. The required Hydrogeological Report must demonstrate that water balance can be maintained in the future. The Site Plan application remains under review by Development Engineering staff at the time of writing of this report.

Park and Natural Heritage Planning Section

The City's Park and Natural Heritage Planning Section has provided detailed design comments with respect to revising the submitted Tree Inventory and Preservation Plan to ensure that the proposed tree protection barriers are located outside of the tree protection zones. Staff has also provided comments related to proposed tree species, required soil volumes, snow storage locations and tree removals.

Urban Design and Heritage Section

The City's Urban Design and Heritage Section has provided comments on the applicant's Site Plan application with respect to the proposed landscaping and the west side elevation. Specifically, staff are requesting that the applicant redesign the west elevation to demonstrate visual interest by using different exterior cladding materials and window openings at locations that will not impede the privacy of abutting dwellings.

Community Services Department

As noted previously in the report, the applicant has proposed a change to the method of waste collection for its development proposal. Originally, the applicant was proposing the use of a shared waste collection pad at the southeast corner of the subject lands

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where waste from each unit would be placed and collected using a cart system every collection day. Staff had concerns with this approach and worked extensively with the applicant to try to achieve compliance with the municipal waste standards detailed in the City of Richmond Hill Standards and Specifications Manual Division “J”, Waste Management Design and Collection Standards.

However, due to the size of the site and the required standards to accommodate turn around facilities for conventional waste collection vehicles, municipal waste collection vehicles will not be able to access, collect and exit the site in a safe manner in accordance with the City’s standards. In consideration of the preceding, the applicant has opted for private waste collection services. Further, staff advise that appropriate clauses will be required in the Site Plan Agreement and Condominium Declaration to ensure that residents are aware that waste collection is to be handled privately, that the site does not meet the criteria for municipal waste collection, and that the City will not assume responsibility for waste collection in the future.

Regional Municipality of York

The Regional Municipality of York has provided detailed Site Plan comments with respect to the requirement of a road widening along Major Mackenzie Drive West, a Phase 1 Environmental Site Assessment, and the submission of additional materials, including, but not limited to a draft Reference Plan, Dewatering Plan, Cross Section Plan, a Construction Management Report and Plans and a Traffic Management Plan. The applicant must address Landscape Plan redline comments. The Region has also requested to be a Party to the Site Plan Agreement and has advised that the applicant’s Site Plan application remains under review with the Region.

Development Planning Division

Planning staff has reviewed the applicant’s development proposal and has the following comments:

- the proposed development conforms with the applicable policies in the **Neighbourhood** designation of the Official Plan, including permitted land use, maximum building height and maximum density;
- staff supports the applicant’s proposed zoning provisions and finds them appropriate for the proposed development. The format and details of the site specific provisions will be refined through the finalization of the Site Plan process;
- as indicated in the earlier sections of this report, there are technical comments that must be addressed prior to the finalization of the related Site Plan application. In this regard, it is recommended that the Site Plan application process be substantially completed prior to the finalization and enactment of the amending Zoning By-law; and,
- the applicant will be required to submit draft Plan of Condominium, Part Lot Control Exemption, Private Street Naming and Municipal Addressing applications to facilitate the proposed residential development.

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Planning staff has undertaken a comprehensive review and analysis of the applicant's revised development proposal and finds that it has appropriate regard for and is consistent with the broader policy direction for this part of the City as outlined within the Plan. On this basis, it is recommended that the applicant's revised Zoning By-law Amendment application be approved by Council.

Interim Growth Management Strategy:

Council has approved and implemented a comprehensive strategy comprised of eight growth management criteria as a means of assessing and prioritizing development applications for the receipt of servicing allocation. The applicant has submitted a Sustainability Metrics Tool (the "Metrics") in support of its development proposal, demonstrating an overall "Application" score of 52, which achieves a "very good" score and meets the threshold score for Site Plan applications.

However, at the time of writing of this report, the applicant's Site Plan application and Metrics remain under review with respect to the feasibility and appropriateness of the proposed sustainability measures. In this regard, staff will continue to work with the applicant in meeting the City's minimum score requirements applicable to the subject development in order to enable the consideration of servicing allocation assignment in the future.

The subject lands are comprised of 1 existing single detached dwelling lot, resulting in a servicing allocation credit of 3.56 persons equivalent. In consideration of the fact that a total of 5 townhouse dwelling units are proposed to be constructed on the subject lands, an additional 11.39 persons equivalent of municipal servicing allocation will be required to facilitate the applicant's revised development proposal. In consideration of the preceding and in order to streamline the servicing allocation assignment process for the proposed development, staff recommends that Council delegate its authority to assign allocation to the Commissioner of Planning and Infrastructure.

Financial/Staffing/Other Implications:

The recommendations of this report do not have any financial, staffing or other implications.

Relationship to Council's Strategic Priorities 2020-2022:

The recommendations of this report are aligned with **Balancing Growth and Green** in recognizing the balance between economic development and environmental protection. The proposal also aligns with **Getting Around the City** by providing a housing development with a direct connection to an existing bus route, providing a range of transportation methods to get around the City. The proposal also aligns with a **Strong Sense of Belonging** by providing new housing in an established area of the City.

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Climate Change Considerations:

The proposed development considers climate change by utilizing existing residential properties and incorporating a more efficient use of land within an existing urban area.

Conclusion:

The applicant is seeking Council's approval of its revised Zoning By-law Amendment application to permit a residential development to be comprised of five townhouse dwelling units on its land holdings. Staff has undertaken a comprehensive review and evaluation of the applicant's revised development proposal and is of the opinion that the submitted application conforms with the applicable policies of the City's Official Plan, represents good planning and is considered to be appropriate for the development of the area in which the lands are located. On the basis of the preceding, staff recommends that Council approve the subject application in accordance with the direction outlined in this report.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. All attachments have been reviewed and made accessible. If you require an alternative format please call the contact person listed in this document.

- Appendix "A", Extract from Council Public Meeting C#04-19 held February 6, 2019
- Appendix "B", Extract from Council Meeting C#36-21 held September 22, 2021
- Appendix "C", Draft Zoning By-law
- Map 1, Aerial Photograph
- Map 2, Official Plan Designation
- Map 3, Existing Zoning
- Map 4, Proposed Site Plan
- Map 5, Proposed North Building Elevations
- Map 6, Proposed East Building Elevations
- Map 7, Proposed South Building Elevations
- Map 8, Proposed West Building Elevations
- Map 9, Proposed 3D Renderings South West View
- Map 10, Proposed 3D Renderings North West View

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Report Approval Details

Document Title:	SRPI.21.122 - Request for Approval - 227 Harding Blvd W.docx
Attachments:	<ul style="list-style-type: none">- Appendix A, CPM Extract.docx- Appendix B, Council Extract.docx- Appendix C, Draft Zoning By-law XX-21.docx- Appendix C, Draft Zoning By-law, Schedule A.docx- Map 1 - Aerial Photograph.docx- Map 2 - Official Plan Designation.docx- Map 3 - Existing Zoning.docx- Map 4 - Proposed Site Plan.docx- Map 5 - Proposed North Building Elevations.docx- Map 6 - Proposed East Building Elevations.docx- Map 7 - Proposed South Building Elevations.docx- Map 8 - Proposed West Building Elevations.docx- Map 9 - Proposed 3D Renderings South West View.docx- Map 10 - Proposed 3D Renderings North West View.docx
Final Approval Date:	Nov 24, 2021

This report and all of its attachments were approved and signed as outlined below:

Gus Galanis - Nov 17, 2021 - 4:38 PM

Kelvin Kwan - Nov 24, 2021 - 4:50 PM

MaryAnne Dempster - Nov 24, 2021 - 5:11 PM