

COMMITTEE OF THE WHOLE JANUARY 21, 2002

AMENDMENT TO OFFICIAL PLAN FILE OP.01.005 AMENDMENT TO ZONING BY-LAW FILE Z.01.010 MAJORWEST DEVELOPMENT CORPORATION

Recommendation

The Commissioner of Planning recommends:

That Official Plan Amendment and Zoning Amendment Applications OP.01.005 and Z.01.010 (Majorwest Development Corp.) BE APPROVED subject to the following:

- 1) that Official Plan Amendment No. 600 be amended by permitting a broader range of commercial uses in the "Medium Density Residential/Commercial" designation on the subject lands, in addition to the permitted residential uses.
- 2) that the implementing zoning by-law rezone the subject lands C1 Restricted Commercial with an "H" Holding Symbol, pending site plan approval, to permit all C1 Zone uses with the exception of motor vehicle sales establishments, place of entertainment and boating showroom, and that the proposed eating establishment with drive-through not be permitted.

Purpose

On February 9, 2001, the Owner submitted applications to amend the Official Plan and Zoning By-law to redesignate and rezone the subject lands to "General Commercial" and C1 Restricted Commercial Zone, respectively. The proposed development is for a 5,000 sq.m plaza for a range of C1 commercial uses, and also an eating establishment with drive-through.

Background - Analysis and Options

The site is located on the south side of Major Mackenzie Drive, between Weston Road and Highway No. 400, shown as Block 222 in Draft Approved Plan of Subdivision 19T-97V37, in Lot 20, Concession 5, City of Vaughan. The site consists of a 2.02 ha through lot with frontages on Major Mackenzie Drive, Starling Boulevard and Vellore Woods Boulevard. The surrounding uses are:

- North - Major Mackenzie Drive; vacant (A Agricultural Zone)
- South - Vellore Woods Boulevard; vacant/Plan of Subdivision 19T-97V37 (RVM1(WS-A)(H) Street Townhouse Zone)
- East - vacant/Plan of Subdivision 19T-97V37 (C2-(H) General Commercial Zone)
- West - Starling Boulevard; vacant/Vellore District Centre (A Agricultural Zone)

The subject lands are immediately to the east of the lands designated as the "Vellore Centre" for Urban Village #1 of OPA No. 600. The City is undertaking a "District Centres Study" for the four quadrants of Major Mackenzie Drive and Weston Road, which will form the basis of an Official Plan Amendment tertiary plan, setting out detailed policies for the Vellore Centre.

Public Hearing

On March 30, 2001, a notice of public hearing was circulated to all property owners within 120 m of the site, and the Vellore Village and Weston Downs Ratepayers Association. To date no comments have been received. The recommendation to receive the Public Hearing held on April 23, 2001, was ratified by Council on April 30, 2001.

Land Use Status

a) York Region Official Plan

The subject lands are designated as "Urban Area" by the York Regional Official Plan. The York Region Planning Department has indicated that this Official Plan Amendment application appears to be a routine matter of local significance, and therefore is exempt from approval by Regional Planning Committee and Council.

b) Vaughan Official Plan

The subject lands are designated "Medium Density Residential-Commercial" by OPA No. 600. These designations, generally located along major arterial roads, are to be primarily residential with limited commercial uses at grade level. Urban design will emphasize low-rise development, creating attractive pedestrian friendly streetscapes to enable residents to walk conveniently and safely to streets with transit services.

The application proposes that the lands be redesignated to "General Commercial" to permit the lands to be developed with commercial uses only. The proposed use does not conform to the policies of the Official Plan, therefore an amendment to the official plan is required.

c) Zoning

The subject lands are zoned RVM2-H Residential Urban Village Multiple Family Zone Two, with a "H" Holding Symbol by By-law 1-88, subject to Exception Paragraph 9(1019).

The applicant is requesting that the subject lands be rezoned to C1 Restricted Commercial to permit the current range of C1 Zone uses, and the addition of a drive-through eating establishment. A zoning by-law amendment is required to facilitate the proposed development.

Market Considerations

A market analysis entitled Commercial Needs Analysis, Northern Block 32W, City of Vaughan (November 2000), prepared by Clayton Research Associates was submitted in support of the application. The report examines both the subject property and the adjacent "District Centre" lands. The report concludes that there is substantial commercial opportunity on the subject site for a wide range of commercial uses, over and above the uses proposed, such as specialty department store merchandise, automotive related stores, and restaurants and fast food. *"The uses explored for this site are Highway Commercial uses that could take advantage of the significant traffic volumes off Highway 400 and Major Mackenzie Drive."*

The application proposes no specialty department store merchandise type (DSMT) stores (eg. household furnishings) and only limited automotive related stores (car audio stores, lube centers etc.).

The Commissioner of Development Services and Public Works advises that this development should be reviewed in conjunction with a District Node Study, currently being contemplated by the City. The establishment of a District Node, which spans from Weston Road to Highway 400, along Major Mackenzie Drive is significant, and this development should compliment the other anticipated uses in this area.

Policy Context

Redesignation of the subject lands for commercial uses may have some merit, as the planned adjacent uses to the east and west are automotive service commercial and Village Centre commercial, respectively. The close proximity to Highway 400 and exposure to Major Mackenzie

Drive provide opportunity for commercial facilities, which are not readily accommodated within other commercial centres. The planned medium density to the south of the subject lands would establish a built form compatible with the proposed development and provide a transition between the proposed development with the neighbourhood to the south.

Staff are of the opinion that the subject lands should maintain its current "Medium Density Residential-Commercial" designation, and that a broader range of additional commercial uses be added to this designation to achieve the proposed development. Expanded commercial uses could include retail stores, banks and financial institutions, professional and business offices, eating establishments (with the exception of drive-throughs), and personal service shops. This approach would allow, in the long term, opportunities for redevelopment or intensification for a mixed use development on site, particularly as the Vellore Centre evolves.

Proposed Zoning

The application proposes a C1 Restricted Commercial Zone to permit all C1 uses, and also an eating establishment, convenience with drive-through use. Staff support the C1 Zone, but recommend that certain C1 uses, such as boating showroom, motor vehicle sales establishment and place of entertainment, be excluded.

The proposed eating establishment, convenience with drive-through is not a permitted C1 use under By-law 1-88. Staff has concerns that a drive-through eating establishment would add to the potential for creating a strip commercial nature to the Major Mackenzie Drive frontage in this area. Westerly from Highway 400 are blocks for commercial, a fire hall, highway commercial (gas station, car wash, drive-through eating establishment), the subject site and finally, the Vellore Centre site to Weston Road. A drive-through on this site would not assist in meeting the pedestrian-oriented development objectives of OPA No. 600 and the Block 32 West Urban Design Guidelines. Instead, the subject site could serve as a transition between the highway commercial uses and the more intensive Vellore Centre, by providing higher order C1 uses in a pedestrian-oriented format integrated with the District Centre. As such, it is recommended that to achieve a desirable urban design for the development, drive-through uses not be permitted.

Staff would recommend a C1-H Restricted Commercial Zone, with the provision that the "H" Holding Symbol not be lifted until such time as the required site plan application has been approved.

Urban Design

The Department of Urban Design has reviewed the conceptual scheme in relation to the Urban Design Guidelines and the policies contained in OPA No. 600 and has the following comments:

Buildings should occupy a significant amount of the frontage along major streets and relate directly to the public sidewalk. Uses and tenancies should be transparent to, and accessible from public streets and sidewalks. Where the back of buildings face residential properties, a minimum setback of the building from the property line of 10.0 m is required, of which a minimum of 3.0 m should be a landscape buffer.

Buildings should be set back along public road frontages, approximately by 3.0 m and parking areas approximately 6.0 m from the property line to allow appropriate space for decorative paving, landscaping and street furniture.

Loading/service areas should be oriented away from and screened from public roads. The building facades facing the residential townhouse units and the parking lots should incorporate the servicing areas into the building facades with a high quality of architectural treatment and compliment the architectural character of the community. Buildings could be broken up into smaller floor plates to accommodate maximum built

form along public road frontages and to allow for ease of vehicular and pedestrian circulation. Pedestrian access should be provided to the buildings from both the public sidewalk and the parking areas.

Additional Comments:

The firm of Sorenson Gravely Lowes Planning Associates, who has been retained by the City for the Vellore District Centre Study, was requested to review the proposal and provided the following comments:

“As the lands are immediately adjacent to the District Centre and are across from what is being assessed as a potential Civic Centre precinct, the proposed uses and potential long-term uses should be compatible with what may be proposed in these adjacent areas.

With respect to the proposed uses themselves, stand alone commercial may be appropriate provided the development is designed to have a significant street presence and contribute to the pedestrian realm along Major Mackenzie Drive and the adjacent north-south mid-block collector. We, however, recommend that the overlying designations and zoning categories do not change. These lands should remain designated and zoned to permit as of right medium density residential development. We would recommend site-specific exemptions to the existing designations and zoning categories to permit stand alone commercial while still permitting the mixed-use residential densities and form. In the long term, through redevelopment, opportunities may present themselves for a more intense mixed-use development on the site. We would caution, however, that this is unlikely to happen in the housing forms currently permitted in the Medium Density Residential-Commercial designation. To accommodate mixed-use development, low-rise apartment buildings of at least 4 stories would need to be permitted.

With respect to the layout of the site, all buildings should be built up to the street line to improve the public realm along these streets. The OPA and implementing Zoning By-law should require this alignment. A maximum set-back should be established of approximately 3 metres. The building could be broken up into smaller floor plates to accommodate this alignment and to allow for ease of pedestrian circulation from the street through to the parking lots beside and to the rear of the commercial buildings. I have schematically sketched on a possible arrangement of buildings on the attached figure” (Attachment No. 3).

Services

The Engineering Department advises that site servicing for the subject lands will be approved in the Block Plan and MESP report for Block 32 West. Site servicing and grading for the subject lands must conform with our Site Plan Criteria as established by the Engineering Department.

Site Plan review will be carried out at the Development Application stage since no site servicing and grading plans were submitting for our review. Engineering Planning and Studies has advised that sewage and water allocation is not required for the commercial land uses.

The Transportation Section of the Engineering Department has reviewed the Traffic Impact Study submitted by Cole Sherman dated January 5, 2001, and has no concerns with the analysis and conclusions presented in the report.

York Region Planning Department advises that the Regional Transportation Department has indicated no objection to the proposed amendment, however, there may be detailed comments

concerning access to the site and other road requirements on the site plan. These comments will be provided at the site plan stage.

Environmental Site Assessment

An Environmental Site Assessment and addendum report was peer reviewed by Decommissioning Consulting Services Limited. DCS recommended in their August 19, 1999, letter, that the City accept the reports as documentation to satisfy the environmental condition of Plan 19T-97V37.

Conclusion

The application proposes to redesignate the site from "Medium Density Residential-Commercial", which provides for mixed uses dominated by residential to "Restricted Commercial". Given the locational advantages of the site, commercial development has merit. However, Staff would recommend that the current designation be maintained, within an amendment to permit development without a residential component and, to add a broader range of commercial uses, including retail stores, restaurants, banks, and professional and business offices.

Staff would also be supportive of rezoning the subject lands to C1-H Restricted Commercial Zone, with the "H" Holding Symbol, not being lifted until such time as a site plan has been approved by the City. The C1 Restricted Commercial Zone should exclude certain C1 uses as motor vehicle sales establishment, boating showroom, and place of entertainment. Also, the proposed addition of a drive-through eating establishment, which is not permitted in the C1 Zone, is not recommended for reasons set out in this report, primarily concerns related to achieving the goals of the urban design and OPA No. 600 policies.

Staff is in support of the applications and have provided urban design concerns which will need to be addressed at the site plan stage. Should the Committee concur, the recommendation in this report can be adopted.

Attachments

1. Location Map
2. Design Scheme
3. Revised Concept Plan (As per Sorensen Gravely Lowes)

Report prepared by:

Arto Tikiryan, Senior Planner, ext. 8212

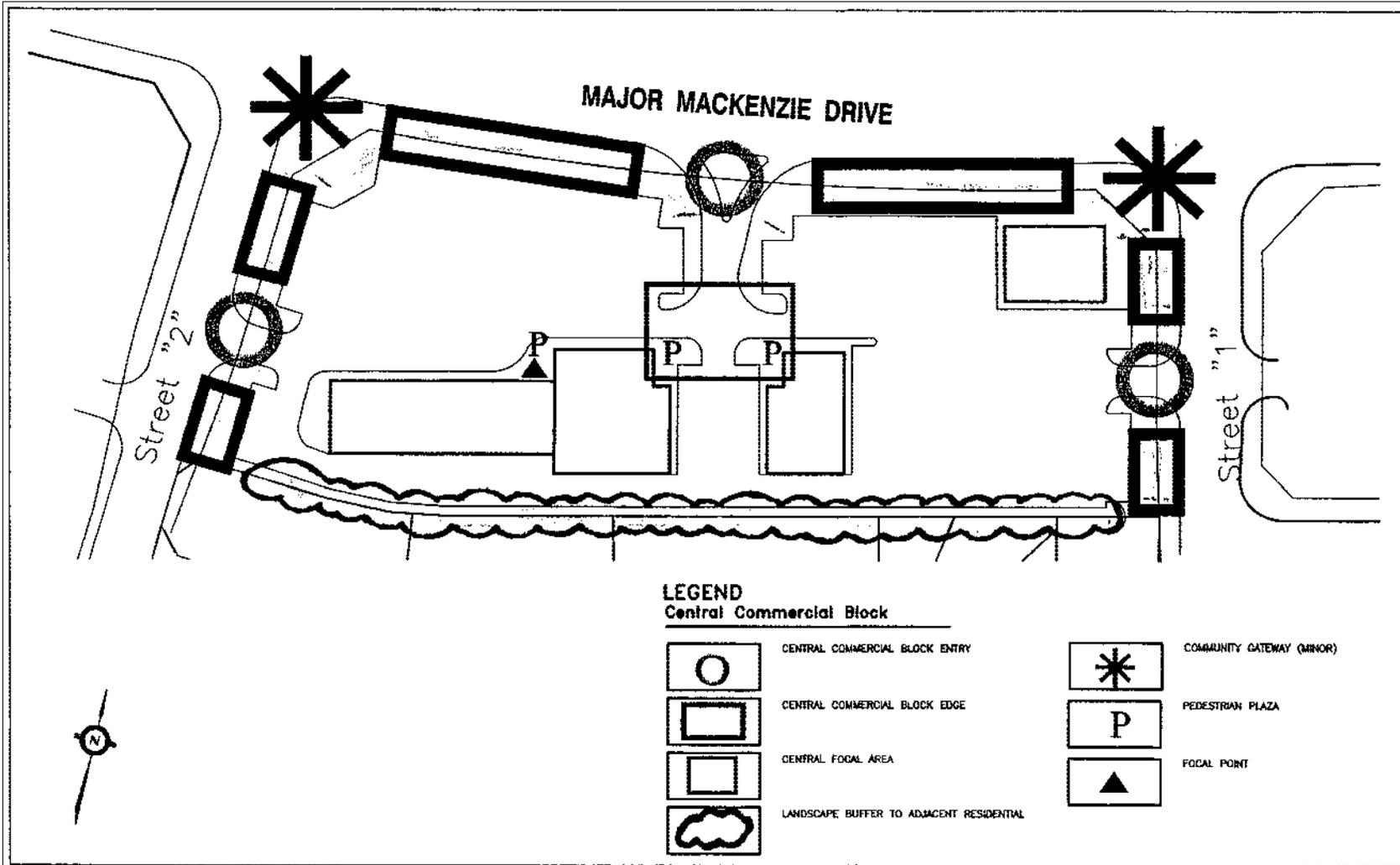
Bianka M.V. Bielski, Manager, Development Planning, ext. 8485

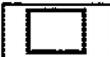
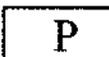
Respectfully submitted,

MICHAEL DeANGELIS
Commissioner of Planning

JOANNE R. ABROUR
Director of Community Planning

/CM



- LEGEND**
- Central Commercial Block**
-  CENTRAL COMMERCIAL BLOCK ENTRY
 -  CENTRAL COMMERCIAL BLOCK EDGE
 -  CENTRAL FOCAL AREA
 -  LANDSCAPE BUFFER TO ADJACENT RESIDENTIAL
 -  COMMUNITY GATEWAY (MINOR)
 -  PEDESTRIAN PLAZA
 -  FOCAL POINT

The MBIV Group
 Community and Resort Planning
 Urban Design
 Landscape Architecture

STRUCTURING ELEMENTS PLAN
Central Commercial Block
 Comprehensive Design Scheme
 April 2001

Figure 2

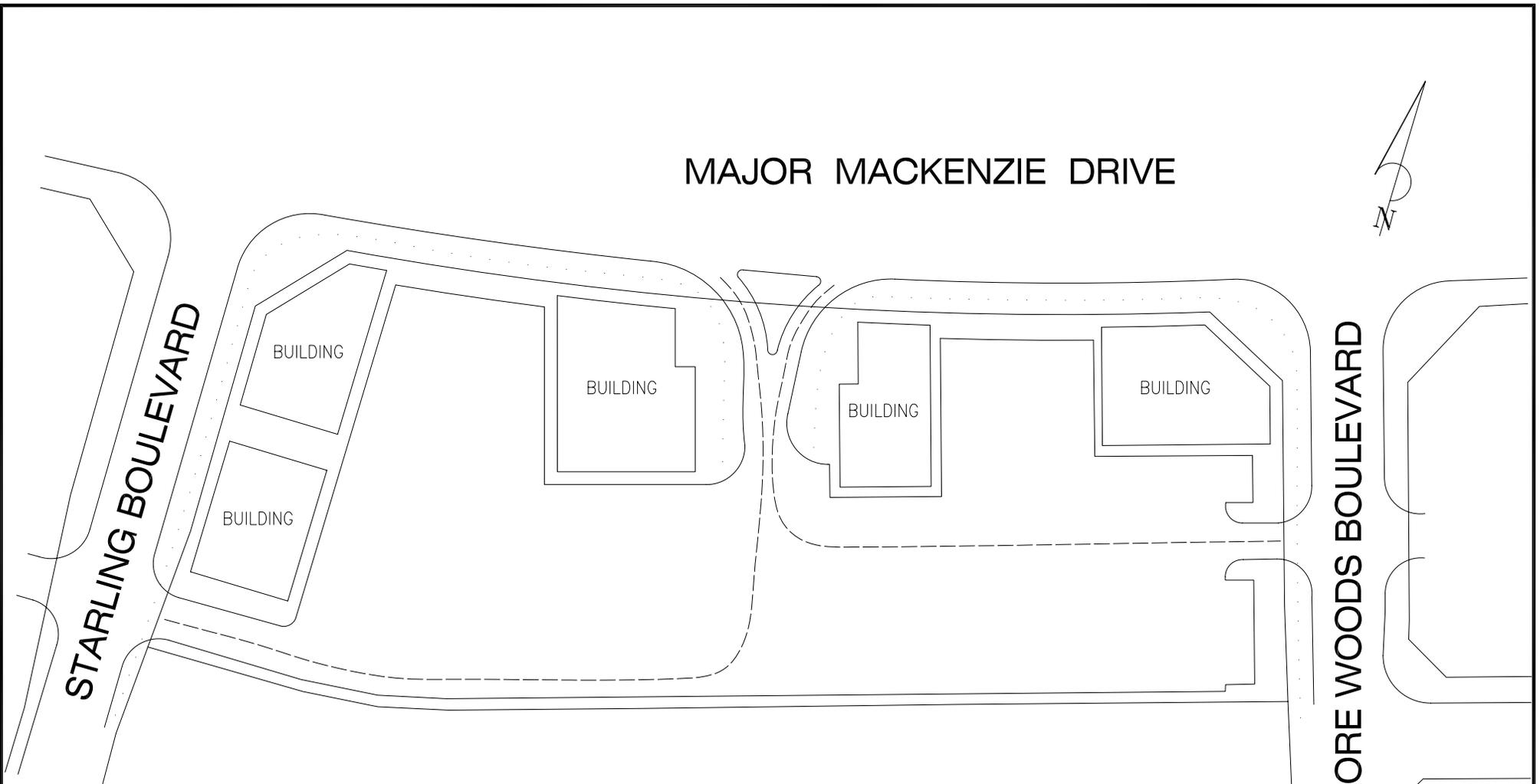
ATTACHMENT '2'
 DESIGN SCHEME

FILE #:	REPORT #:
OP.01.005 Z.01.010	LOCATION: PT. LOT 20, CONC. 5

CITY OF VAUGHAN
 PLANNING DEPARTMENT

APPLICANT:
 MAJORWEST DEVELOPMENT CORP.

DATE:	01/11/14
SCALE:	NOT TO SCALE



LEGEND

- PEDESTRIAN CIRCULATION
- VEHICULAR CIRCULATION

ATTACHMENT '3'
REVISED CONCEPT PLAN
(AS PER SORENSEN GRAVELY LOWES)

FILE #:
 OP.01.005
 Z.01.010

REPORT #:
 LOCATION:
 PT. LOT 20, CON. 5

CITY OF VAUGHAN
 PLANNING DEPARTMENT

DATE:	01/10/2002
SCALE:	NOT TO SCALE
APPLICANT:	MAJORWEST DEVELOPMENT CORPORATION