

COMMITTEE OF THE WHOLE JUNE 4, 2001

**ZONING BY-LAW AMENDMENT APPLICATION
METRUS PROPERTIES LTD.
REPORT #P.2000.58
FILE: Z.00.036**

Recommendation

The Commissioner of Planning & Urban Design recommends:

THAT Zoning By-law Amendment Application Z.00.036 (Metrus Properties Ltd.) BE APPROVED, subject to the following conditions:

1. That the implementing by-law:
 - a) rezone the northerly .53 ha parcel C7 Service Commercial Zone;
 - b) rezone the southerly 2.37 ha parcel EM3 Retail Warehouse Employment Area Zone, restricted to a maximum GFA of 4645 m²; and
 - c) include any necessary exceptions to implement the approved site plan.
2. That should Council concur, the following resolution can be adopted:

That Council deems the proposed revision to the application to rezone the northerly .53 ha parcel to C7 Service Commercial Zone to be minor in nature and that no further public hearing is required.
3. Prior to the enactment of the implementing by-law:
 - a) a site development application shall be approved by Council;
 - b) the Traffic Impact Report and the location of the Keele Street access shall be approved by the Region of York Transportation and Works Department and the Ministry of Transportation Ontario;
 - c) the Functional Servicing Report and internal road configuration shall be approved by the Engineering Department;
 - d) the urban design guidelines and landscape master plan addressing both the subject lands and Subdivision Plan 19T-00V08 (First Gulf Capital Corporation), shall be approved by the Community Planning and Urban Design Departments; and
 - e) the concerns of CN Rail shall be addressed.

Purpose

On April 17, 2000, the Owner submitted an application to amend the Zoning By-law to rezone the subject lands to EM3 Retail Warehouse Employment Area Zone, to permit the development of the 3.36 ha site for employment and retail warehouse uses.

On March 21, 2001, the Owner requested a formal amendment to the application, a result of the access through the subject lands. The proposed amendment is to rezone the newly formed .53 ha parcel north of the new access to C7 Service Commercial Zone to allow for service

commercial uses, and the remaining 2.37 ha parcel to be rezoned EM3 Retail Warehouse Employment Area Zone.

The proposed C7 parcel is adjacent to an existing C7 parcel to the north, which is also owned by Metrus Properties Limited, but does not form part of this application. The total combined area of the C7 zone would be approximately 1.5 ha. The public hearing did not contemplate the rezoning of this parcel to C7, but rather to EM3 Retail Warehouse Employment area Zone. Due to the circumstances surrounding the requirement of a second access, Council could deem that this is a minor matter, not requiring a further public hearing.

Background - Analysis and Options

On December 18, 2000, Council draft approved Subdivision Plan 19T-00V08 (First Gulf Capital Corporation), being the lands to the north and east of the subject site. In approving the plan, it was required that a Traffic Impact Assessment, Functional Servicing Report, and Urban Design Guidelines, be submitted which addressed both the subdivision plan and the subject lands. To date, the Traffic Impact Assessment and Functional Servicing Report have been submitted, and the urban design guidelines are pending.

Since the initial public hearing on May 12, 2000 for the subject application, the approval of the adjacent First Gulf Capital Corporation subdivision required that a second access onto Keele Street be provided. Meetings with the Region of York Transportation and Works and City Staff were held to determine a suitable location, resulting in an access which would run across the subject lands. The access would divide the subject lands, and create a smaller parcel of land to the north (0.53 ha), and a 2.37 ha parcel to the south. The Owner re-evaluated the development options for the subject lands.

Location

- East side of Keele Street, north of Steeles Avenue West
- Parts 5 and 8 on Reference Plan 65R-20847
- Lot 2, Concession 3, City of Vaughan

Land Use Status

- Designation - "Prestige Area" and "Employment Area General" by OPA #450
- Zoning - PBM7 Parkway Belt Industrial Zone by By-law 1-88, subject to Exception 9(889)

Site Description

- an irregular-shaped, 3.36 ha site
- the surrounding land uses are:

North - vacant (C7 Service Commercial and PBM7 Parkway Belt Industrial Zones); future MTO Transit Station and Highway #407

South - CN Rail line and hydro corridor (PB1(S) Parkway Belt Linear Facilities Zone); employment (EM1 Prestige Employment Area Zone)

East - employment (PBM7 Zone)

West - Keele Street; employment (PBM1 Parkway Belt Restricted Industrial Zone)

Public Hearing

On May 12, 2000, a notice of public hearing was circulated to all property owners within 120 m of the subject lands. To date, no comments have been received. The recommendation of the Committee at the Public Hearing on June 5, 2000, to receive the public hearing and forward a

comprehensive report to a future Committee of the Whole meeting, was ratified by Council on June 12, 2000.

Official Plan

The "Employment Area" designation permits a wide variety of uses, including industrial, retail warehousing, office, commercial to servicing the business community and its employees, entertainment and recreational uses.

The site is also subject to the "Service Node" policies of OPA 450. Service Nodes are permitted at the intersections of roads, and provide for the day-to-day convenience and service needs of businesses, industrial and their employees. Service Nodes must be located at convenient and easily accessible locations throughout the employment area and must be comprehensively designed in order to maximize functional efficiency and visual amenity. The maximum area of a Service Node is approximately 1.2 ha, with provision to expand the site area under defined circumstances. The proposed C7 Zone will be joined with the lands to the north, also owned by Metrus Properties Limited, to achieve approximately 1.5 ha service commercial block, slightly larger than 1.2 ha, however, considered to be acceptable. The proposed service node at this location conforms to the policies of OPA #450.

The applicant is also proposing a retail warehouse development, being retail sales which, by nature of its size, market or sales format, is not readily located in neighbourhood and community oriented shopping centres. OPA #450 contains the following policies to guide such development:

- a) Retail warehousing shall generally be directed to locations characterized by high visibility and accessibility, and located in comprehensively planned groups or centres. In evaluating applications to permit retail warehouses the following criteria shall be assessed:
 - availability of access to the arterial road system by way of a signalized intersection with an internal feeder or collector road;
 - the traffic impacts on adjacent land uses;
 - the adequacy of proposed accesses and the impact of the proposed use on the operation of the regional and local road system;
 - the degree of compatibility with adjacent land uses, including residential uses in proximity to the proposed use; and
 - the urban design impacts of the proposed use on neighbouring lands
- b) Applications for retail warehouse uses may require the following support studies: traffic impact; urban design plan; landscape master plan; comprehensive development plan when dealing with two or more buildings; and, a market study, depending upon the size and scale of the development.
- c) The retail warehouse policies discourage individual direct access to arterial roads. Building setbacks from arterial road frontages shall be minimized and parking areas shall be directed to less visible areas.

Planning Staff is of the opinion that the proposal to permit employment and retail warehouse uses is in conformity with the above-noted criteria as follows:

- the site is highly visible and will be accessible by way of two signalized intersections;
- the proposed uses are compatible with the existing and proposed employment uses in the area;
- the proposed uses are not in close proximity to a residential area, nor are there internal roads connecting to a residential community;

- the preliminary concept plan shows buildings located at the perimeter of the site and close to the roads, thereby lessening the visual impact of parking areas;
- a traffic impact study was submitted in support of the proposal and will require approval by the Region of York and the Ministry of Transportation Ontario;
- given the small scale of the retail warehouse component, a market study is not required;
- urban design guidelines are required in conjunction with the nearby draft approved plan 19T-00V08 (First Gulf Capital Corporation); and
- a preliminary concept plan has been submitted to indicate the proposed comprehensive development.

Preliminary Concept Plan

The applicant has submitted a preliminary concept plan (Attachment #2) for 3 buildings, illustrating the basic principles of development for these lands. The following preliminary statistics are provided:

Site Area:	3.36 ha
Building A	5109.5 m ²
Building B	673.53 m ²
Building C	<u>1277.38 m²</u>
Total Floor Area:	7060.4 m ²
Parking Proposed:	385 spaces

The preliminary concept plan incorporates a second access to the area from Keele Street, approximately 215 m south of the Ronrose Drive intersection, extending through the subject lands and connecting to the north-south segment of Ronrose Drive. This second access is a requirement from the Region of York to accommodate this area of land (east of Keele, between Highway 407 and CN rail line) for employment development.

Buildings 'A' and 'C' are located along the perimeter of the site, adjacent to Keele Street. The associated parking area is generally located east of the buildings, away from Keele Street.

Urban Design

The Urban Design Department requires the submission of Urban Design Guidelines, a Landscape Master Plan and a detailed landscape plan, prepared in conjunction with the nearby draft plan, which shows the proposed site and its relationship to the draft plan, the MTO transit station, Keele Street and the urban edge. A detailed tree inventory and assessment plan will be required, as well as cash-in-lieu of parkland dedication.

The provision of multiple buildings along the perimeter of the site provides the basis for creating a "street" presence to the overall development and assists in screening the parking areas. The development may be further enhanced by providing architectural treatment, entrance features, and substantial landscaping. The building elevations and landscaping treatment will be reviewed through a site plan application.

Traffic and Access

The Traffic Impact Study, prepared by Marshall Macklin Monaghan, evaluated the proposed development and impact on the surrounding road network. A revised report dated April, 2001, was submitted and concluded that the proposed development could be supported, based on the following revised development restrictions:

- the subject property being limited to 4,645 m² of retail warehouse uses

- retail uses on the subject lands including the existing C7 zoned Metrus parcel to the north which are not part of this application, being limited to a maximum of 2787 m² of retail uses; and
- the First Gulf subdivision being limited to 83,664 m² of employment based uses.

The location of the second access through the subject property was reviewed by Engineering Staff and found to be supportable. However, final approval is required from the Region of York Transportation and Works Department and the Ministry of Transportation Ontario.

a) Region of York Transportation & Works Department

The Region has provided the following comments, which are to be addressed through the site plan review:

- the need for a southbound double left-turn lane at Keele Street and Ronrose Drive has not been confirmed and must be addressed;
- because of the proximity to Highway No. 407, MTO approval will be required for any roadwork at the Keele Street and Ronrose Drive intersection;
- the driveway on the west side of Keele Street has to be relocated to accommodate the proposed new Keele Street intersection on the subject lands;
- site servicing, site grading and landscape drawings will be required for review and approval;
- detailed engineering drawings will be required for all roadwork on Keele Street; and
- a single inbound lane is proposed, therefore the centre median on the east leg of the new intersection should be omitted to improve truck accessibility.

b) Ministry of Transportation Ontario (MTO)

The MTO has reviewed the Traffic Impact Study dated October 2000, and required the following revisions:

- the traffic study must incorporate the traffic generation of a fully developed transitway station, and revised figures must be incorporated in the capacity analysis;
- MTO are not satisfied with the distance between the signalized intersections (180m), which result in substandard auxiliary lanes and may cause disruption to the W-N/S ramp terminal and Keele Street operations;
- dual left-turn lanes at 3m widths is unacceptable, and the design should reflect the Ministry standards; and
- since full build-out of the two sites will be reached at 2005, analysis should be done to determine the impacts of the development in the near future after build out, including traffic generated from transit.

The applicant has submitted the further revised Traffic Impact Study, dated April, 2001, to address the above noted Region of York and MTO concerns, and are currently under review. Staff recommend that the Region of York and the MTO be satisfied with the final traffic impact study, prior to the approval of a site plan application, and the enactment of a zoning by-law.

Servicing

Engineering Staff have reviewed the Functional Servicing Report which consists of a detailed breakdown on how the area lands are to be serviced, addressing issues such as: sanitary and storm sewer servicing, stormwater management, water supply (water network analysis) and street lighting. The Engineering Department was satisfied with the report, subject to conditions of draft approval for the First Gulf subdivision. The development of the subject lands must be consistent with the final functional Servicing Report and reflected in the site plan submission.

Zoning

a) Proposed Uses

The subject lands are zoned PBM7 Parkway Belt Industrial Zone by By-law 1-88, subject to Exception 9(889). The Owner proposes to rezone the subject lands to C7 Service Commercial Zone and EM3 Retail Warehouse Employment Area Zone. Based on the location and size of the site, and the recommendations contained in the traffic impact report, Staff can support the proposed zones, subject to the following restriction:

i) Retail Warehouse Use, to a maximum GFA of 4645 m²;

b) Parking

Staff have reviewed the required parking for the site based on the gross floor area restrictions for the retail warehouse uses, and the preliminary site plan. The total GFA of Building A and B exceeds the recommended maximum GFA of 4645 m². Staff note that the plan is only a preliminary and if approved, the recommendations made in this report will be addressed upon submission of a formal site plan application. If the more restrictive parking standard is applied, the required parking for the proposed EM3 parcel would be as follows:

Retail Warehouse Uses (4645 m² @ 6 spaces per 100 m²) = 279 spaces

Based on the above, parking on this parcel is sufficient.

The more restrictive parking standard of 6/100 m² would also apply to the proposed C7 parcel. Since the concept plan is preliminary, and the combined retail uses on the existing and C7 Zones are not provided, an accurate parking calculation cannot be determined. However, Staff are satisfied that the required parking can also be sufficiently accommodated on the proposed C7 parcel.

c) Additional Exceptions

CN Rail requires a minimum 30 m setback from any building or structure from the railway right-of-way.

Through the site plan process, and as part of the urban design and landscape master plan exercise, it is possible that additional exceptions may be identified which will need to be incorporated into the by-law.

Canadian National Railway

CN Rail has requested that the Owner install and maintain a minimum 1.83 m high chain link fence along the mutual property line. A stormwater management report must be reviewed and approved by CN Rail. The Owner is to ensure that appropriate rail noise, vibration and safety impact mitigation measures are considered in the design of the development, and recommends that the Owner engage a consultant to undertake an analysis of noise and vibration, to the satisfaction of the municipality.

Conclusion

Staff are satisfied that the proposed development and implementing C7 and EM3 Zone Categories conform with the intent of the Official Plan.

The lands are subject to the Service Node polices in OPA #450. The required 2nd access onto Keele Street is to extend through the subject lands, resulting in a 0.53 ha parcel, separated from

the remaining 2.37 ha. The Owner is requesting this isolated parcel be rezoned to C7 Service Commercial Zone, consistent with the adjacent Metrus lands to the north. The public hearing did not contemplate the rezoning of this 0.53 ha parcel to C7 Zone, but rather EM3 Zone. However, given the requirement for an access at this location, Council could deem that this is a minor matter, not requiring a further public hearing.

The lands are in a suitable location, given its high visibility, for the retail warehousing uses proposed. Due to the site characteristics and proposed development in the surrounding area, Staff concur with the findings of the traffic impact study, and recommend limiting the total amount of gross floor area devoted the retail warehouse uses based on the findings.

To ensure a high quality of development, consideration of urban design matters is important. The approval of a landscape master plan and urban design guidelines will ensure that the development is designed and constructed in a manner befitting this high profile location. Staff recommend that the Landscape Master Plan and Urban Design Guidelines incorporating both the subject lands and the First Gulf plan be submitted and approved prior to enactment of the implementing zoning by-law. The final versions of these reports must be completed prior to final site plan approval. In addition, the traffic impact and functional servicing reports are to be finalized and approved prior to the approval of the site plan.

For these reasons, Staff recommends approval of the zoning amendment application, subject to conditions. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Preliminary Concept Plan
3. Proposed Zoning

Report prepared by:

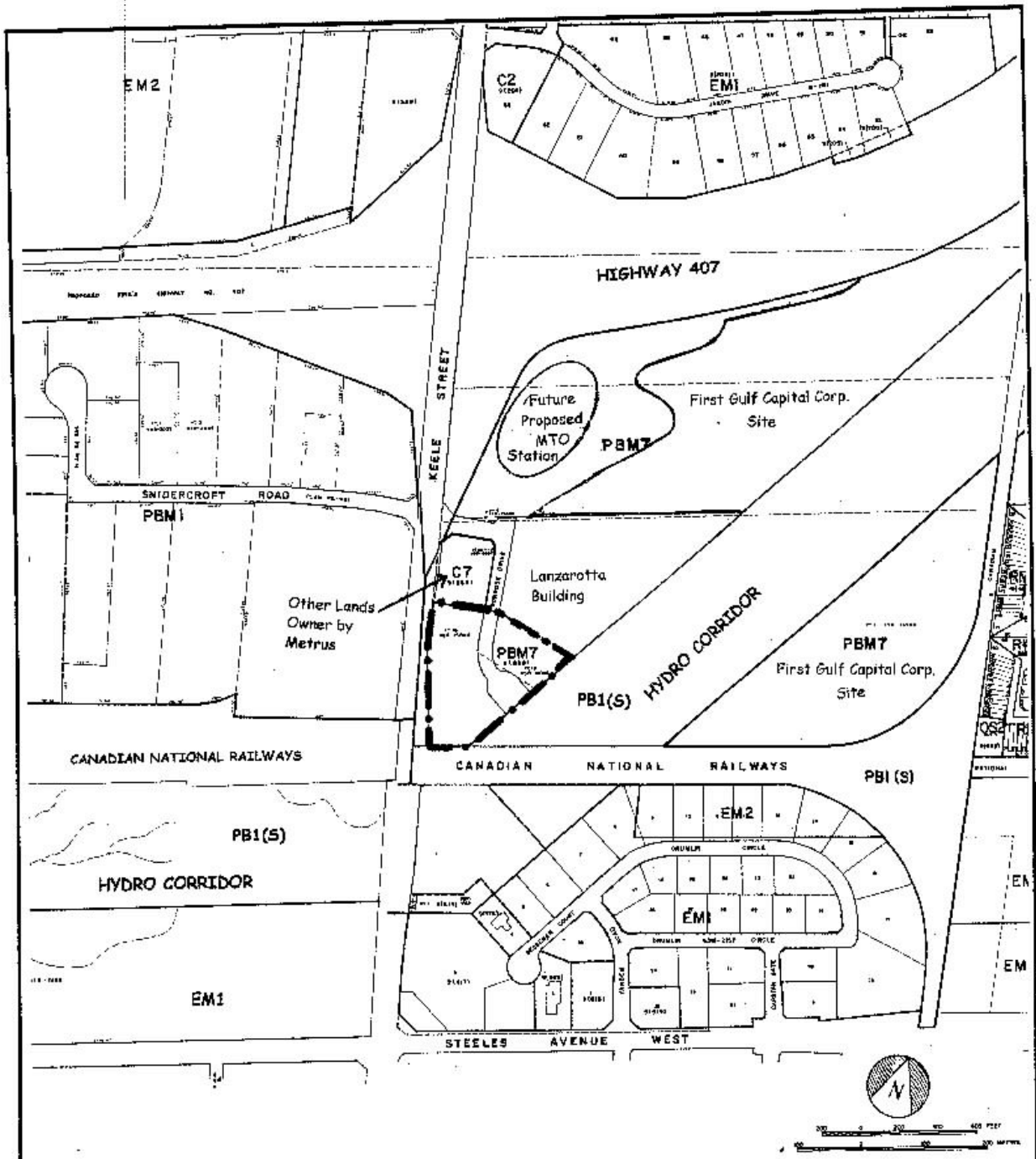
Carmela Marrelli, Planner 1, ext. 8791
Grant A. Uyeyama, Senior Planner, ext. 8635
Bianca M.V. Bielski, Manager, Development Planning, ext. 8485

Respectfully submitted,

MICHAEL DeANGELIS
Commissioner of Planning & Urban Design

JOANNE R. ARBOUR
Director of Community Planning

/CM

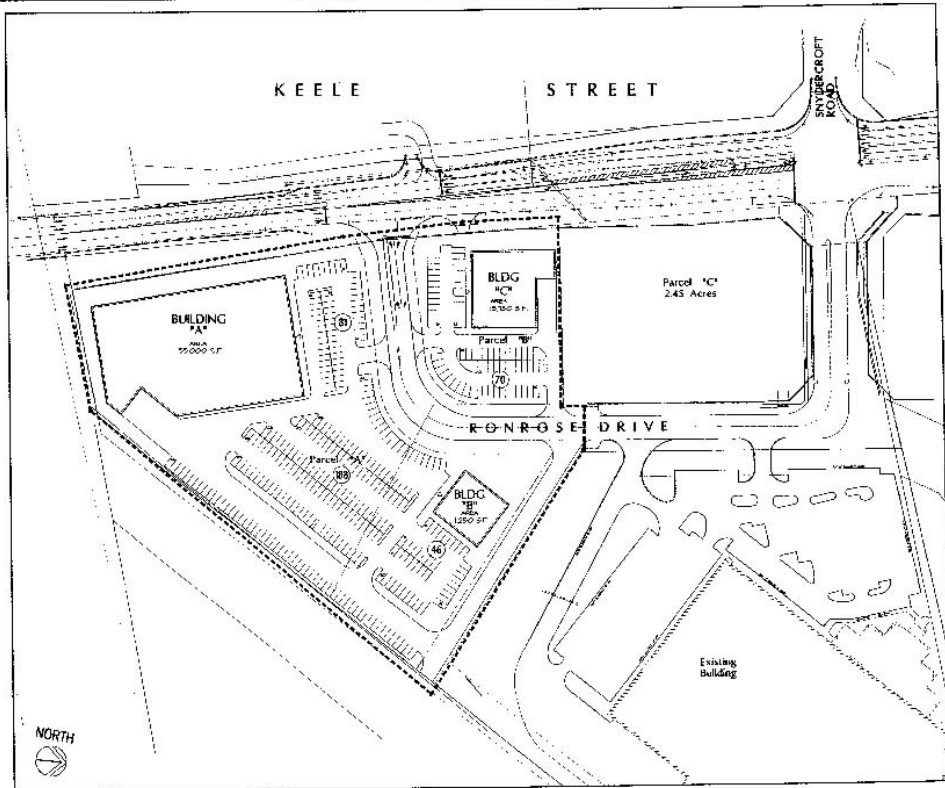


 SUBJECT LANDS

ATTACHMENT '1'
LOCATION MAP
CITY OF VAUGHAN PLANNING DEPARTMENT

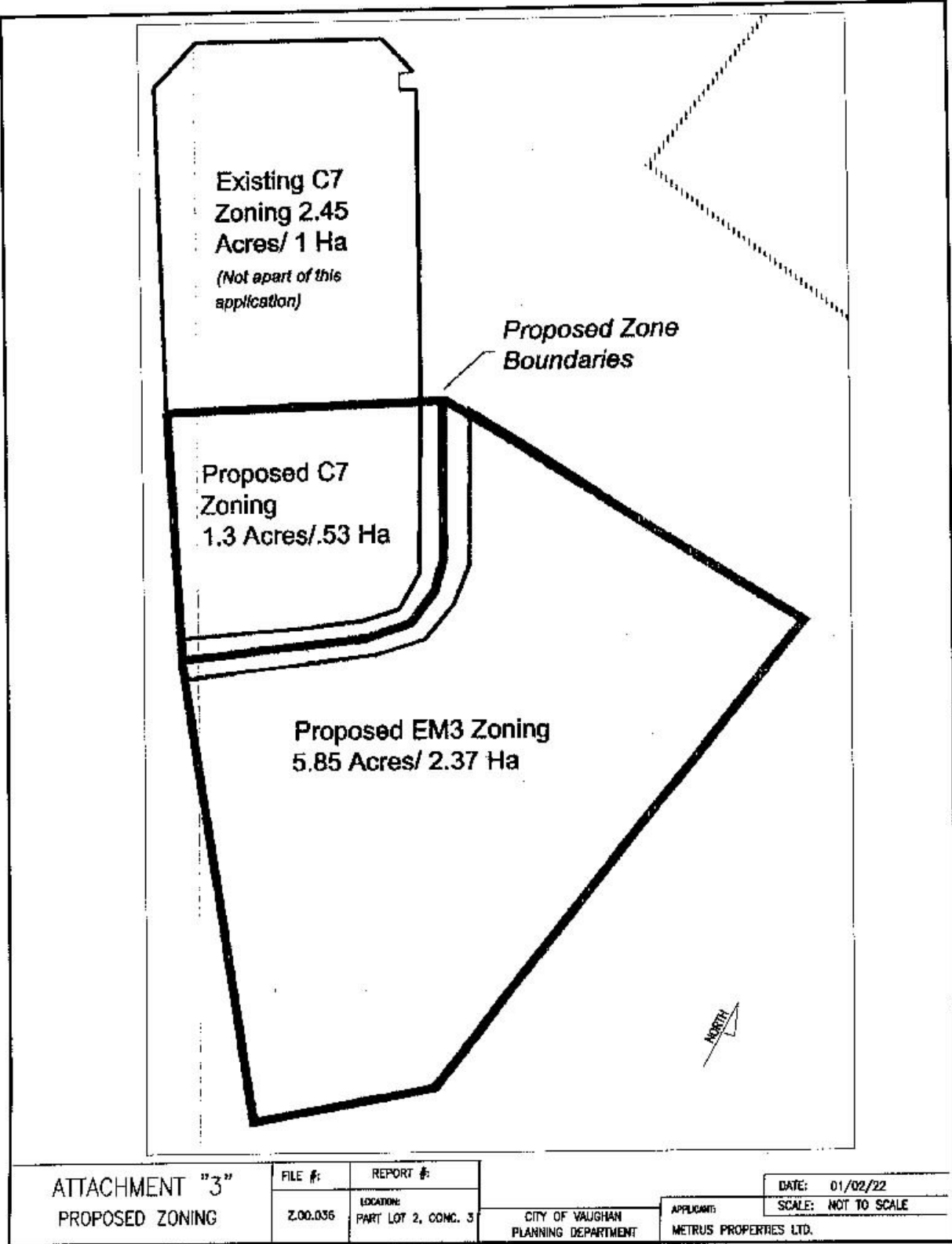
FILE #: Z.00.036	REPORT #:
LOCATION: PT. LT.2, CDNC.3	
DATE: 00/05/02	

APPLICATION:
METRUS PROPERTIES LIMITED



<p align="center">ATTACHMENT "2"</p> <p align="center">PRELIMINARY CONCEPT PLAN</p>	FILE #:	REPORT #:	<input type="checkbox"/> SUBJECT LANDS	DATE: 01/02/22
	Z.00.038	LOCATION: PART LOT 2, CDNC. 3		CITY OF VAUGHAN PLANNING DEPARTMENT

SCALE: NOT TO SCALE



ATTACHMENT "3"
PROPOSED ZONING

FILE #:	REPORT #:
Z.00.036	LOCATION: PART LOT 2, CONC. 3

CITY OF VAUGHAN
PLANNING DEPARTMENT

APPLICANT:
METRUS PROPERTIES LTD.

DATE: 01/02/22
SCALE: NOT TO SCALE