



Staff Report for Council Meeting

Date of Meeting: December 7, 2022

Report Number: SRPI.22.116

Department: Planning and Infrastructure

Division: Development Planning

Subject: SRPI.22.116 – Request for Approval – Zoning By-law Amendment and Draft Plan of Subdivision Applications – Libang Developments Inc. – City Files D02-18015 and D03-18008

Owner:

Libang Developments Inc.
7100 Woodbine Avenue, Suite 111
Markham, ON L3R 5J2

Agent:

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

Location:

Legal Description: Part of Lots 125 and 126, and Lots 127 and 128, Plan 1960
Municipal Addresses: 159, 169, 177, 181 and 189 Carrville Road

Purpose:

A request for approval concerning revised Zoning By-law Amendment and draft Plan of Subdivision applications to permit the construction of a medium density residential development to be comprised of 32 townhouse and two (2) semi-detached dwelling units on the subject lands.

Recommendations:

- a) That the revised Zoning By-law Amendment and draft Plan of Subdivision applications submitted by Libang Developments Inc. for lands known as Part of Lots 125 and 126, and Lots 127 and 128, Plan 1960 (Municipal Addresses: 159, 169, 177, 181 and 189 Carrville Road), City Files D02-18015 and D03-18008, be approved, subject to the following:

Page 2

- (i) that the subject lands be rezoned from Third Density Residential – A (R3A) Zone under By-law 2523, as amended, to Multiple Family One (RM1) Zone under By-law 2523, as amended, and that the amending Zoning By-law establish site specific development standards as outlined in Staff Report SRPI.22.116;
 - (ii) that prior to the final amending Zoning By-law being brought forward to Council for consideration and enactment, the following take place:
 - a) that a Site Plan application be submitted and substantially completed to the satisfaction of the Commissioner of Planning and Infrastructure;
 - b) that confirmation be received that the applicant has registered restrictions over the subject lands under Section 118 of the *Land Titles Act*;
 - c) that the draft amending Zoning By-law as set out in Appendix “B” be finalized and updated to address the comments in Staff Report SRPI.22.116 to the satisfaction of the Commissioner of Planning and Infrastructure;
 - (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 amending Zoning By-law to implement the proposed development on the subject lands;
 - (iv) that the Plan of Subdivision as depicted on Map 5 to Staff Report SRPI.22.116 be draft approved, subject to the conditions of draft approval as set out in Appendix “C”;
 - (v) that prior to draft approval being granted, the applicant pay the applicable processing fee in accordance with the City’s Tariff of Fees By-law 68-21, as amended;
- b) That the authority to assign 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 City’s Interim Growth Management Strategy, and that the assigned servicing allocation be released in accordance with By-law 109-11, as amended; and,
- c) That staff be directed to bring forward a site specific exception to the City’s Disabled Parking By-law 10-04 (Chapter 1106 of the Municipal Code) to a future Council Meeting as outlined in Staff Report SRPI.22.116.

Page 3

Contact Person:

Leigh Ann Penner, Senior Planner – Subdivisions, phone number 905-771-2462 and/or
Denis Beaulieu, Manager of Development - Subdivisions, phone number 905-771-2540

Report Approval:

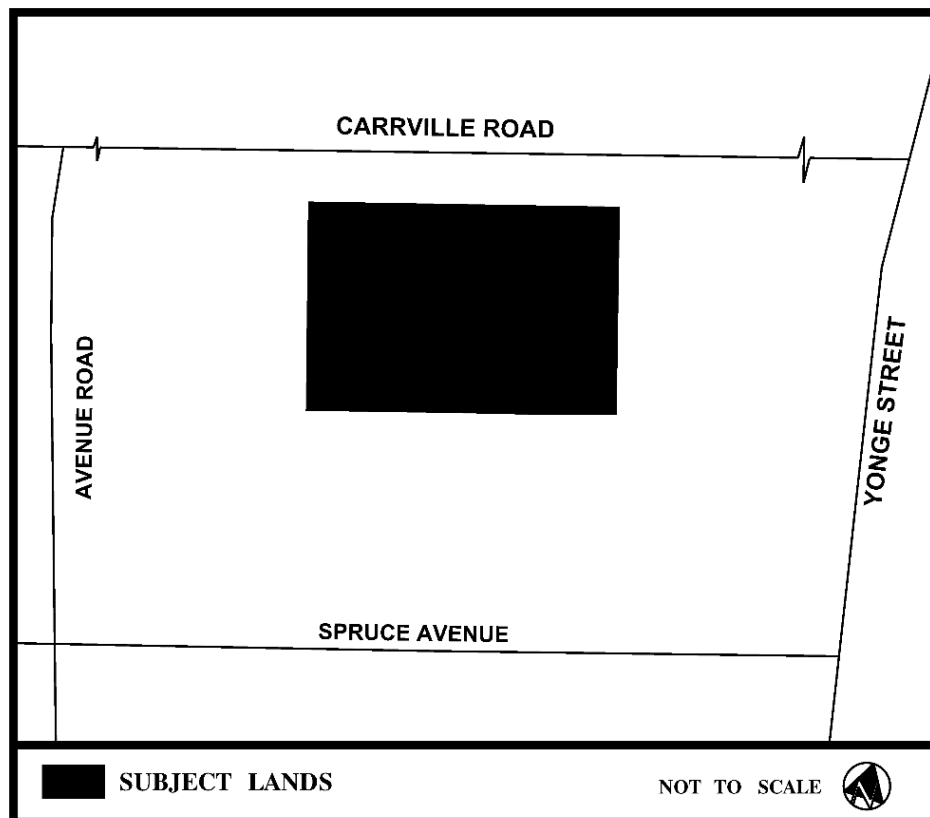
Submitted by: Kelvin Kwan, Commissioner of Planning and Infrastructure

Approved by: Darlene Joslin, Interim 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.

Location Map:

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



Page 4

Background:

The subject Zoning By-law Amendment and draft Plan of Subdivision applications were originally considered at a statutory Council Public Meeting held on September 23, 2020 wherein Council received Staff Report SRPRS.20.121 for information purposes and directed that all comments be referred back to staff for consideration (refer to Appendix “A”). Comments and concerns regarding the applicant’s development proposal were raised at the public meeting and in written correspondence with respect to building height, privacy and access for adjacent lands, which are discussed in detail in the later sections of this report.

The applicant filed revised submissions with the City in 2021 and 2022 in order to address various planning, site design and technical matters related to tree preservation, internal road alignment, grading and drainage. All comments from circulated City departments and external agencies as they relate to this stage of the approval process have now been satisfactorily addressed by the applicant. All remaining technical and design related comments will need to be addressed as part of a future Site Plan approval process. A more detailed discussion of these matters is contained in the later sections of this report.

Accordingly, the purpose of this report is to seek Council’s approval of the applicant’s revised Zoning By-law Amendment and draft Plan of Subdivision applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located on the south side of Carrville Road, west of Yonge Street. The lands have a total combined lot area of 0.809 hectares (2.0 acres) and a total combined lot frontage of 109.75 metres (360.07 feet) along Carrville Road. The land holding is comprised of five contiguous parcels, each of which presently support single detached dwellings that are to be demolished to facilitate the proposed development (refer to Map 1).

Adjacent and surrounding land uses include Carrville Road beyond which are townhouse dwellings and a Regional shopping centre (Hillcrest Mall) to the north and single detached dwellings to the south, east and west (refer to Map 1). It is noted that applications to permit a medium density residential development have been filed on lands municipally known as 211, 225 and 231 Carrville Road to the west of the subject lands (City Files D02-21024, SUB-21-0006 (D03-21006), D05-21006 and D06-21075), while applications to permit high density mixed-use residential/commercial developments have been filed on lands municipally known as 119 Carrville Road (City Files D01-17003, D02-17011 and D06-19015) and 39 to 97 Carrville Road (City Files D01-17001 and D02-17003) to the east of the subject lands (refer to Map 4).

Page 5

Revised Development Proposal

The applicant is seeking Council's approval of its revised development proposal to permit the construction of a medium density residential development to be comprised of 32 townhouse and two (2) semi-detached dwelling units on its land holding (refer to Maps 5, 7, and 9 to 15). The revised development proposal includes 11 dwelling units fronting onto Carrville Road and 23 dwelling units fronting onto an internal private driveway/lane with access from Carrville Road.

The applicant has submitted revised submissions to the City in response to comments provided by City departments and external agencies. In this regard, the applicant's original Site Plan and Building Elevations are appended as Maps 6 and 8 respectively, while the revised Site Plan and Building Elevations are appended as Maps 7 and 9 to 15 respectively. The revised development proposal maintains the same general overall design and layout as the original development proposal presented to Council in September 2020, but contains several revisions, as follows:

- the addition of a block for semi-detached dwellings along Carrville Road;
- a reduction in the total number of dwelling units from 36 to 34;
- a decrease in the proposed maximum building height from 14.32 metres (46.98 feet) to 12.0 metres (39.37 feet);
- a reduction in the townhouse unit widths in the interior of the site from 5.90 metres (19.36 feet) to 5.80 metres (19.03 feet);
- a reduction in the total number of visitor parking spaces from 10 (including two accessible spaces) to 5, including 1 accessible space;
- relocation of the visitor parking area from three separate areas to one consolidated area;
- an increase in the building setbacks along the southerly property limit adjacent to the existing residential lots along Spruce Avenue;
- a decrease in the building setbacks along the easterly and westerly property limits adjacent to the existing residential lots along Carrville Road;
- adjustments to the internal road network, including the addition of a continuous east-west private road to facilitate potential future pedestrian and vehicular interconnections with the adjoining lands to the east and west;
- the addition of a retaining wall along the westerly property limit and a portion of the southerly property limit, in addition to a wood privacy fence along the easterly, westerly and southerly property limits;
- the incorporation of a more modern (urban) design for the building elevations rather than a traditional design; and,
- refinements to the blocks within the draft Plan of Subdivision and Site Plan.

The following is a summary outlining the pertinent statistics of the applicant's revised development proposal based on the plans and drawings submitted to the City (refer to Maps 5, 7, and 9 to 15):

Page 6

- **Total Site Area:** 0.809 hectares (2.0 acres)
 - **Development Block:** 0.743 hectares (1.84 acres)
 - **Road Widening Block:** 0.066 hectares (0.16 acres)
- **Total Number of Blocks:** 5
- **Total Number of Units:** 34
 - **Rear Lane Townhouse:** 11
 - **Street Townhouse:** 21
 - **Semi-Detached:** 2
- **Dwelling Unit Widths:** 5.80 to 7.85 metres (19.03 to 25.75 feet)
- **Number of Storeys:** 3
- **Building Height (sloped roof):** 12.00 metres (39.37 feet)
- **Total Parking Spaces:** 95
 - **Residential:** 90
 - **Visitor:** 5 including 1 accessible space)
- **Bicycle Parking Spaces:** 4 (0.11 spaces per dwelling unit)
- **Density:** 42.03 units per hectare (17.0 units per acre)

The applicant had yet to file a Site Plan application in support of its development proposal at the time of writing this report. In addition, the submission and approval of draft Plan of Condominium, Part Lot Control Exemption and Private Street Naming applications will also be required in the future to facilitate the intended form of development and to implement common element condominium tenure. This includes establishing the future Parcels of Tied Land (POTLs).

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). In accordance with **Section 4.9.1.2**, medium density residential uses such as townhouses are permitted on lands fronting onto an arterial street such as Carrville Road at a maximum site density of 50 units per hectare (20 units per acre) and a maximum building height of 4 storeys. The subject development proposal contemplates a medium density residential development to be comprised of semi-detached and townhouse dwelling units with a gross density of 42.03 units per hectare (17.0 units per acre) and a building height of three storeys, all of which conform with the **Neighbourhood** policies of the Plan.

In accordance with **Chapter 4** of the Plan and Regionally-approved Official Plan Amendment (OPA) 18.4 (Neighbourhoods), a number of amendments to the Plan have been implemented, including updates to the **Neighbourhood** land use policies, **Priority Infill Areas**, **Medium Density Residential** policies, among other matters. The amendment implements several key directions identified in the Key Directions Report for the Richmond Hill Official Plan Update endorsed by Council on February 9, 2022.

Page 7

Section 4.9.2 of the Plan stipulates that development shall respect the character and distinguishing features of neighbourhoods and shall be context-sensitive and compatible with adjacent and surrounding areas with respect to the size and configuration of lots, massing, including consideration of height, scale, density and dwelling type(s) of nearby residential properties, setbacks of buildings from the street, patterns of front, rear and side yard setbacks and landscaped open space areas, and preservation of mature trees that contribute to the physical character of the neighbourhood. 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 and planned development in the area.

Policy 4.9.2.1 of the Plan stipulates that site design which would inhibit future infill development shall not be permitted. In the absence of a Council-approved Infill Study or Tertiary Plan within this area, the applicant has prepared a Neighbourhood Concept Plan (the "Concept Plan") which reflects the limits of the identified Priority Infill Area in the Plan in accordance with **Policy 4.9.1.1** and Appendix 9 (refer to Map 4). The Concept Plan demonstrates how the subject development proposal may integrate with existing, approved and proposed developments, including a conceptual redevelopment scheme of the adjacent lands along Carrville Road, outside of the **Yonge and Carrville/16th Key Development Area (KDA)**, in a comprehensive and logical manner based on the current policy framework. The Concept Plan also incorporates the existing road network, a proposed north-south public street to the east, and a proposed east-west private street as a continuation of the road pattern approved through the Goldenville Development Inc. applications (City Files D01-17001 and D02-17003). In this regard, the applicant's development proposal includes a private east-west interconnection to the adjacent properties to the east and west of the subject lands for the purpose of facilitating a future, continuous private road connections (refer to Maps 4 and 7).

Based on the preceding, staff is of the opinion that the applicant's revised development proposal conforms with the land use and design policies of the Plan.

Revised Zoning By-law Amendment Application

The subject lands are presently zoned **Third Density Residential - A (R3A) Zone** under By-law 2523, as amended, which permits single detached dwellings and home occupations (refer to Map 3). It should be noted that By-law 2523 does not include a zoning category that permits the proposed medium density residential uses as contemplated by the subject applications. Accordingly, the applicant is seeking Council's approval to rezone its land holding to **Multiple Family One (RM1) Zone** under By-law 2523, as amended, to add *Semi-Detached Dwelling*, *Street Townhouse Dwelling* and *Rear Lane Townhouse Dwelling* as permitted uses, and to establish site specific development standards to permit the construction of 34 dwelling units on the subject lands (refer to Appendix "B"). The following table provides a summary of the site specific development standards and general provisions proposed by the applicant:

Page 8

Development Standard Parcel 1 - Semi-Detached	Proposed RM1 Zone Standard (POTLs)
Minimum Lot Area	146.0 sq. metres (1,571.53 sq. feet)
Minimum Lot Frontage	6.30 metres (20.67 feet)
Minimum Front Yard	3.80 metres (12.47 feet) (1)(2)
Maximum Porch Encroachment into the Required Front Yard	1.50 metres (4.92 feet)
Minimum Exterior Side Yard	2.05 metres (6.73 feet)
Minimum Interior Side Yard	0.25 metres (0.82 feet) (3)
Minimum Rear Yard	6.0 metres (19.69 feet)
Maximum Encroachment of Porches, Decks and Balconies into Rear Yard	1.85 metres (6.07 feet)
Maximum Driveway Width	3.0 metres (9.84 feet)
Maximum Lot Coverage	53.0%
Maximum Building Height	12.0 metres (39.37 feet)
Maximum Number of Storeys	3
Minimum Parking Requirements	2.0 spaces per unit, plus 0.15 spaces per unit for visitor parking

- (1) A minimum of 10% of the area of the front yard shall be used for no other purpose than landscaping.
- (2) Steps may encroach into the minimum required front yard up to the front lot line.
- (3) The side lot line adjacent to the visitor parking area shall be an interior lot line.

Development Standard Parcel 2 - Townhouses	Proposed RM1 Zone Standard (POTLs)
Minimum Lot Area Interior Lot	128.0 sq. metres (1,377.83 sq. feet)
Minimum Lot Area Corner Lot	196.0 sq. metres (2,109.80 sq. feet)
Minimum Lot Frontage Interior Lot	6.10 metres (20.01 feet)
Minimum Lot Frontage Corner Lot	9.40 metres (30.84 feet)
Minimum Front Yard (Carrville Road)	3.05 metres (10.01 feet) (1)(2)
Maximum Porch Encroachment into the Required Front Yard	1.40 metres (4.59 feet)
Minimum Exterior Side Yard	0.65 metres (2.13 feet)
Minimum Interior Side Yard	1.55 metres (5.09 feet)
Minimum Rear Yard	5.80 metres (19.03 feet) (3)
Maximum Encroachment of Porches, Decks and Balconies into Rear Yard	2.80 metres (9.19 feet)
Maximum Driveway Width	6.10 metres (20.01 feet)
Maximum Lot Coverage	58.0%
Maximum Building Height	12.0 metres (39.37 feet)
Maximum Number of Storeys	3
Minimum Parking Requirements	2.0 parking spaces per unit, plus 0.15 spaces per unit for visitor parking

- (1) A minimum of 13% of the area of the front yard shall be used for no other purpose than landscaping.
- (2) Steps may encroach into the minimum required front yard up to the front lot line.
- (3) The minimum required rear yard for the westerly dwelling unit shall be 5.65 metres (18.54 feet).

Page 9

Development Standard Parcels 3 to 5 - Street Townhouses	Proposed RM1 Zone Standard (POTLs)
Minimum Lot Area Interior Lot	135 sq. metres (1,453.18 sq. feet) and 137 sq. metres (1,474.70 sq. feet)
Minimum Lot area Corner Lot	137 sq. metres (1,474.70 sq. feet) to 185 sq. metres (1,991.39 sq. feet)
Minimum Lot Frontage Interior Lot	5.80 metres (19.03 feet)
Minimum Lot Frontage Corner Lot	6.20 metres (20.34 feet) to 8.25 metres (27.07 feet)
Minimum Front Yard	4.0 metres (13.12 feet) (1)(2)(3)(4)(5)(6)(7)
Maximum Porch Encroachment into the Front Yard	1.50 metres (4.92 feet)
Minimum Exterior Side Yard	0.20 metres (0.66 feet) to 0.40 metres (1.31 feet) (8)
Minimum Interior Side Yard	3.20 metres (10.50 feet) to 5.15 metres (16.90 feet)
Minimum Rear Yard	5.55 metres (18.21 feet) to 6.40 metres (21.00 feet)
Maximum Encroachment of Porches, Decks and Balconies into the Required Rear Yard	1.85 metres (6.07 feet)
Maximum Driveway Width	3.0 metres (9.84 feet) (9)
Maximum Lot Coverage	56.0% (10)
Maximum Building Height	12.0 metres (39.37 feet)
Maximum Number of Storeys	3
Minimum Parking Requirements	2.0 spaces per unit, plus 0.15 spaces per unit for visitor parking

- (1) Parcel 3, a minimum of 5% of the area of the front yard shall be used for no other purpose than landscaping.
- (2) Parcel 4, a minimum of 5.5% of the area of the front yard shall be used for no other purpose than landscaping.
- (3) Parcel 5, a minimum of 6.5% of the area of the front yard shall be used for no other purpose than landscaping.
- (4) Parcel 3, notwithstanding this provision, the closest point of the building including the porch may be 1.75 metres (5.74 feet) to the curved portion of the front lot line.
- (5) Parcel 4, the minimum front yard shall be 4.50 metres (14.76 feet). Notwithstanding this provision, the closest point of the building including the porch may be 0.70 metres (2.30 feet) to the curved portion of the front lot line.
- (6) Parcel 5, notwithstanding this provision, the closest point of the building including the porch may be 0.70 metres (2.30 feet) to the curved portion of the front lot line.
- (7) Steps may encroach into the minimum required front yard up to the front lot line.
- (8) Parcel 4, the minimum exterior side yard shall be 0.17 metres (0.56 feet).
- (9) Parcel 5, the maximum driveway width shall be 5.35 metres (17.55 feet).
- (10) Parcel 3, the maximum lot coverage shall be 55.00%.

In addition to the site specific provisions noted above, the applicant is seeking approval to amend the general provisions of By-law 2523, as amended, pertaining to the definitions of “Lot”, “Lane”, “Street”, “Lot Frontage”, “Semi-Detached Dwelling”, “Street Townhouse Dwelling” and “Rear Lane Townhouse Dwelling” for the purposes of the

Page 10

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

The submission of a Site Plan application will be required to facilitate the proposed development and finalization of the draft amending Zoning By-law prior to its enactment. Various technical and design related matters identified through the review of the Zoning By-law Amendment and draft Plan of Subdivision applications will need to be satisfactorily addressed prior to the approval of a future Site Plan application, and may result in the need for modifications to the proposed site design and unit yield.

The applicant has confirmed that Section 118 restrictions under the *Land Titles Act* will be registered over the subject lands, and therefore, the draft amending Zoning By-law has been structured to facilitate the creation of the future individual Parcels of Tied Land (POTLs) prior to condominium registration. Additional revisions to the amending Zoning By-law are likely as the applicant finalizes the Site Plan approval process and the content of the by-law is refined to be consistent with the City’s formatting.

Staff has reviewed the applicant’s revised development proposal and is satisfied that the proposed **RM1 Zone** category, including site-specific provisions, conforms with the applicable policies of the Plan and is appropriate for the orderly development of the lands, subject to the resolution of technical and design related matters at the Site Plan approval stage. In this regard, staff notes the following:

- the proposed minimum exterior side yard setback of 0.17 metres (0.56 feet) and minimum front yard setback of 0.70 metres (2.230 feet) affect only the 4 proposed corner units within Parcel 4, and are largely a function of the common element condominium nature of the development and “pinch points” created by the radii of the private driveway and sidewalk (refer to Map 7). Staff find that these minimum setbacks are satisfactory as they relate to the intended form of development and provided that technical comments are satisfactorily addressed through the detailed design stage;
- the proposed minimum rear yard setbacks maintain the intent of providing adequate amenity space, separation and privacy between dwelling units. In this regard, the proposed rear yard setback for units within Parcels 1, 3 and 5 exceeds 6.0 metres (19.69 feet) and will maintain the intent of the rear yard and provide appropriate amenity space while maintaining privacy and spacing separation to the abutting residential development to the east and west. It is also noted that the dwelling units within Parcel 2 are to abut the private lane within the development. Therefore, there are no direct impacts on abutting land uses;
- the current zoning permits a maximum building height of 10.67 metres (35.0 feet), whereas the applicant is proposing a maximum height of 12.0 metres (39.37 feet). The maximum building height sought incorporates approximately 1.0 metre (3.28 feet) of tolerance to allow for flexibility in design and has been calculated in

Page 11

accordance with the definition for Building Height in the parent by-law. Based on preliminary measurements provided to the City for Parcel 2, the proposed height from established grade to the mean height between the eaves and ridge of the roof is 11.27 metres (36.98 feet); and,

- a provision related to visitor parking is incorporated in the draft implementing Zoning By-law to ensure adequate at-grade visitor parking is provided to serve the proposed common element condominium development. In this regard, the site design provides for a total of 5 dedicated visitor parking spaces, inclusive of 1 accessible parking space. In accordance with the City's Municipal Code, a minimum of 2 accessible parking spaces must be accommodated on site where less than 25 public parking spaces are provided. Transportation Engineering staff has reviewed the proposed parking supply and finds the proposed visitor and residential parking supply and arrangement to be appropriate.

Staff note that the POTL boundaries and development standards will be confirmed and refined through finalization of the future Site Plan and draft Plan of Condominium applications. Based on the preceding, staff is of the opinion that the subject Zoning By-law Amendment application implements the applicant's overall development proposal, conforms with the applicable policies of the Plan, and represents good planning. Should Council approve the development proposal, the final form of the amending by-law will be forwarded to Council for enactment at such time as the Site Plan approval process for the proposed development is finalized.

Draft Plan of Subdivision Application

The applicant's draft Plan of Subdivision application proposes the creation of two blocks; being one block for residential purposes and one block for road widening purposes (refer to Map 5). The purpose of the draft Plan of Subdivision is to place the subject lands within a registered Plan of Subdivision in order to facilitate the approval of a future Part Lot Control Exemption to enable the creation of the lots for the Parcels of Tied Land as part of the proposed common element condominium.

Subject to the conditions of draft approval contained in Appendix "C" attached hereto, staff is of the opinion that the draft Plan of Subdivision application conforms with the applicable policies of the Plan and has appropriate regard for the criteria under Section 51(24) of the *Planning Act*.

Council and Public Comments:

The following is an overview of and response to comments and/or concerns expressed by the public and members of Council at the Council Public Meeting held on September 23, 2020 and through written correspondence received by the City with respect to the applicant's development proposal:

Page 12

- **Proposed Building Height**

A concern was raised with respect to the proposed building heights from a privacy and shadow impact perspective as a result of the proposed 3 storey building heights relative to the existing 2 storey single detached dwellings abutting the subject lands. In this regard, the proposed 3 storey built form conforms with the applicable policies of the Plan as a maximum building height of up to 4 storeys is permitted. While the applicant is seeking an increase in the permitted physical height of the buildings from 10.67 metres (35.0 feet) to a maximum of 12.0 metres (39.37 feet), it is noted that the maximum building height sought has been reduced from the original submission and also incorporates approximately 1.0 metre (3.28 feet) of tolerance to account for changes in grades throughout the site (refer to Maps 9 to 15). It is also noted that the proposed rear yards will provide adequate separation distance between the proposed townhouse dwellings within the plan and the existing residential development to the east and west.

- **Future Access to Adjacent Lands**

A concern was raised by the adjacent landowner to the west (201 Carrville Road) with respect to future access in order to support redevelopment opportunities to those lands. In this regard, the City is protecting for a future east-west interconnection as contemplated within the subject development proposal. This proposed private road is required to be built in its entirety from the easterly to westerly property limits and will facilitate a future vehicular and pedestrian interconnection to the adjacent properties through the future redevelopment of the lands to the east and west of the subject site. Furthermore, the full build-out of the future east-west interconnection as demonstrated conceptually on the applicant's Concept Plan will provide for additional routing options for residents and service vehicles (refer to Map 4).

City Department and External Agency Comments:

All circulated City departments and external agencies have either indicated no objections, have provided comments to be addressed as part of the detailed design review through the future Site Plan approval process, and/or have provided conditions of draft approval with respect to the applicant's draft Plan of Subdivision application, including the City's Development Engineering Division and Park and Natural Heritage Planning Section, in addition to the Regional Municipality of York and the Toronto and Region Conservation Authority. The schedule of draft plan conditions is attached as Appendix "C" hereto.

A Site Plan application will be required to facilitate the proposed medium density development on the subject lands. In this regard, a detailed review of the applicant's development proposal will be conducted at such time as the applicant files a complete Site Plan application to the City. Technical and design related matters that need to be addressed through the future Site Plan application process and prior to final approval of the proposed medium density residential development are summarized below.

Page 13

Development Engineering Division

As part of the review of the applicant's Zoning By-law Amendment and draft Plan of Subdivision applications, technical comments with respect to site grading, functional servicing and stormwater management requirements, among other matters, are to be addressed by the applicant as part of a future Site Plan application and approval process. Development Engineering staff has reviewed the applicant's proposed stormwater management design and has advised that they have no objections to the applicant's Zoning By-law Amendment application.

Transportation Engineering staff has also reviewed the applicant's development proposal and confirmed that the City is protecting for a future private east-west road interconnection to the adjacent lands to the east and west of the subject site for vehicular and pedestrian connectivity and non-exclusive reciprocal access easements to facilitate this interconnection will be required through the development approval process. The requirement for the full build out of the east-west private road in its entirety through the subject development proposal stems from Council's approval in principle of the Goldenville Development Inc. ("Goldenville") applications at the September 23, 2020 Council Meeting (City Files D01-17001 and D02-17003). The approved recommendation provides for the provision for an 8-metre wide east-west easement across the southern portion of the Goldenville lands for vehicular and pedestrian connectivity purposes, without obstruction, to the satisfaction of the City and the Region. This easement includes a 6-metre asphalt private road along with active transportation infrastructure in the form of a 1.5-metre sidewalk as well as a buffer area for snow storage.

Based on the preceding, the private east-west interconnection proposed within the subject development proposal is a continuation of the east-west private road that was approved through the Goldenville development applications. In this regard, the private east-west interconnection has been conceptually shown on the applicant's submitted Concept Plan which incorporates the existing road network and the alignment of the future east-west private road and north-south public road and further demonstrates how the subject development proposal integrates with other existing, approved and proposed developments along Carrville Road (refer to Map 4).

Transportation Engineering staff acknowledge that the applicant's development proposal provides for the proposed private road to be built in its entirety from the easterly to westerly property limits until the interconnection to adjacent properties is established through the future redevelopment of the lands to the east and west of the subject site. In this regard, technical and design related comments with respect to connectivity and alignment of the proposed private east-west interconnection, among other matters, are to be addressed by the applicant as part of a future Site Plan application.

With respect to the matter of visitor parking, as noted previously, the provisions of Chapter 1106 – Disabled Parking of the City's Municipal Code, a minimum of 2

Page 14

accessible parking spaces are required where less than 25 public parking spaces are provided. The applicant's development proposal provides for the location of all parking within the boundaries of the subject lands, including four standard visitor parking spaces and one accessible visitor parking space. The number of accessible visitor parking spaces proposed by the applicant complies with the *Accessibility for Ontarians with Disabilities Act, 2005* (AODA) requirements. In consideration of the AODA requirements described above and the constraints of the site, Transportation Engineering staff has no objection to the provision of four standard visitor parking spaces and one accessible visitor parking space for the proposed development.

In order to implement the preceding, it is recommended that an exception to the City's Disabled Parking By-law 10-04, Chapter 1106 of the Municipal Code, be granted to reduce the required number of accessible parking spaces from two spaces, as per current AODA standards, to one accessible visitor parking space. In this regard, it is recommended that staff be directed to bring forward the site specific exception to the City's Disabled Parking By-law 10-04 (Chapter 1106 of the Municipal Code) to a future Council Meeting.

Park and Natural Heritage Planning Section

The City's Park and Natural Heritage Planning Section has reviewed the applicant's development proposal and provided comments to be addressed as part of a future Site Plan application related to tree preservation and landscaping matters, which include the submission of a comprehensive Landscape Plan. Park Planning staff also advise that cash-in-lieu of parkland for this development proposal is recommended as the parkland area generated for this development does not create a viable park block that can be programmed or contribute to the overall park system.

Community Services – Public Works Operations Section

The City's Community Services - Public Works Operations Section has provided technical comments with respect to the applicant's development proposal and has advised that the submission of a Waste Management Plan shall be required and supplementary information to demonstrate compliance with the City's waste collection vehicle maneuvering requirements. The applicant will be required to demonstrate this through the submission of a future Site Plan application to the satisfaction of Community Services Waste Management staff.

Urban Design Section

The City's Urban Design Section has reviewed the applicant's development proposal and has advised that a detailed review from a design perspective will be required and undertaken as part of a future Site Plan application and approval process.

Regional Municipality of York

The Regional Municipality of York has provided conditions of draft approval with respect to the applicant's draft Plan of Subdivision application, in addition to comments to be

Page 15

addressed as part of a future Site Plan application and approval process pertaining to the proposed stormwater management design to satisfy the Region's design guideline. Regional Development Engineering staff also advise that the draft Plan of Subdivision shall be updated to ensure all required land conveyance blocks are provided.

Toronto and Region Conservation Authority

The Toronto and Region Conservation Authority (TRCA) has reviewed the applicant's development proposal and has provided comments related to such matters as water balance and hydrogeological requirements, among other comments to be addressed by the applicant as part of a future Site Plan application. This includes the submission of an updated Hydrogeology Investigation to ensure compliance with the requirements of the CTC Source Protection Plan are met.

Development Planning Division

Development Planning staff has undertaken a comprehensive review of the applicant's revised development proposal and provides the following comments:

- the proposed medium density residential development conforms with the applicable policies of the **Neighbourhood** designation, including permitted land use, maximum building height and maximum density as set out in the Plan;
- the proposed development provides for appropriate built form, massing and setbacks that are compatible with adjacent and surrounding lands as required pursuant to **Section 4.9.2** of the Plan;
- the proposed site specific **RM1 Zone** category under By-law 2523, as amended, is generally consistent with the surrounding context of the neighbourhood;
- staff supports the proposed development standards and finds them appropriate for the subject development and in the context of the area in which the lands are located. The amending by-law and details of the site specific provisions will be refined through the finalization of the Site Plan approval process;
- the subject development shall protect for and provide a future vehicular and pedestrian interconnection to the adjacent properties to the east and west of the subject lands. In this regard, the applicant will be required to provide the appropriate non-exclusive reciprocal access easements over the interior private road on a portion of the subject lands to facilitate this interconnection through the related Site Plan and Condominium approval processes;
- the Site Plan approval process must be substantially completed and all technical and design related comments addressed before bringing forward the implementing Zoning By-law to Council for enactment;
- the applicant shall confirm the lands that are to be included within the future common elements (i.e. landscaping, streetlights, fire hydrants, retaining walls, walkways, fencing, utility boxes, community mailbox);
- the applicant will be required to register Section 118 restrictions on the lands pursuant to the *Land Titles Act* prior to finalization and approval of the amending Zoning By-law. This restriction is intended to prevent the transfer of lands unless

Page 16

consent is provided by the City's Commissioner of Planning and Infrastructure, thereby ensuring that the Plan of Condominium is registered prior to the conveyance of parcels to future homebuyers;

- the applicant will be required to submit Site Plan, draft Plan of Condominium (Common Element), Part Lot Control Exemption and Private Street Naming applications to facilitate final approval and construction of the proposed development;
- the applicant will be required to submit a Sustainability Performance Metrics Tool in support of a future Site Plan application that satisfies the minimum threshold score for Site Plans; and,
- the applicant has satisfactorily addressed all City Department and external agency comments as it relates to the Zoning By-law Amendment and draft Plan of Subdivision applications. The remaining technical and design related matters will be required to be addressed as part of a future Site Plan approval process to the satisfaction of the City and relevant external agencies.

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 criteria are as follows:

1. *Providing community benefits and completion of required key infrastructure.*
2. *Developments that have a mix of uses to provide for live-work relationships.*
3. *Developments that enhance the vitality of the Downtown Core.*
4. *Higher-order transit supportive development.*
5. *Developments that represent sustainable and innovative community and building design.*
6. *Completion of communities.*
7. *Small scale infill development.*
8. *Opportunities to provide affordable housing.*

In accordance with Council direction, as part of the review of the above noted IGMS Criteria 5 (Sustainable and Innovative Community and Building Design), the applicant will be required to submit a Sustainability Metrics Tool (the "Metrics") in support of its future Site Plan application to demonstrate that the proposal meets the threshold score for Site Plan applications with respect to the feasibility and appropriateness of the proposed sustainability measures. At the time of writing of this report, a Site Plan application has not been submitted.

The subject lands currently contain a total of five (5) single detached dwellings, resulting in a servicing allocation credit of 17.8 persons equivalent. Based on the proposed unit count of 32 townhouse and 2 semi-detached dwelling units, 84.18 persons equivalent of additional servicing allocation will be required. In consideration of the preceding and in order to streamline the servicing allocation assignment process for the proposed development, staff recommends that Council authorize the Commissioner of Planning

Page 17

and Infrastructure to allocate municipal servicing, subject to compliance with the City's IGMS.

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 **Strong Sense of Belonging** by providing new housing in an established area of the City.

Climate Change Considerations:

The recommendations of this report are aligned with Council's climate change mitigation by facilitating infill development within an existing built up area, thereby utilizing land more efficiently. The subject lands are also located in proximity to the **Yonge and Carrville/16th Key Development Area (KDA)**, an intensification area and major node for mixed use, transit oriented development on the Yonge Street Regional Rapid Transit Corridor. The design of the proposed development includes bicycle parking and pedestrian walkways and interconnections, which support options for zero-emission modes of transportation and public transit usage.

Furthermore, the proposed internal sidewalk will provide connections to the existing sidewalk along Carrville Road which will enable pedestrian access to the shopping centre (Hillcrest Mall) to the north, as well as bus stops, thereby contributing to encouraging zero-emission modes of transportation. It is also noted that a pedestrian and vehicular interconnection will be provided by way of the proposed east-west private road through the subject development to the adjacent lands to the east and west.

Notwithstanding the above, and as indicated in the earlier sections of this report, a more detailed evaluation of technical and design-related matters will be undertaken as part of the review of a future Site Plan application.

Conclusion:

The applicant is seeking Council's approval of its revised Zoning By-law Amendment and draft Plan of Subdivision applications to permit a residential development to be comprised of 32 townhouse and two semi-detached dwelling units on its land holdings. Staff has completed a comprehensive review and evaluation of the applicant's revised development proposal and is of the opinion that the submitted applications conform with the applicable policies of the City's Official Plan and have regard for the criteria described under Subsection 51(24) of the *Planning Act*. Staff is also of the opinion that the applicant's revised Zoning By-law Amendment and draft Plan of Subdivision applications are appropriate and represent good planning. On the basis of the

Page 18

preceding, staff recommends that Council approve the subject applications in accordance with the conditions and directions 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#42-20 held September 23, 2020
- Appendix “B”, Draft Zoning By-law
- Appendix “C”, Schedule of Conditions of Draft Plan Approval 19T(R)-18008
- Map 1, Aerial Photograph
- Map 2, Official Plan Designation
- Map 3, Existing Zoning
- Map 4, Carrville Road Neighbourhood Concept Plan
- Map 5, Draft Plan of Subdivision
- Map 6, Original Site Plan
- Map 7, Revised Site Plan
- Map 8, Original Building Elevations
- Map 9, Revised Elevations – Block 1
- Map 10, Revised Elevations – Block 2
- Map 11, Revised Elevations – Block 3
- Map 12, Revised Elevations – Block 4
- Map 13, Revised Elevations – Block 5
- Map 14, Revised Elevations – Block 6
- Map 15, Revised Elevations – Block 7

Page 19

Report Approval Details

Document Title:	SRPI.22.116 - Request for Approval - Libang - D02-18015 and D03-18008.docx
Attachments:	<ul style="list-style-type: none">- Appendix A - Extract from Council Public Meeting C42-20 AODA.pdf- Appendix B - Draft Zoning By-law.docx- Appendix B - Draft Schedule A to Draft Zoning By-law AODA.docx- Appendix B - Draft Schedule B to Draft Zoning By-law AODA.docx- Appendix C - Schedule of Conditions.docx- SRPI.22.116 - Map 1 - Aerial Photograph AODA.docx- SRPI.22.116 - Map 2 - Official Plan Designation AODA.docx- SRPI.22.116 - Map 3 - Existing Zoning AODA.docx- SRPI.22.116 - Map 4 - Carrville Road Neighbourhood Concept Plan AODA.docx- SRPI.22.116 - Map 5 - Draft Plan of Subdivision AODA.docx- SRPI.22.116 - Map 6 - Original Site Plan AODA.docx- SRPI.22.116 - Map 7 - Revised Site Plan AODA.docx- SRPI.22.116 - Map 8 - Original Building Elevations AODA.docx- SRPI.22.116 - Map 9 - Revised Elevations - Block 1 AODA.docx- SRPI.22.116 - Map 10 - Revised Elevations - Block 2 AODA.docx- SRPI.22.116 - Map 11 - Revised Elevations - Block 3 AODA.docx- SRPI.22.116 - Map 12 - Revised Elevations - Block 4 AODA.docx- SRPI.22.116 - Map 13 - Revised Elevations - Block 5 AODA.docx- SRPI.22.116 - Map 14 - Revised Elevations - Block 6 AODA.docx- SRPI.22.116 - Map 15 - Revised Elevations - Block 7 AODA.docx
Final Approval Date:	Nov 16, 2022

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

Gus Galanis - Nov 16, 2022 - 1:16 PM

Page 20

Kelvin Kwan - Nov 16, 2022 - 4:09 PM

Sherry Adams on behalf of Darlene Joslin - Nov 16, 2022 - 4:51 PM