

**COMMITTEE OF THE WHOLE    FEBRUARY 21, 2005**

**ZONING BY-LAW AMENDMENT FILE Z.03.094  
SITE DEVELOPMENT FILE DA.04.069  
TONLU HOLDINGS LIMITED**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.03.094 (Tonlu Holdings Limited) BE APPROVED, subject to the following:
  - a) That By-law 1-88, be amended, as follows:
    - i) rezone the subject lands from C1 (H) Restricted Commercial Zone with the Holding Symbol "H" to C1 Restricted Commercial Zone with an exception to permit a three-storey, mixed-use building abutting Keele Street with 233m<sup>2</sup> of ground floor business and professional office uses and five (5) residential units above; and, three individual three-storey townhouse blocks comprising a total of eighteen (18) dwelling units within the interior of the site, as shown on Attachment #2;
    - ii) permit the required zoning exceptions to implement the proposed site plan shown on Attachment #2 as follows:
      - deem the subject lands to be one lot for the purposes of zoning compliance regardless of the number of buildings on the lot, future severance or easements;
      - require a minimum front yard (Keele Street) of 1.0m;
      - require a minimum rear yard (west) of 1.5m;
      - require a minimum setback to an R Residential Zone of 1.5m;
      - permit a maximum building height of three (3) storeys;
      - permit a porch encroachment into the 1.0m front yard setback; and
      - include any other zoning exceptions as may be required to implement the final approved site plan.
  - b) That Tonlu Holdings Limited withdraw their Ontario Municipal Board appeal of OPA #533, prior to the enactment of the implementing zoning by-law.
2. THAT Site Development File DA.04.069 (TonLu Holdings Limited) BE APPROVED subject to the following:
  - a) That prior to the execution of the site plan agreement;
    - i) the Development Planning Department shall approve the final site plan, landscaping plan, and building elevations (including upgraded rear elevations for Units 17 to 23 inclusive and Units 12 to 16 inclusive);
    - ii) the Engineering Department shall approve the final site servicing and grading plan(s) and stormwater management report;
    - iii) all hydro requirements of PowerStream Inc. shall be satisfied;
    - iv) all fire requirements of the Fire Department shall be satisfied;

- v) all access and transportation requirements of the Region of York Transportation and Works Department shall be satisfied;
- vi) the site plan agreement shall include the following:
  - a clause requiring the Owner to agree to prepare the appropriate reference plan(s) and provide all easement(s) (vehicular, maintenance etc.), as may be required in favour of the lands to the immediate west (2294 Major Mackenzie Drive), prior to the issuance of a building permit;
  - a clause requiring that in the event that the lands to the west (2294 Major Mackenzie Drive) do not develop, the Owner shall provide a full driveway turnabout, to the satisfaction of the City. The turnabout shall not encroach onto the front yards of any residential unit, and may require that Units 16 and 17 (as shown on Attachment #2) be deleted from the plan, or the footprint of each townhouse block adjusted; and
- vii) the Owner shall prepare a concept plan illustrating how the property to the immediate south (10,020 Keele Street) may be developed as part of the current proposal or independently, to the satisfaction of the Development Planning Department.

### **Purpose**

The Owner has submitted an application to amend the Zoning By-law to rezone the subject lands shown on Attachment #2 from C1 (H) Restricted Commercial Zone with the Holding Symbol "H" to C1 Restricted Commercial Zone with a site-specific exception. The exception would permit the subject lands to be developed with a three-storey mixed-use building having approximately 233m<sup>2</sup> of ground floor business and professional office uses and five (5) residential units above, along the Keele Street frontage, and three separate three-storey street townhouse blocks with a total of eighteen (18) units located within the interior of the site, as shown on Attachment #2. The Owner has submitted a related site development application to facilitate the proposed development.

### **Background – Analysis and Options**

The subject property is located on the west side of Keele Street, north of Major Mackenzie Drive (10028 - 10036 Keele Street), being Part of Lot 21, Concession 4, City of Vaughan, as shown on Attachment #1. The vacant 0.506 ha parcel has approximately 42.76m of frontage on Keele Street, and an average lot depth of 10.4.7m.

The surrounding land uses are:

- North - commercial plaza (C1 Restricted Commercial Zone) and existing residential R2 Residential Zone)
- South - existing commercial and residential (C1 Restricted Commercial Zone)
- West - vacant (R1 Residential Zone), rezoning application for 2 three-storey mixed-use buildings and 30 residential townhouse units (File Z.04.045)
- East - Keele Street; commercial uses and a financial institution (C1 Restricted Commercial Zone)

On April 19, 2004, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Maple Village and Gates of Maple Ratepayer Associations. To date,

no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report on April 19, 2004, and to forward a comprehensive report to a future Committee meeting was ratified by Council on April 26, 2004.

#### Ontario Municipal Board (OMB) Decision

This property is subject to an Ontario Municipal Board (OMB) decision (Decision Order #1349) issued on September 20, 2000, which approved OPA #573, By-law 305-2002 and a site plan application (Files OP.98.024, Z.98.073 and DA.98.069) to implement a three-story mixed-use building comprised of 900m<sup>2</sup> of ground floor commercial uses and 49 dwelling units above, as shown on Attachment #6. The by-law provides a number of site-specific zoning exceptions (Exception 9(1149)) to implement the OMB approved development.

#### Official Plan

The site is designated "Maple Commercial Core Area" by OPA #350 (Maple Community Plan), as amended by site-specific OPA #573, which permits a mixed-use commercial/residential development (Attachment #6). The lands are further subject to OPA #533 (Maple Focus Review), which the applicant has appealed to the Ontario Municipal Board (OMB). OPA #533, among other matters, requires that the review of development applications in the Maple Core Area have regard to certain sections of the Maple Streetscape and Urban Design Guidelines. To date, an OMB hearing has not been held and the Board has adjourned the hearing sine-die at the request of Tonlu Holdings Limited.

The appeal of OPA #533 affects other development applications in the Maple Core Area and therefore, Staff has advised Tonlu Holdings Limited of the City's desire to resolve the outstanding appeal. Tonlu Holdings Limited wishes to maintain the appeal pending approval of the current development applications. Accordingly, Staff has included a condition requiring that the appeal be withdrawn, prior to the enactment of a zoning by-law. The Owner has consented to withdraw the appeal on this basis.

#### a) Proposed Land Use

As discussed above, OPA #533 is adopted by Council, but has been appealed to the Ontario Municipal Board by Tonlu Holdings Limited. OPA #350, as amended, permits mixed-use development to a maximum height of three storeys. In addition, site-specific OPA #573 permits a "commercial/residential development with residential uses being the primary use" on the subject lands.

Section A, Planning Strategy and Policies, Subsection III, Paragraph 6, of OPA #350 states the following with respect to the Maple Commercial Core Area (in part):

"The vitality and function of the existing commercial areas of Maple at the Major Mackenzie Drive and Keele Street crossroads is to be reinforced by encouraging the redevelopment and intensification of property for businesses, residential and commercial purposes."

The Maple Community Plan also includes a policy under Section II, Goals, subparagraph f), which identifies the provision of a full range and mix of housing types as a goal of the plan.

In light of these official plan policies, the proposed uses comply with the Official Plan.

b) Development Criteria

OPA #350, as amended by OPA #533, includes a number of development criteria used to assess proposals in the Maple Commercial Core Area. The applicable criteria are assessed as follows:

i) Minimum Frontage Requirement

The Official Plan requires that buildings comprise a minimum of 70% of the lot frontage at grade level for street-related retail, office and service uses. The main building on Keele Street includes grade related business and professional office units with a length equal to 70.8% of the lot frontage.

ii) Vehicular Circulation

OPA #350, as amended, requires that a vehicular circulation system be developed that minimizes impact on Keele Street and Major Mackenzie Drive. The proposal contemplates business and professional office uses and a total of 23 residential units with one access onto Keele Street, and when the adjacent westerly property is developed, there will be a single access to Major Mackenzie Drive.

iii) Pedestrian Linkages

The Official Plan promotes the creation of new pedestrian linkages and references Sections 2.4, 2.6 and 2.7 of the Maple Streetscape and Urban Design Guidelines (MSUDG's). The proposed site plan includes a 1.2 metre wide sidewalk from Keele Street, along the south side of the private road. Staff is reviewing the possibility of providing a narrower driveway in order to provide sidewalks on both sides of the main road. This will require further discussions with the Region of York, however this issue will not materially alter the proposed site plan. The applicant will be required to satisfy the requirements of the Maple Streetscape Guidelines with respect to the treatment of the boulevard in front of the main building, street furniture, and materials.

iv) Parking

OPA #350, as amended, requires that adequate and convenient off-street parking facilities be provided and that regard be had for Sections 5.2 and 5.3 of the Maple Streetscape and Urban Design Guidelines. The MSUDG's suggest that parking should be located at the rear of buildings or in underground facilities and establish guidelines to deal with at-grade parking. The parking areas for the proposed development are located behind the buildings and away from Keele Street. Two (2) lay-by parking spaces are proposed on Keele Street as encouraged by the guidelines.

v) Massing, Scale and Building Height

Policies are included in the Official Plan respecting the massing, scale and building height of a new development in the Maple Commercial Core Area. The policies require that the scale and form of the building be complementary with adjacent low-density residential development, that buildings fronting onto Keele Street not exceed three storeys, and that regard shall be had to Section 6.4 of the Maple Streetscape and Urban Design Guidelines. The main building on Keele Street is a maximum of three storeys in height, as permitted by the Official Plan and is compatible with adjacent development from a scale and massing perspective. The townhouse blocks abut commercial development, and low density residential to the northwest of the site. Staff is of the opinion that the massing, design, and building form for the townhouse blocks is compatible with the adjacent development.

vi) Site Plan Control

OPA #350 as amended, requires that developments in the Maple Core Area be subject to a site plan agreement. The Applicant has applied for site plan approval (File DA.04.069), which is also the subject of this report.

vii) Servicing

OPA #350 states that development or redevelopment will be permitted only where adequate water and sewer services are available. In this respect, Council previously allocated servicing to this site under File DA.98.069. The Engineering Department has advised that servicing is available for the revised development.

OPA No. 350, as amended, further requires engineering plans (i.e. storm water management and grading) to be prepared for the proposed development. A condition of approval has been included requiring that the Engineering Department approve all necessary engineering plans.

In view of the above, Staff is satisfied that the zoning by-law amendment and site plan applications are consistent with the development criteria in the Official Plan, as amended.

Region of York Official Plan

The Region of York Official Plan (RYOP) establishes as objectives the need to promote a transit supportive urban structure that includes compact development, and the creation of a broad mix and range of housing including different housing forms, types and tenures to satisfy the needs of the Region's residents. The RYOP identifies that the housing stock in the Region is primarily detached units. The housing market is faced with demands for a broader variety of housing forms to meet the needs of different kinds of households. The proposed development provides intensification on Keele Street including live/work and townhouse units into the Maple Commercial Core Area, which are currently unavailable. The proposal is consistent with the goals and objectives of the RYOP.

Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) includes policies that encourage residential intensification, densities which make more efficient use of land and public infrastructure, public transit supportive development, and the provision of a full range of housing types. The proposed development is consistent with these goals and objectives of the PPS.

Zoning

The subject lands are zoned C1 (H) Restricted Commercial Zone with the Holding Symbol "H" by By-law 305-2002 (Exception 9(1149)), which implements OPA #573 and the OMB approved plan shown on Attachment #6. The current proposal does not comply with the site-specific zoning by-law that implements the OMB approved site plan and By-law 1-88 does not include a mixed-use zone category. Accordingly, an amendment to the zoning by-law is required. The Owner has submitted a zoning by-law amendment application to rezone the subject lands from C1 (H) Restricted Commercial Zone with the Holding Symbol "H" to C1 Restricted Commercial Zone with the necessary site-specific zoning exceptions required to implement the proposed site plan (Attachment #2). The lands can be zoned C1 Restricted Commercial Zone, subject to the following site-specific zoning exceptions:

- an exception is required to permit the proposed residential use in the C1 Restricted Commercial Zone and relief from the General Commercial provisions of Section 5.1.5;

- an exception is required to the proposed building footprint since they do not coincide with those in the zoning by-law;
- a minimum 1.5m building setback to a Residential Zone whereas 9m is required;
- a minimum front yard (Keele Street) of 1.0m whereas 9.0m is required for a porch encroachment into this yard;
- a minimum rear yard (west) of 1.5m, whereas 15.0m is required; and
- a minimum setback to an R Residential Zone of 1.5m whereas 15m is required.

The zoning exceptions noted above are considered to be technical in nature from the perspective that By-law 1-88 does not have a mixed-use zone category and the C1 Restricted Commercial Zone is not intended to implement the proposed form of development. Staff further suggests that a clause be included in the implementing zoning by-law that deems the subject lands to be one lot for the purposes of zoning regardless of future conveyances, severances, etc. This will ensure that technical variances will not be created when the condominium application is dealt with.

### Compatibility

#### i) Land Use

The Maple Commercial Core Area designation, as amended by OPA #533 permits the proposed business and professional office and residential uses. In addition, site-specific OPA #573 permits a primarily residential use building on the property. The subject property is located adjacent to existing commercial uses to the north and south, Keele Street and existing low-density (detached dwellings) residential uses.

From a planning perspective, including residential uses in the core area is appropriate and can result in many positive contributions, such as, increased pedestrian traffic and vitality; a population to support viable commercial uses and public transit initiatives and a reduced dependency on the automobile resulting from the close proximity of office, commercial and residential uses. The applications propose a three-storey mixed-use office/residential building fronting onto Keele Street, which is a development form often found on an arterial road in a core area. The interior of the site will be developed with a compact residential development in the form of three-storey townhouses.

The Official Plan policies encourage the proposed use in two specific ways. Firstly, the Plan encourages a variety of housing types in the Maple area. The York Region Official Plan and the Provincial Policy Statement further reinforce this policy objective. Secondly, the Plan encourages the redevelopment and intensification of the property for business, residential and commercial purposes at the Major Mackenzie Drive and Keele Street crossroads. The site is located on a major arterial road, providing future residents accessibility to many services.

In view of the above, Staff is satisfied that the proposed land uses are compatible with adjacent land uses.

#### ii) Building Form

Compatibility of the proposed building form with adjacent development is important and required by the Official Plan. Compatibility of building forms does not necessarily mean that new development is identical to the existing development. Certain building designs, architecture and site planning techniques can successfully integrate a new structure with its surroundings.

The lands to the immediate south of the subject lands are occupied with an existing dwelling (10,020 Keele Street), and an existing commercial building. The lands to the west are presently vacant, but are subject to a rezoning application (File Z.04.045 – 2294 Major Mackenzie Limited) proposing townhouse and mixed-use development as shown on Attachment #5 that is consistent

with this proposal. To the northwest are existing detached residential dwellings. The lands to the north are developed with an existing commercial plaza.

The proposed buildings are a maximum of three-storeys in height as permitted by the Official Plan, and the main building on Keele Street incorporates variations in the roofline and building height in order to provide relief to the massing of the building. The townhouse units are three-storeys in height and there are many examples of townhouse development successfully integrated adjacent to existing residential and commercial uses. Townhouse development is often utilized as a transition use from higher order to lower less intense forms of development. Given the proposed building heights and those surrounding the site, Staff is satisfied that compatibility between the existing and proposed two structures from a building massing and form perspective is acceptable. Landscaping and fencing will be further utilized to achieve compatibility between the adjacent properties.

#### Site Design

The proposed site plan is shown on Attachment #2. The plan consists of four buildings developed around a private road providing access into the site from Keele Street. The main building is a three-storey, mixed-use office/residential building fronting onto Keele Street. This building includes approximately 233m<sup>2</sup> of office business and professional uses on the ground floor and five residential units above intended to be live/work units. The building is set back 1.0m from the front lot line (after the required road widening), and 0.6 metres from the north property line. A porch structure is proposed to encroach into the 1.0 metre setback. Parking for the commercial units is provided at the rear of the building, and two on-street spaces are proposed on Keele Street and are to be removed in accordance with the comments of the Region of York as discussed later in the report. A deck above the driveway and commercial parking spaces provides private amenity area for the residential live/work units.

The other three buildings are townhouse blocks containing a total of 18 units. These buildings will be three storeys in height, with at-grade access to a single car garage. The buildings are proposed to have an architectural design that is consistent with the main mixed-use building fronting on Keele Street.

The site is accessed from a proposed private road that will ultimately connect Keele Street to Major Mackenzie Drive through the adjacent property to the west (2294 Major Mackenzie Drive) for which, a zoning amendment application has been submitted (File: Z.04.045) to facilitate a similar development. The overall concept plan for the two parcels is shown on Attachment #5. The two parcels will be developed independently and therefore, a temporary turnabout is proposed at the west limit of the private road on the subject lands to facilitate interim private and service vehicular movements to and from the site. The Engineering Department has advised that the temporary turnabout should not encroach into the front yards of the two end units. Once the adjacent property develops, the road will connect to Major Mackenzie Drive and the temporary turnabout removed. In addition, reciprocal easements from each landowner will be required to facilitate private vehicular movement between the two sites. A condition of approval has been included in this respect.

In the event that the lands at 2294 Major Mackenzie Drive do not develop, the Owner will be required to provide a full turning circle or turnabout to the satisfaction of the City to facilitate permanent vehicular movements to and from the site. In this case, the plan must be amended to ensure the turnabout does not encroach over any part of the two abutting residential townhouse end-units (Units 16 and 17). This may require that these units be deleted from the plan or alternatively the footprint of each townhouse block adjusted. A condition of approval has been included in this respect.

The proposed parking area at the rear of the mixed/use building is immediately adjacent to proposed townhouse Unit #6. The applicant will be required to adequately screen the parking area by means of fencing and/or landscaping the parking area from the adjacent townhouse unit.

A landscape plan has been submitted in support of the site plan application. This plan illustrates a proposed passive amenity area, immediately east of Unit #23.

It is intended that the project will proceed by way of a draft plan of condominium. The necessary application will be submitted at a future date.

#### Transportation

Access to the proposed development is from Keele Street, which is a Regional road. The Region of York Transportation Division has advised that they have no objection to the zoning application and supports the development concept in principle, provided the Owner acknowledges that the proposed access from Keele Street shall be restricted to right-in/right-out movements only. The Region of York has provided comments and a red-lined plan that must be addressed by the applicant prior to final approval. In the event that the applicant requires full movement access from the site, the Region of York requires that a traffic study be completed for its review and approval.

#### Building Elevations

The proposed building elevations are illustrated on Attachment #4. The Keele Street elevation is articulated in a manner to create three distinct facades in order to add visual interest to the building and address the massing of the structure. The centre portion of the building is finished with a buff stone at grade level and red masonry on the upper floors. The remainder of the building is finished in a buff brick. Different window treatments are used on each façade of the building. Yardarm signage and brass signature plates will be used to identify the office tenants.

The three remaining buildings are comprised of townhouse blocks, with a total of 18 units, fronting onto a private road. These units are three-storeys in height with grade level garages and will be finished in red and buff masonry complementary to the main building fronting onto Keele Street. Parking for each unit is provided in a single car garage and a driveway space.

The rear elevation of Units 17 through 23 inclusive and Units 12 to 16 inclusive will be visible from Major Mackenzie Drive and the residential area to the north, respectively and must be upgraded and approved by Staff. A condition of approval is included in this respect.

#### Maple Streetscape and Urban Design Guidelines (MSUDGs)

The Maple Community Plan, as amended by OPA #533 requires that development applications have regard for specific sections of the Maple Streetscape and Urban Design Guidelines. In addition, the balance of the guidelines are used to assess development proposals in the Keele Street and Major Mackenzie Drive corridors within Maple. The vision for the Maple Core Area from a physical built form perspective is implemented through the Maple Streetscape and Urban Design Guidelines. In this context, Council has established the Maple Streetscape Advisory Committee (MSAC) to implement the MSUDG's. The Committee has considered the proposed applications, and is generally satisfied with the proposal subject to the refinement of the architectural aspect of the proposal.

#### Parking

The proposed site plan indicates that 62 parking spaces will be provided, including two on-street parking spaces. By-law 1-88 requires that parking for the development be calculated as follows:

	<u>Required</u>	<u>Provided</u>
23 residential units X 2.0 spaces per unit	= 46 spaces	46 spaces
Visitor Parking @ 0.25 spaces/unit	= 6 spaces	6 spaces
Office Uses 223m <sup>2</sup> @ 3.5 spaces/100m <sup>2</sup>	= <u>8 spaces</u>	<u>10 spaces*</u>
TOTAL PARKING REQUIRED	60 spaces	62 spaces

\* including 2 on-street spaces intended for the office uses on Keele Street

The site plan currently identifies both the residential visitor and commercial parking as visitor spaces. Ultimately on-site demarcation is required to ensure on-site parking spaces are appropriately allocated residential for visitor and commercial purposes. The Region of York has advised that the proposed on-street parking will not be permitted at this location, however, the on-site parking supply of 60 spaces will meet the minimum requirements of the zoning by-law.

### Comprehensive Development

The proposal does not include the residential property to the south (10,020 Keele Street). A comprehensive development that incorporates this property is desirable, however, in lieu of landowner cooperation, the Owner should prepare a concept plan showing how this property may be integrated into the proposed overall development plan or alternatively developed independently. Appropriate easements in favour of the lands at 10,020 Keele Street may be required. The concept plan should incorporate any required road widening and sight triangles to accurately depict future development potential of the lands.

### Landscaping

A landscape (Attachment #3) has been submitted to the City for review and approval. The plan must incorporate all the requirements of the Maple Streetscape and Urban Design Guidelines including the prescribed sidewalk treatment, street furnishings, lighting and landscaping to the satisfaction of the City. In addition, particular attention should be directed towards creating appropriate screening and buffers through landscaping between townhouse Units 6 – 16 inclusive and the commercial use to the north; visitor parking spaces 1 to 9 inclusive and the adjacent townhouse Unit #6 townhouse; Units 17 – 23 inclusive and the commercial use to the immediate south; and, Unit 23 and the residential use to the east, as shown on Attachment #2.

### Environmental

#### i) Noise

The Owner will be required to submit a noise study in support of the site plan application. Appropriate noise clauses or mitigation measures, if required, will be included in the site plan agreement.

#### ii) Phase 1 Environmental Report

The Engineering Department has advised that a Phase 1 Environmental report is not required in support of the subject application.

### Department/Agency Comments

#### i) City of Vaughan – Engineering Department

The Engineering Department has advised that prior to final approval, the Owner is required to submit and have approved an engineering servicing and grading plan(s) satisfying all City criteria,

a functional servicing report, and a noise study. In addition, the Owner is required to satisfy all requirements of the Region of York with respect to the proposed access design and traffic related matters.

ii) Vaughan Fire Department

The Vaughan Fire Department has provided a number of standard site plan approval conditions that the Owner will be required to satisfy.

iii) PowerStream Inc.

The Owner is required to contact PowerStream Inc. in order to assess the electrical requirements for the proposal. The Applicant will be required to comply with all the requirements of PowerStream Inc.

iv) Region of York

The Region of York Transportation and Works Department has provided several comments with respect to the applications. The key comments are summarized as follows:

- The Regional Municipality of York Transportation and Works Department has no objections to the rezoning of these lands. In addition, the Region of York has no objections to the development concept, in principal, provided that the Owner acknowledges that the proposed access to Keele Street shall be restricted to right-in/right-out movements only.

The proposed access point to Keele Street is restricted to right-in/right-out movements since there is limited separation between the proposed access point and the intersection of Keele Street and Major Mackenzie Drive and adequate access and site circulation is available through the adjacent development site along Major Mackenzie Drive (File Z.04.045).

- The Region is protecting a 30.0 right-of-way for this section of Keele Street and as such, all municipal setbacks be referenced from a point 15.0 metres from the centreline of Keele Street.
- The Owner shall convey the following lands, along the entire frontage of the site adjacent to Keele Street, to The Regional Municipality of York free of costs and encumbrances:
  - A road widening along the entire frontage of the site adjacent to Keele Street, of sufficient width to provide 15.0 metres from the centreline of Keele Street; and,
  - A 0.3 metre reserve across the full frontage of the site where it abuts Keele Street shall be conveyed to the Regional Municipality of York for public highway purposes, free of all costs and encumbrances.
  - On street parking will not be permitted in this section of Keele Street.

These issues have been discussed in this report and the Owner is required to satisfy all conditions of the Region of York prior to final site plan approval.

v) Canada Post

Canada Post has provided a number of conditions that the applicant is required to satisfy, including the requirement to provide a central mailbox.

## Conclusion

The proposed development has been reviewed in accordance with the goals and objectives of the Provincial Policy Statement, Regional Official Plan, OPA #350 as amended, and the Maple Streetscape and Urban Design Guidelines. The proposed development concept is considered to conform to the intent of the Maple Community Plan (OPA #350) and the Region of York Official Plan. The concepts inherent in the proposal, specifically as they relate to residential intensification and providing for a mix and broad variety of housing are further supported by the Provincial Policy Statement. With respect to density, the proposal complies with the Official Plan and Maple Streetscape and Urban Design Guidelines, which implements density through site design and by limiting the maximum building height to three storeys.

Staff is satisfied that the proposed site plan application complies with the requirements of the Official Plan and the Maple Streetscape and Urban Design Guidelines. The applicant will be required to satisfy all requirements of the City prior to the execution of a site plan agreement. The Maple Streetscape Advisory Committee has reviewed the proposal and is generally satisfied with the proposal, subject to refinement of final site plan and architectural details.

In view of the above, Staff recommends that the Zoning By-law Amendment and Site Development applications be approved, subject to the comments and conditions in this report. Should the Committee concur, the "recommendation" in this report can be adopted.

## Attachments

1. Location Map
2. Proposed Site Plan
3. Landscape Plan
4. Proposed Building Elevations
5. Concept Plan With 2294 Major Mackenzie Drive Lands
6. OMB Approved Site Plan (Decision Order #1349)

## **Report Prepared by:**

Mauro Peverini, Senior Planner, ext. 8407  
Grant Uyeyama, Manager of Development Planning, ext. 8635

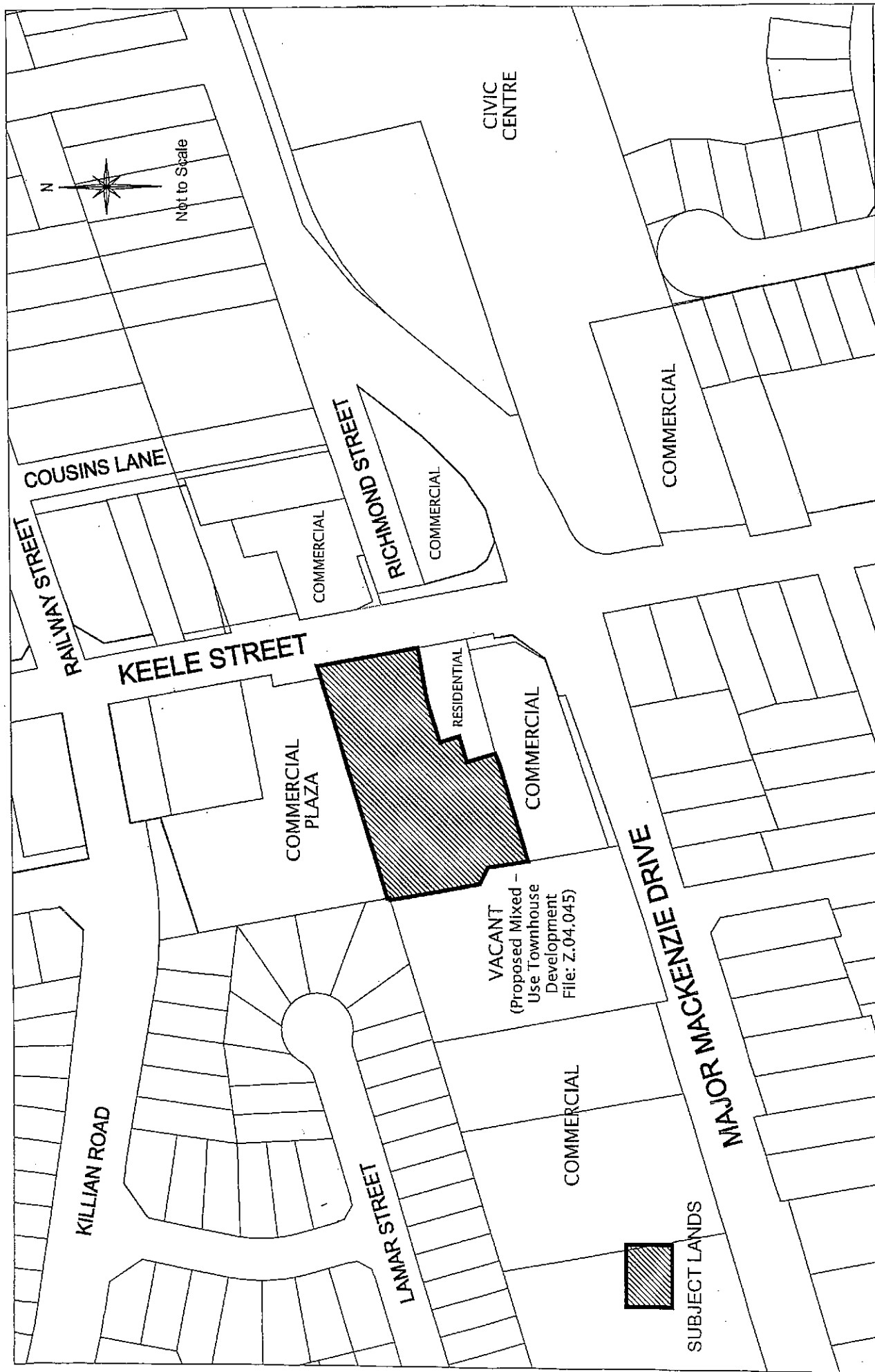
Respectfully submitted,

JOHN ZIPAY  
Commissioner of Planning

MARCO RAMUNNO  
Director of Development Planning

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# Landscape Plan

Part of Lot 21,  
Concession 4

APPLICANT:  
TONLU HOLDINGS LIMITED

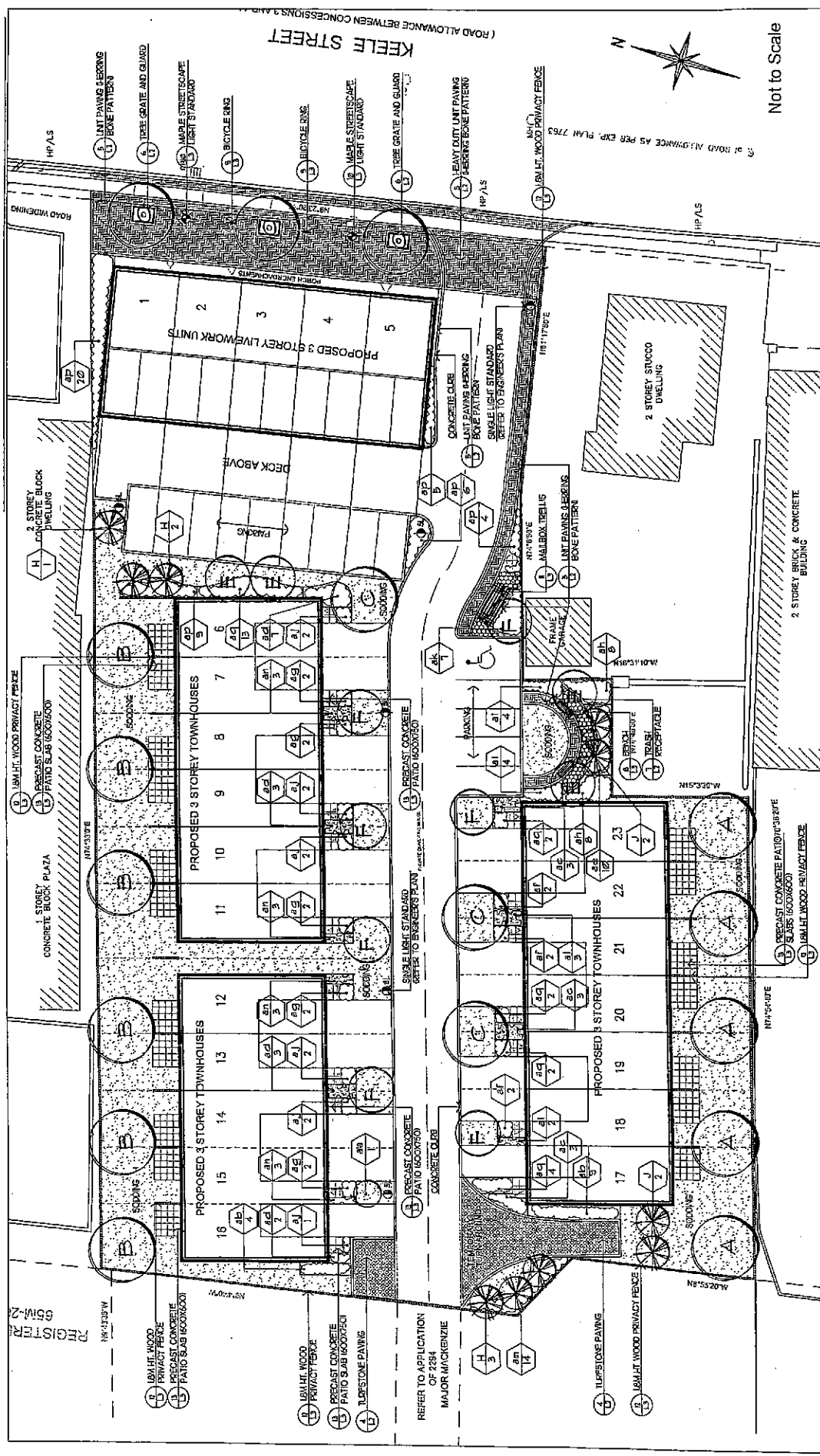
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City of  
**Vaughan**

Development Planning Department

# Attachment

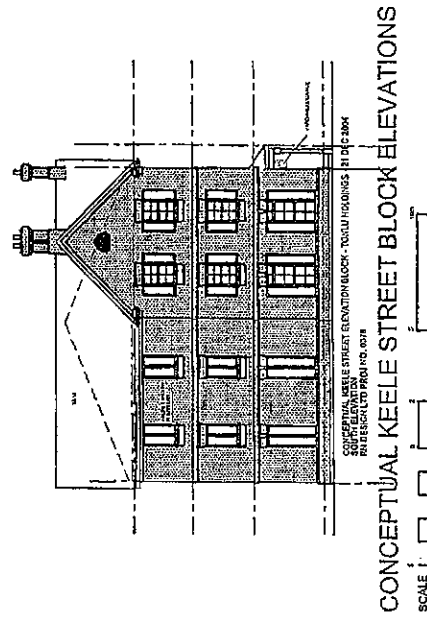
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Z.03.094  
RELATED FILE:  
DA.04.069  
January 10, 2005



APPLICANT:  
TONLU HOLDINGS LIMITED

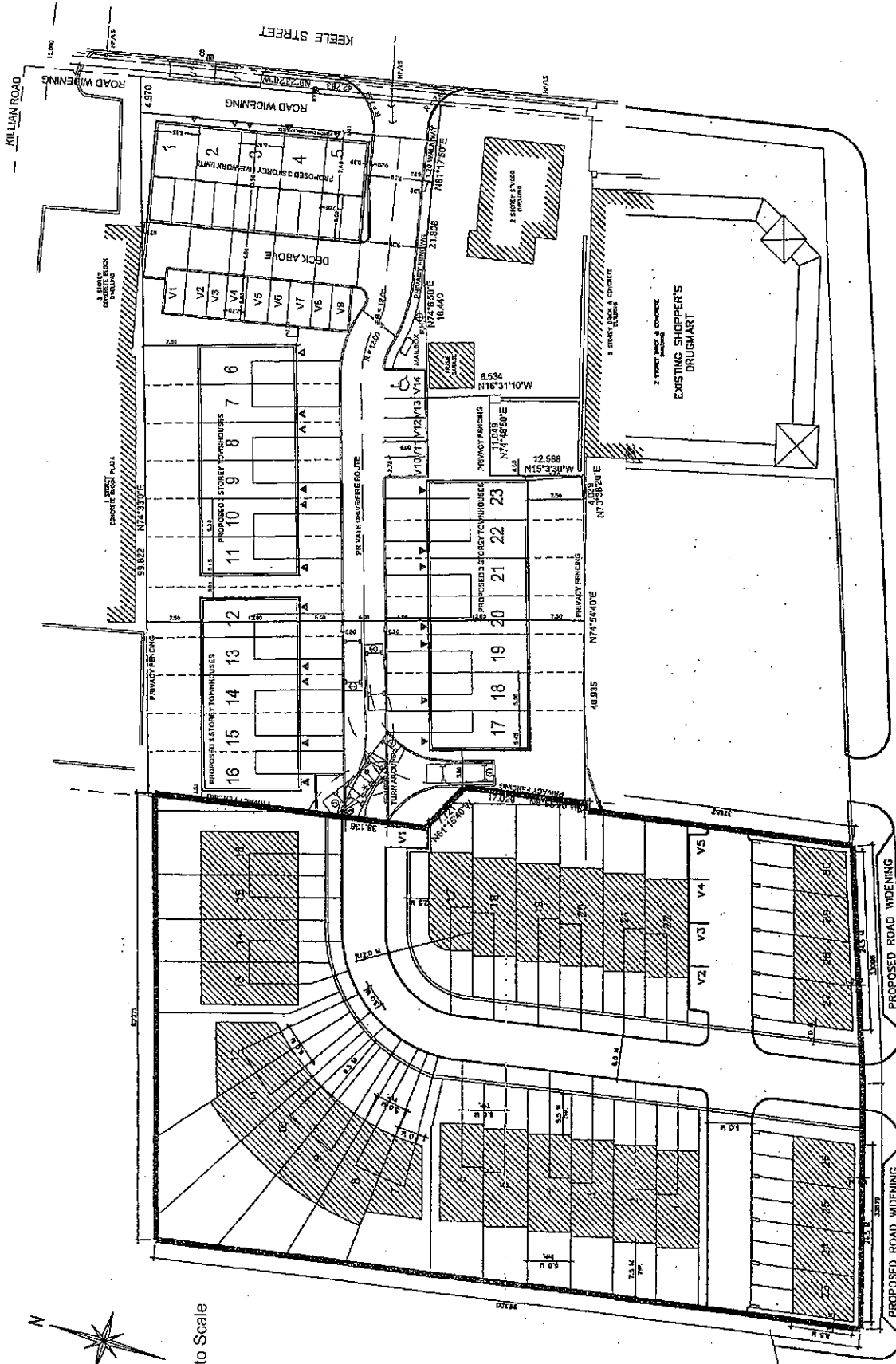
Development Planning Department

FILE No.:  
Z.03.094  
RELATED FILE:  
DA.04.069  
January 10, 2005





Not to Scale



LANDS OWNED BY 2294 MAJOR MACKENZIE LTD.  
(SUBJECT TO ZONING APPLICATION Z.04.045)

## Concept Plan

Part of Lot 21,  
Concession 4

APPLICANT:  
TONLU HOLDINGS LIMITED

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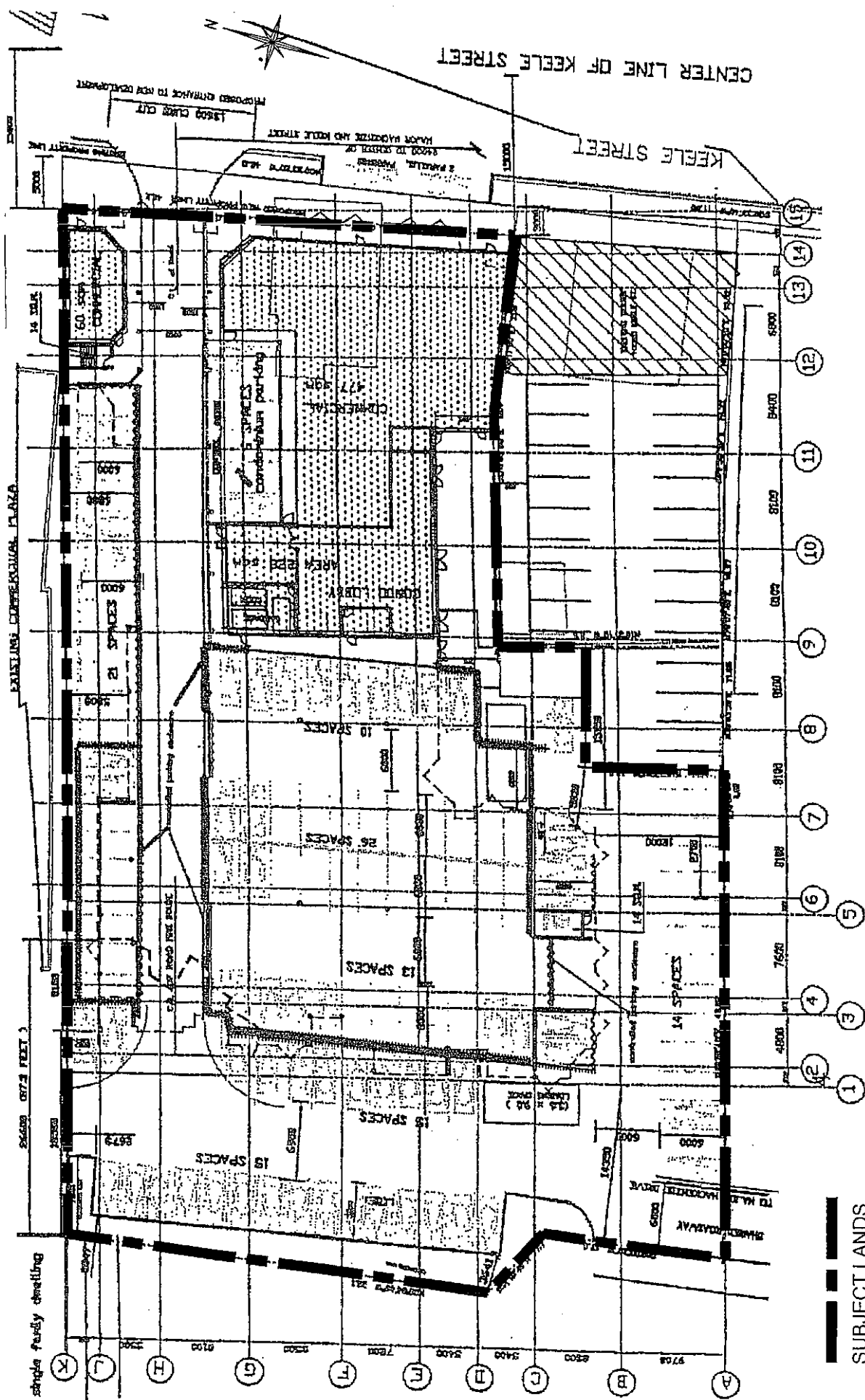
CITY OF  
**Vaughan**

Development Planning Department

# Attachment 5

FILE No.:  
Z.03.094  
RELATED FILE:  
DA.04.069

January 10, 2005



**OMB Approved Site Plan  
(Decision Order #1349)**

APPLICANT:  
TONLU HOLDINGS LIMITED

Part of Lot 21,  
Concession 4

N:\DFT\1 ATTACHMENTS\Z\z.03.094a

**City of Vaughan**

Development Planning Department

# Attachment

FILE No.:  
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RELATED FILE:  
DA.04.069

January 10, 2005

