

**COMMITTEE OF THE WHOLE JUNE 20, 2005**

**OFFICIAL PLAN AMENDMENT FILE OP.04.012  
ZONING BY-LAW AMENDMENT FILE Z.04.038  
SITE DEVELOPMENT FILE DA.05.004  
1556615 ONTARIO LIMITED**

Recommendation

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.04.012 (1556615 Ontario Limited) BE APPROVED, to redesignate the subject lands shown on Attachment #1 from "Office Commercial" to "Neighbourhood Commercial" with the appropriate provisions to be included in the Official Plan Amendment to implement a proposed mixed-use residential/commercial development.
2. THAT Zoning By-law Amendment File Z.04.038 (1556615 Ontario Limited) BE APPROVED, subject to the following:
  - a) That By-law 1-88, be amended, as follows:
    - i) that rezone the subject lands shown on Attachment #1 be rezoned from C8 (H) Office Commercial Zone with the Holding Symbol "H" to C4 Neighbourhood Commercial Zone with a site-specific zoning exception to permit a three-storey, mixed-use development fronting onto Keele Street comprised of 1374m<sup>2</sup> of ground floor commercial uses with 35 residential units above, as shown on Attachment #2;
    - ii) that the following commercial uses be permitted on the subject lands:
      - eating establishment, eating establishment, convenience and eating establishment, take-out restricted to Building "A" (abutting Eagle Rock Way) only;
      - bank or financial institution;
      - business or professional office;
      - personal service shop;
      - photography studio;
      - retail store;
      - service or repair shop;
      - video store; and
    - iii) that the implementing zoning by-law include the following exceptions to implement the proposed site plan shown on Attachment #2:
      - permit a maximum of 35 residential units;
      - permit a total maximum commercial gross floor area of 1374m<sup>2</sup> on the subject lands within the entire Building "A", and on the ground floor only in Buildings "B", "C" and "D";
      - require a minimum front yard (Eagle Rock Way) of 0.85m;
      - require a minimum rear yard (south) of 10.3m;
      - require a minimum exterior side yard (Keele Street) of 0.39m;
      - permit a maximum building height of three (3) storeys;
      - require a minimum of 134 parking spaces;

- require a minimum landscape strip width of 0.39m abutting a street;
- require a minimum landscaping strip width of 1.0m abutting a Residential Zone; and,
- include any other zoning exceptions that are required to implement the final approved site plan.

3. THAT Site Development File DA.05.004 (1556615 Ontario Limited) BE APPROVED, subject to the following:

- a) That prior to the execution of the site plan agreement;
  - i) the final site plan, building elevations, landscape plan and cost estimate shall be approved by the Development Planning Department;
  - ii) the final site servicing and grading plan and stormwater management report shall be approved by the Engineering Department;
  - iii) the Owner shall submit a detailed parking plan identifying on-site demarcation of tenant, visitor and commercial parking spaces and the proposed method for controlling access to each;
  - iv) the Owner shall provide a lighting plan for the proposed parking area including a photometric site plan to identify light levels abutting the residential uses;
  - v) the Owner shall identify snow storage areas on the landscape plan and provide details with respect to the proposed method of on-site garbage storage and disposal;
  - vi) the Owner shall submit a noise study to the satisfaction of the Engineering Department;
  - vii) the Owner shall satisfy all hydro requirements of PowerStream Inc.;
  - viii) the Owner shall satisfy all requirements of the Fire Department;
  - ix) the Owner shall satisfy all requirements of the Region of York; and
  - x) the implementing Official Plan and Zoning By-law Amendment documents shall be in full force and effect.
- b) the site plan agreement shall include the following clauses:
  - i) a clause requiring the Owner to agree to allow (including the granting of all necessary easements) vehicular and pedestrian ingress and egress to and from the subject lands and a driveway required for a rear laneway with the abutting lands to the south, in accordance with Official Plan Amendment No. 350, and subject to any required Council approved and by-law, if necessary;
  - ii) the appropriate clause(s) requiring the Owner to implement all recommendations of the approved noise study;
  - iii) a clause requiring that all rooftop mechanical units be adequately screened; and,

- iv) The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to the high density rate applicable on a per unit basis or 5% of the value, whichever is higher, with respect to the subject lands for the residential component, prior to the issuance of a building permit, in accordance with Section 42 of the Planning Act and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the subject lands prepared by an accredited appraiser for approval by the Vaughan Legal Department, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.
4. That the following resolution be adopted allocating sewage and water servicing capacity:

"NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT the proposed Site Development Application DA.05.004 be allocated sewage capacity from the Maple Service Area of the York/Durham Servicing Scheme and water supply capacity from Pressure District No. 6 of the York Water Supply System, for a total of 35 residential apartment units, following the execution of a site plan agreement to the satisfaction of the City."

### **Economic Impact**

There are no requirements for new funding associated with this report. The proposed development will add new assessment to the local tax base.

### **Purpose**

The Owner has submitted applications to amend the Official Plan and Zoning By-law to:

1. Redesignate the subject lands shown on Attachment # 1 from "Office Commercial" to Neighbourhood Commercial.
2. Rezone the subject lands shown on Attachment #1 from C8 (H) Office Commercial Zone with the Holding Symbol "H" to C4 Neighbourhood Commercial Zone with a site-specific exception to facilitate a proposed mixed use development.

The Owner has also submitted a Site Development Application to permit a mixed-use residential/commercial development comprised of four, three-storey buildings. Three of the buildings will contain a total of 1128m<sup>2</sup> of ground floor commercial uses and 35 residential units on the second and third floors (Buildings "B", "C" and "D"). A fourth building is a 246m<sup>2</sup>, three-storey commercial building at the southeast corner of Eagle Rock Way (future McNaughton Road) and Keele Street (Building "A"). The proposed site plan is shown on Attachment #2.

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

The subject lands shown on Attachment #1 are located at the southeast corner of Eagle Rock Way and Keele Street, being Block 96 on Registered Plan 65M-3784 (10197, 10211 and 10243 Keele Street), in Part of Lot 22, Concession 3, City of Vaughan. The 0.90 ha site has frontage of 55m on Eagle Rock Way, and 65m frontage along Keele Street.

The subject lands are designated "Office Commercial" by OPA #350 (Maple Community Plan), and zoned C8 (H) Office Commercial Zone with the Holding Symbol "H" by By-law 1-88, subject to Exception 9(1171). The site is currently undeveloped. The surrounding land uses are:

North - Eagle Rock Way; industrial (M1 Restricted Industrial Zone)

- South - day-care (C8 Office Commercial Zone)
- East - future residential (RM1 Multiple Residential Zone & R4 Residential Zone)
- West - Keele Street; commercial & Maple Community Centre (C3 local Commercial Zone, A Agricultural Zone and OS2 Open Space Park Zone)

On December 23, 2004, a Notice of Public Hearing was circulated to all property owners within 120m of the subject lands, and to the Gates of Maple Ratepayer Association. To date, no comments have been received. The recommendation of the Committee of the Whole to receive the Public Hearing report on January 17, 2005, and to forward a comprehensive report to a future Committee meeting was ratified by Council on January 24, 2005.

### Policy Context

#### i) Provincial Policy Statement

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

#### ii) Region of York Official Plan

The Region of York Official Plan 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 Regional Plan 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 applications propose a mixed-use residential/commercial development form that provides intensification on Keele Street and introduces a housing form that adds to the variety of housing units in the Maple Community. The proposal is consistent with the goals and objectives of the Regional Plan.

On January 12, 2005, the Region of York approved the request for exemption from Regional approval, and therefore the City will be the final approval authority with respect to the approval and the implementing official plan amendment.

#### iii) Official Plan – OPA #350 (Maple Community Plan)

The subject lands are designated "Office Commercial" by OPA #350 (Maple Community Plan), which restricts uses to low rise office buildings incorporating a residential design and scale. Limited ground floor retail uses located within the office building, and residential units appropriately integrated into office commercial developments are also permitted.

The proposed development does not conform to the Official Plan, and consequently, the Owner has filed an application to amend the Official Plan and redesignate the subject lands from "Office Commercial" to "Neighbourhood Commercial" with site-specific policies to implement the proposed mixed-use residential/commercial development.

OPA #350 includes a policy under Section II, Goals, subparagraph (f), which identifies as a goal of the plan, the provision of a full range and mix of housing types. Section 1.3, Housing Mix, also includes policies respecting intensification and providing a range and variety of dwelling unit types within the Maple Community. The proposal of a mixed residential/commercial development is consistent with these policies of the Official Plan.

The criteria used to assess development applications in the "Office Commercial" Section of OPA #350 is not applicable to the form of development proposed. In this regard, OPA #350 has been

amended by OPA #533, which establishes development criteria to implement mixed-use developments in the Maple Commercial Core Area, generally located in the vicinity of the Keele Street and Major Mackenzie Drive intersection. OPA #533 incorporates several sections of the Maple Streetscape and Urban Design Guidelines (MSUDGs) into the Official Plan. The MSUDGs are applicable to the subject lands and are used to implement the vision for Maple from a physical built form perspective. Although the provisions in OPA #533 are intended to address mixed-use development the policies are not applicable to the subject lands. However, certain criteria do provide a useful framework to review the subject applications, as follows:

a) Proposed Land Use

OPA #533 allows commercial, institutional and residential mixed-use buildings to have up to a maximum of three storeys, provided that 70% of the frontage at grade level is used for street-related retail, office and service uses. The proposal complies with this requirement in that 81% of the frontage at grade level is proposed to be used for street related retail, office and service uses.

b) Transportation Issues

OPA #533 requires that new development achieve several transportation objectives, such as designing an efficient vehicular circulation system, parking areas located behind new buildings and on-street parking. The proposal includes the main parking area located behind the building, accessed by one access from each of Keele Street and Eagle Rock Way. Parked cars are removed from the streetscape, thereby creating a better relationship between the proposed buildings and on-street pedestrian environment. Lay-by parking spaces are proposed along Keele Street, which are desirable both from the perspective of providing convenient parking for the proposed commercial uses, a buffer between traffic and pedestrians, and as a traffic calming measure.

The Official Plan requires that a traffic study be prepared. The Owner has submitted a traffic study, prepared by Mark Engineering and dated June 8, 2005. The Region of York has reviewed the study and is satisfied with its recommendations, however the Engineering Department requires that some analysis be undertaken prior to final site plan approval.

c) Building Design

Achieving appropriate urban design for the proposed development is an objective of the Official Plan and the MSUGSs. The Official Plan and MSUGSs established policies and guidelines for building height, scale and massing, which are assessed in greater detail in this report. These objectives are achievable using the building form and massing being proposed.

d) Compatibility with Existing Development

Compatibility with existing development must be assessed under the Official Plan and is reviewed in greater detail later in this report. The Development Planning Department is satisfied that the proposal is compatible with existing and future development in the surrounding area.

e) Site Plan Control

The Official Plan requires that development be subject to a site plan agreement. The Applicant has applied for site plan approval (File DA.05.004), which is also the subject of this report.

f) Servicing

The Official Plan requires that development or redevelopment will be permitted only where adequate water and sewer services are available. In this respect, the Engineering Department has advised that servicing is available for the development.

OPA #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 the context of the planning policy regime established by the local community plan, the Regional Official Plan and the Provincial Policy Statement, the proposed land uses are appropriate for the subject lands and consistent with the policies therein.

#### Maple Streetscape Urban Design Guidelines (MSUDG's)

As noted above, the vision for the Maple Core Area from a physical built form perspective is implemented through the Maple Streetscape and Urban Design Guidelines (MSUDG's). The MSUDG's set out guidelines to apply to proposal when assessing development within the MSUDG boundary. The applicable criteria are assessed as follows:

a) Vehicular Circulation

The MSUDGs require that a vehicular circulation system be developed that minimizes the impact on major arterials. One access is proposed from each of Keele Street and Eagle Rock Way. This will provide efficient access to the site with minimal vehicular interruptions to the pedestrian realm along both street frontages.

b) Pedestrian Linkages

The Official Plan promotes the creation of new pedestrian linkages and references Sections 2.4, 2.6 and 2.7 of the MSUDG's. The proposed site plan includes a sidewalk along Keele Street extended to the entrance of each commercial unit. Walkways are proposed at the rear of the building from the parking lot and around the buildings, which would be utilized by future residents, visitors and patrons of the commercial establishments. In addition, walkway connections between the proposed buildings from Keele Street to the parking area are proposed to provide pedestrian linkages into the development and serve to break up the massing of the development on Keele Street.

d) 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 MSUDG's, which 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 and Eagle Rock Way. Twelve (12) lay-by parking spaces are proposed on Keele Street as encouraged by the Guidelines.

e) Massing, Scale and Building Height

The MSUDG's establish guidelines respecting massing, scale and building height for new development. The Guidelines require that the scale and form of buildings be complementary with adjacent low-density residential development and that buildings fronting onto Keele Street not exceed three storeys. All of the buildings proposed in this development have a maximum of three storeys. The subject lands abut a day-care building to the south, Keele Street and commercial buildings to the west, low density residential to the east, and industrial uses to the north. The proposed massing, design, and building form for the proposed mixed-use development is compatible with the adjacent surrounding development.

g) Rear Laneway

The MSUDG's identify a rear yard laneway system connecting the properties on the east side of Keele Street in order to facilitate vehicular movement and minimize access points onto Keele Street. The plan as designed can accommodate a future laneway connection at the south limit of the property by extending the driveway between the two rows of parking. The potential for a driveway connection has been secured on the lands to the south (day-care) with the appropriate clauses inserted in the site plan agreement to facilitate the necessary easements that are required to implement the rear lane connection. Protecting for a possible connection requires that a clause be included in the site plan agreement for the subject lands, which has the effect of obligating the Owner to grant an easement to the City over the subject property should the City wish to pursue the laneway system. At this time, the rear laneway connection is unlikely as long as the day-care exists, however, should the southerly lands redevelop, a connection may be appropriate. Notwithstanding, a recommendation has been included in this respect.

h) Landscaping

As part of the MSUDG's, a Master Landscape and Design Study was prepared prescribing sidewalk, landscaping, lighting, street furniture and other streetscape treatments. The Owner will be required to implement the requirements of the Master Plan to the satisfaction of the Development Planning Department.

Maple Streetscape Community Advisory Committee

In order to implement the MSUDGs Council established the Maple Streetscape Advisory Committee (MSAC). The MSAC reviews all development applications subject to MSUDGs and provides comments to the Development Planning Department and Council. On May 25, 2005, the MSAC met to consider the proposed applications, however did not have the quorum necessary to consider the application. A subcommittee was convened and supported the proposed development with recommended modifications to the proposed rooflines and upgrades to the entry features. It was generally agreed that this was a positive development, subject to further design resolution, as recommended by the subcommittee. The final elevations must be approved to the satisfaction of the Development Planning Department.

Proposed Village of Maple Heritage Conservation District

The subject lands are not included in the Village of Maple Conservation District Study (VMCDS) currently being undertaken by Philip H. Carter Architect. The lands are however, situated at the northern most boundary of the Study Area and therefore, this development will be a gateway into the study area and the design of the proposed buildings, in particular the elevations facing Keele Street and Eagle Rock Way.

The current building elevations and site plan were recently revised and resubmitted to respond to comments from the MSAC, the Region of York, and a review of the original plans by Philip Carter. In a letter dated February 24, 2005, Philip Carter advised that subject to certain comments, the overall development is very encouraging and could add a great deal to the redevelopment of Maple. Two additional elevations were appended to the letter providing additional direction with respect to the main front elevations. The current elevations incorporate certain suggestions provided by Phil Carter. The final building elevations must be approved to the satisfaction of the Development Planning Department.

Zoning

The subject lands are zoned C8 (H) Office Commercial Zone with the Holding Symbol "H" by By-law 1-88, subject to Exception 9(1171), which requires that a site plan be approved prior to the

“H” Holding Symbol being lifted from the site. The proposed development does not comply with By-law 1-88 and consequently, the Owner has filed an application to amend the Zoning By-law to rezone the subject lands from C8 (H) Office Commercial Zone with the Holding Symbol “H” to C4 Neighbourhood Commercial Zone with the necessary site-specific zoning exceptions required to implement the proposed site plan shown on Attachment #2. By-law 1-88 does not include a “mixed-use” zone category to implement this form of development and as a result, the exceptions required to implement the plan are considered to be technical in nature from the perspective that the proposed C4 Neighbourhood Commercial Zone is not intended to implement this form of development. Therefore, the lands can be zoned C4 Neighbourhood Commercial Zone, with the following site-specific zoning exceptions to implement the proposed plan:

- permit a maximum of 35 residential units;
- permit a minimum front yard to Eagle Rock Way of 0.85m, whereas 15m is required;
- permit a minimum rear yard (south property line) of 10.3m whereas 15m is required;
- permit a minimum exterior side yard to Keele Street of 0.39m whereas 11m is required;
- permit a maximum building height of three (3) storeys or 12m, whereas the By-law permits 11m;
- permit a minimum of 132 parking spaces, whereas 145 spaces are required;
- permit a minimum landscaping strip width of 0.39m abutting a street, whereas 6m is required;
- permit a minimum landscaping strip width of 1.0m abutting a Residential Zone, whereas 2.4m is required; and,
- include any other zoning exceptions as may be required to implement the final approved site plan.

The C4 Neighbourhood Commercial Zone permits a range of commercial uses, some of which may not be appropriate in this land use context and within the proposed development form. Accordingly, it is recommended that the commercial uses permitted on the site be restricted to the following within Buildings “A”, “B”, “C” and “D”:

- eating establishment, eating establishment, convenience, eating establishment, take-out restricted to Building "A" only;
- bank or financial institution;
- business or professional office
- personal service shop;
- photography studio;
- retail store;
- service or repair shop; and
- video store.

The implementing zoning by-law shall include clauses, which restrict these uses to the ground floor of Buildings “B”, “C” and “D” only, and that a maximum total gross floor area of 1374m<sup>2</sup> shall be permitted on the overall site for all buildings, including all 3-storeys in Building “A”.

#### Compatibility

##### i) Land Use

The proposal requires that the Official Plan and Zoning By-law be amended in order to implement the proposed mixed-use development. Redesignating and rezoning the subject lands to permit a mixed-use residential and commercial development with site-specific policies and zoning restrictions to control the building size, height, use and form of development, would allow the subject lands to be developed with buildings that front onto Keele Street and Eagle Rock Way, which address the street in a positive manner.



The subject property is located opposite existing commercial uses to the west, an existing day care facility to the south, and future low-density (detached dwellings) residential uses to the east. From a planning perspective, including a mixed use development on an arterial road in close proximity to the Maple Commercial Core Area is appropriate and can result in many positive contributions to the area including: 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 commercial and residential uses. The applications propose three-storey mixed-use commercial/residential buildings abutting a commercial building, which are uses that are often located on arterial roads.

The existing Official Plan policies encourage the proposed uses from the perspective of encouraging a variety of housing types in the Maple area. The York Region Official Plan and the Provincial Policy Statement further reinforce this policy objective. The applications are also consistent with the policies and guidelines respecting the form of development anticipated in this general area. The site is located on a major arterial road, providing future residents accessibility to many services.

In view of the above, the land use proposed is considered to be compatible with the surrounding 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 must be 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 day-care facility. The lands on the west side of Keele Street are developed with an existing commercial plaza and the Maple Community Centre. To the east are future single-detached residential dwelling units.

The proposed buildings are a maximum of three-storeys in height. The mixed-use buildings fronting on Keele Street incorporate variations in the roofline and building height in order to provide relief to the massing of the building. The buildings are also separated by pedestrian connections into the site thereby breaking up the massing along the Keele Street frontage. The future residential units to the east of the site will likely be two-storeys in height. The proposed three-storey buildings are located a minimum of 28 metres away from the rear property line of the residential uses at the closest point.

The existing C8 Office Commercial Zone would also allow buildings with a similar building height on the subject lands. There are many examples of residential development successfully integrated with adjacent commercial uses. This proposal can be utilized as a transition use from higher order to lower less intense forms of development for the future residential to the east. In addition, the proposed development, will act as a buffer between the residential uses to the east and Keele Street.

Given the proposed building heights, site design and separation distance between the proposed building and the surrounding development, compatibility between the existing and proposed structures from a building massing and built 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 site plan consists of four buildings developed along the street edges with one driveway access from each of Keele Street and Eagle Rock Way. Each of the buildings are located close to the street with building setbacks in the range of 0.39 m to 3.175m. The proposed three-storey commercial building (Building "A") is located at the southeast corner of Keele Street and Eagle Rock Way and has a total gross floor area of 246m<sup>2</sup>. An enclosed garbage room is located at the east end of the building, and accessed from the driveway located at the rear of the building.

Buildings "B", "C" and "D" face Keele Street, and each building contains ground floor commercial uses with residential units on the second and third floors. Each building has a storefront facing and accessed from Keele Street. The residential units are accessed from the rear of each building.

Building "B" has an area of 645m<sup>2</sup> and contains 16 two-storey back-to-back units above the ground floor commercial uses. Eight parking spaces are provided in an enclosed garage that will be allocated to the eight units facing the parking area. Building "C" has a gross floor area of 485m<sup>2</sup> and contains 12 residential units utilizing the same two-storey back-to-back design of Building "B" and includes 6 enclosed garages that will be allocated to the units facing the parking area. Building "D" has an area of 565m<sup>2</sup> and contains 7 two-storey units over the commercial uses. Except for the parking located in the enclosed garages, all other parking will be located in the proposed parking area.

The parking area for all the proposed development is located at the rear of the building and accommodates 118 vehicles (not including 14 enclosed garage spaces). Twelve (12) on-street parking spaces are proposed on Keele Street, however the Region of York has indicated that they do not support lay-by parking on this portion of Keele Street. The applicant will be required to adequately screen the rear parking area by means of fencing and landscaping from the residential uses to the east. In addition, the Owner is required to provide a lighting plan (photometric site plan) that identifies the lighting levels at the property line and the specifications of the units proposed to ensure that lighted is directed onto the subject lands. A condition of approval is included in this respect.

As noted above, the applicant has protected for the possibility of creating a rear lane that connects to the property to the immediate south. The necessary clauses will be included in the site plan agreement to implement the rear lane driveway.

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. Accordingly, it is expected that a private contractor will be utilized for garbage and snow removal. The applicant must identify snow storage areas on the site equivalent to 2% of the lot area. In addition, the Owner must provide details respecting the proposed garbage storage method and disposal on the site. All garbage storage must be located within the proposed buildings and outdoor storage of garbage will not be permitted. A condition of approval has been included in this respect.

## Building Elevations

The proposed building elevations are illustrated on Attachments #4 - #7. The Keele Street elevations for Buildings "B", "C" and "D" utilize a consistent architectural treatment and are articulated in a manner to create distinct street related commercial facades and a separate residential design for the upper levels in order to add visual interest to the buildings and address the massing of the structures to reinforce the village centre character of the area.

Each building façade is composed of three separate components to create a visual interest to the buildings. The centre component of each building is finished with a combination buff coloured stone and stucco carried two-storeys in height with the third floor utilizing an angled mansard type roof covered with asphalt shingles. To either side of the central component, the buildings are finished with a buff coloured stone and red brick accent at the commercial unit grade level. The red brick is carried for the full height of the three-storey building providing a balanced appearance for each structure. The roofline of each building is relatively flat at the ends, with a variation provided in the central part of the structure. Different window treatments are used at the base of the building of the façade to distinguish between the grade-related commercial units and residential units above. The main floor of the building is traditional in design with awnings, windows and entrances at grade level accessed from the public sidewalk on Keele Street.

The rear elevations for Buildings “B”, “C” and “D” continue the architectural treatment used on the front of the building. Each building includes entrances to the proposed units comprised of a single door and glass side panels. Buildings “B” and “C” include prefinished metal garage doors with glass inserts provided to access the enclosed garage parking spaces.

Building “A” as shown on Attachment #4 is a three-storey commercial building located at the southeast corner of Keele Street and Eagle Rock Way. The main front entrance to the building faces Eagle Rock Way and is covered by an overhead canopy, with a single glass door and glass side panels below. A second covered entrance is provided facing Keele Street and utilizes a double glass door. Building “A” utilizes a typical residential building form composed of a peaked roof, with black asphalt shingles, reddish coloured brick and accent stucco panels for the window surrounds.

Density

The proposed development yields a residential density of 38.5 units per hectare. OPA #350 does not prescribe a maximum residential density for the subject lands under the “Office Commercial” designation or the proposed “Neighbourhood Commercial” designation.

The proposed density falls within the range of 30 to 60 units per hectare permitted under the “Medium Density” residential designation of OPA #350. The Maple Commercial Core Area and Maple Streetscape Guidelines implement density through a maximum building height, built form and technical considerations such as appropriate access and parking. Provided these parameters are satisfactory, the maximum number of units is considered acceptable. In this regard, the proposed building height, massing, access and parking are considered acceptable, subject to the comments in this report, and therefore, the residential density proposed can be supported.

Parking and Transportation

The site plan proposes that 144 parking spaces comprised of 118 spaces in the rear parking area, 14 spaces in the enclosed garages and 12 lay-by parking spaces along the Keele Street frontage. By-law 1-88 requires that parking for the development is calculated as follows:

	<u>Required</u>	<u>Provided</u>
35 residential units X 1.5 spaces/unit	= 53 spaces	Note (1)
Visitor Parking @ 0.25 spaces/unit	= 9 spaces	Note (1)
Commercial 1374m <sup>2</sup> @ 6 spaces/100m <sup>2</sup>	= 83 spaces	<u>Note (1) &amp; (2)</u>
<b>TOTAL PARKING REQUIRED</b>	<b>145 spaces</b>	<b>144 spaces*</b>

\* Including 12 on-street spaces, which are not permitted to be counted as required parking by By-law 1-88. A deficiency of 11 spaces occurs when the lay-by parking

spaces are not counted. An exception for parking requiring a minimum of 134 parking spaces to be provided is recommended, and excludes the lay-by parking

Note 1. On-site demarcation by signage is required to ensure parking spaces are appropriately allocated for residential, visitor and commercial purposes.

Note 2. The Region of York has advised that it does not support on-street parking at this location.

The site plan does not demarcate how the parking spaces will be allocated to the residential, visitor and commercial uses on the site. In addition, the Owner has not provided any information outlining how access to these spaces will be controlled to ensure that, for example, patrons to a commercial unit are not parking in a designated residential parking space. The Owner will be required to submit this information for the review and approval of the Engineering Department.

Access to the proposed development is from Keele Street and Eagle Rock Way, which are Regional and City roads, respectively. As noted above, the applicant has submitted a traffic study in support of the proposed development, which has been approved by the Region of York Transportation and Works Department. The City's Engineering Department has identified some additional traffic analysis that is required. The final traffic study must be approved by the Engineering Department.

As noted above, the Region of York has indicated that it does not support the proposed lay-by parking spaces on this portion of Keele Street. Lay-by parking spaces are encouraged by the MSUDG's and supported by the City in this area. The City will work with the Region to encourage the proposed lay-by parking spaces. This issue should be resolved prior to final site plan approval.

#### Landscaping

A landscape shown on Attachment #3 has been submitted to the City for approval. The plan must incorporate all the requirements of the Maple Streetscape Master Landscape and Design Study 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 the proposed commercial parking area and the future residential to the east.

Soft landscaping parking islands have been added in the parking area to soften its' appearance. These parking islands align with the spaces between the buildings and are visible from Keele Street to create a more visually pleasing entrance for pedestrians walking into the site from Keele Street.

Additional landscaping such as dense evergreens and shrubs is to be provided abutting the rear of the residential lots, instead of sod.

The Owner has submitted a tree assessment and preservation plan prepared by Henry Kortekaas & Associates, dated July 27, 2003, which has been reviewed by the Development Planning Department. The plan recommends that the existing trees be removed for reasons including poor health, poor species, a required road widening, grading issues.

The final plan must be approved to the satisfaction of the Development Planning Department.

## 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 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 must 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 requirements of PowerStream Inc.

### iv) Parkland Dedication

The Owner has paid the cash-in-lieu of parkland for the commercial component of the development, however will be required to pay cash-in-lieu of parkland dedication equivalent to 5% of the value of the subject lands for the residential component, prior to the issuance of a building permit. A condition of approval has been included in this respect. The Applicant has submitted an appraisal for review and approval.

### iv) 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.

## **Relationship to Vaughan Vision 2007**

This staff report is consistent with the priorities set forth in Vaughan Vision 2007, particularly 'A-5', "Plan and Manage Growth".

## **Conclusion**

The applications to amend the Official Plan and Zoning By-law and for Site Development Approval, have been reviewed in the context of the policies contained within the Provincial Policy Statement, Regional Official Plan, OPA #350 (Maple Community Plan), the Maple Streetscape Urban Design Guidelines, and the requirements of By-law 1-88. The applications propose a mixed-use development along an Urban Corridor that is supported by the local and Regional Official Plans and the Provincial Policy Statement.

The applications have been further reviewed from the perspective of the appropriateness of the proposed land use, compatibility with the adjacent land uses, and the building form and massing. The proposed commercial/residential mixed use development proposal is considered to be appropriate in this location, and compatible with the surrounding land uses from a built form perspective. Accordingly, the applications can be supported and recommended for approval, subject to the conditions provided in the recommendation section of this report.

## **Attachments**

1. Location Map
2. Site Plan
3. Landscape Plan
4. Elevations – Building A
5. Elevations – Building B
6. Elevations – Building C
7. Elevations – Building D

## **Report Prepared by:**

Margaret Holyday, Planner, ext. 8216  
Mauro Peverini, Senior Planner, ext. 8407  
Grant Uyeyama, Manager of Development Planning, ext. 8635

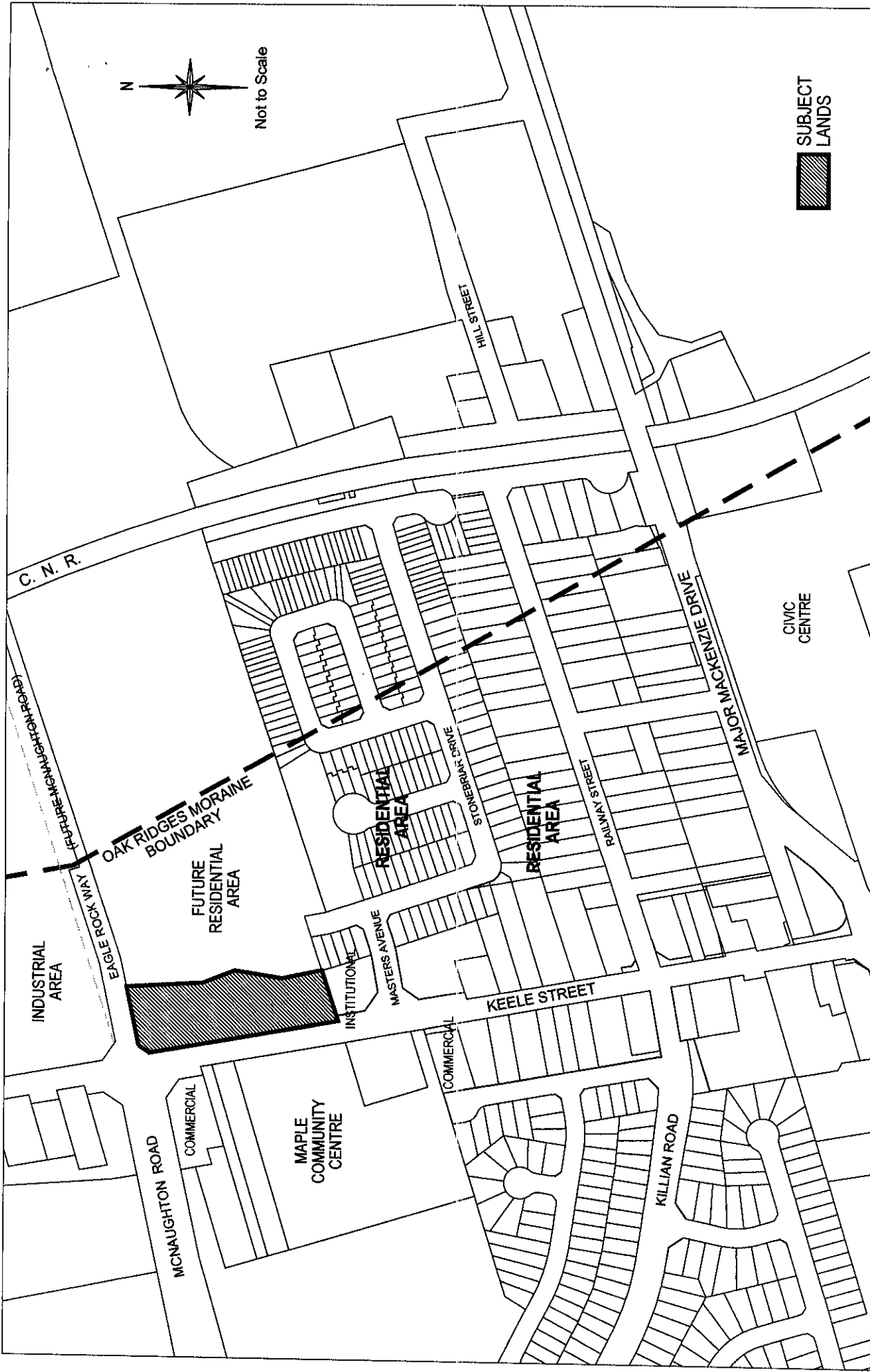
Respectfully submitted,

JOHN ZIPAY  
Commissioner of Planning

MARCO RAMUNNO  
Director of Development Planning

/LG

R:\WORKING\HOLYDAY\M\KEELE-MCNAUGHTON.CW



**Location Map**

Part Lot 22,  
Concession 3  
 APPLICANT:  
 1556615 ONTARIO LTD.  
N:\A\PT\1 ATTACHMENTS\1556615\04-0386p.04.012

City of  
**Vaughan**

Development Planning Department

**Attachment**



FILE No's.:  
 DA.05.004,  
 Z.04.038 & OP.04.012

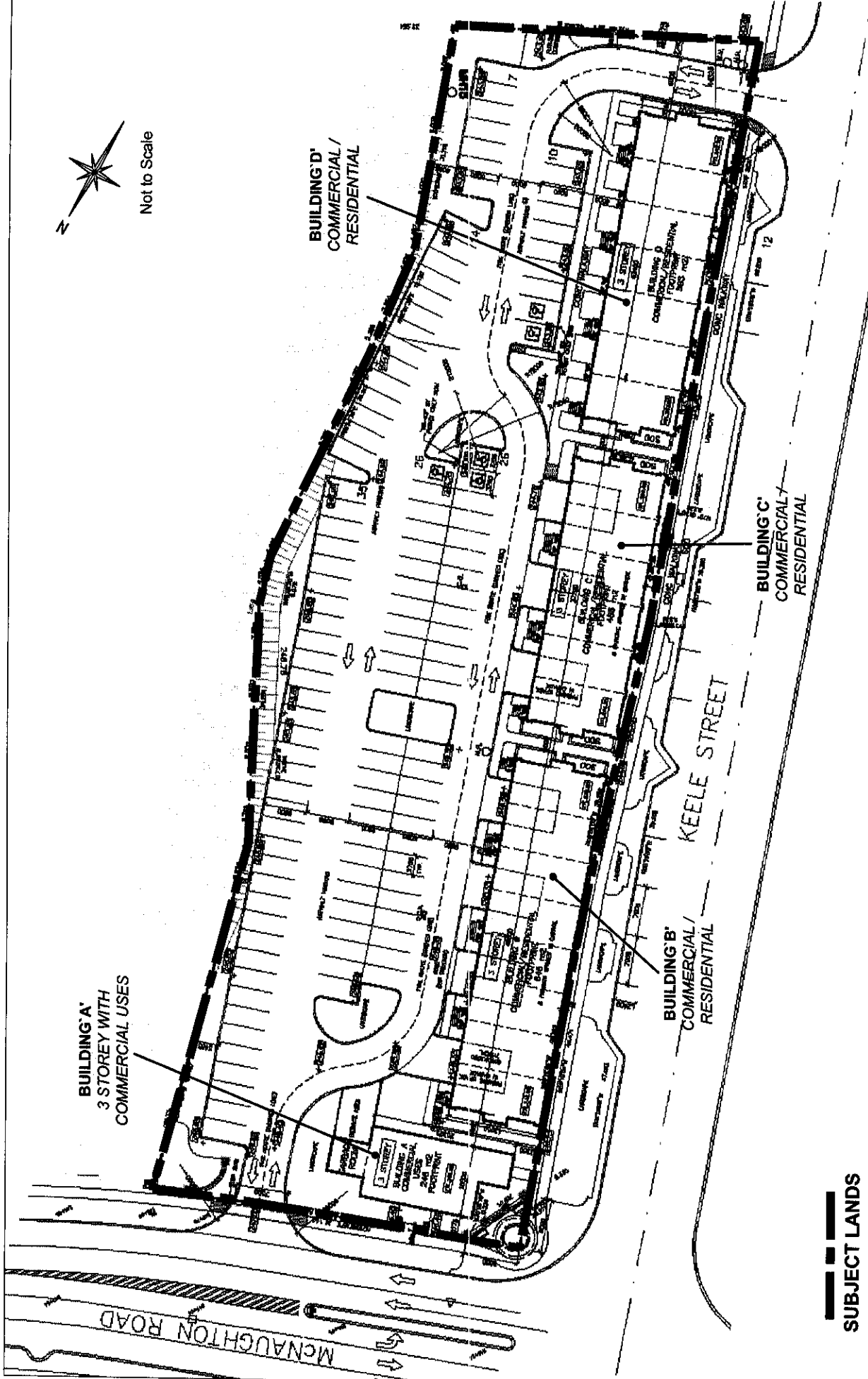
June 16, 2005

**SUBJECT LANDS**





Not to Scale



**SUBJECT LANDS**

# Site Plan

Part Lot 22,  
Concession 3

APPLICANT:  
1556615 ONTARIO LTD.

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# City of Vaughan

Development Planning Department

# Attachment

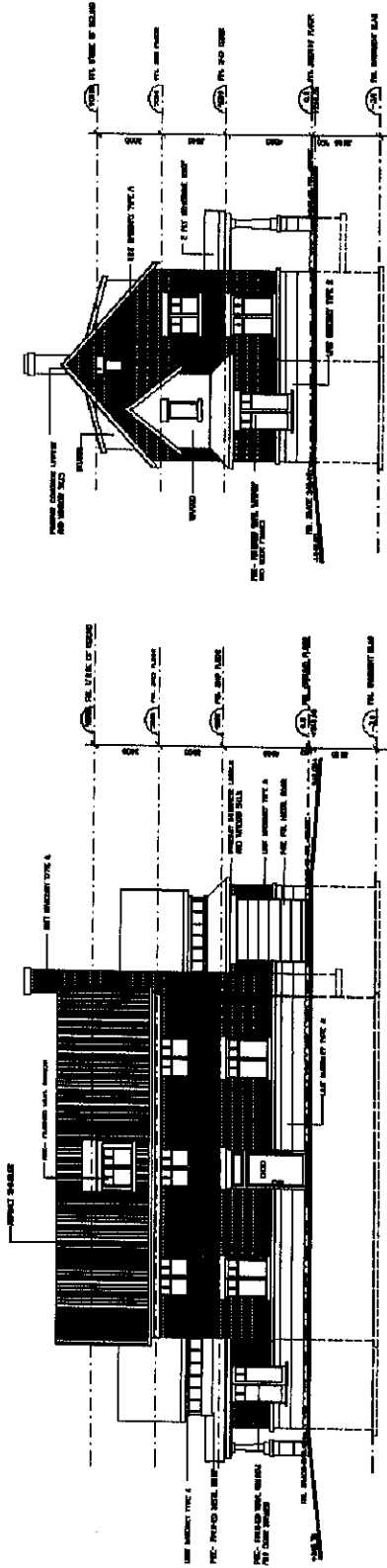
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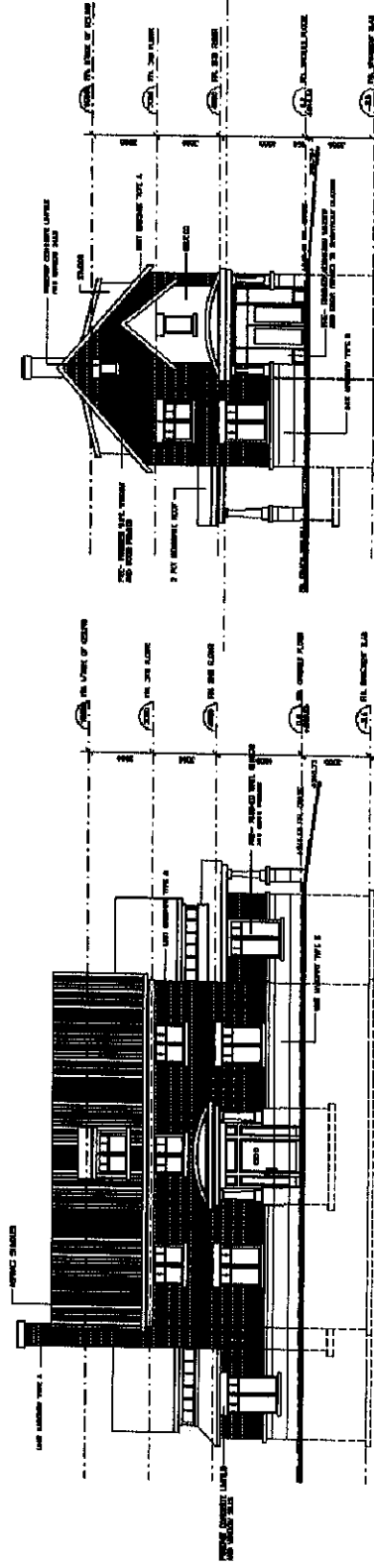






SOUTH ELEVATION

EAST ELEVATION



NORTH ELEVATION

WEST ELEVATION

Not to Scale

# Elevations - Building A

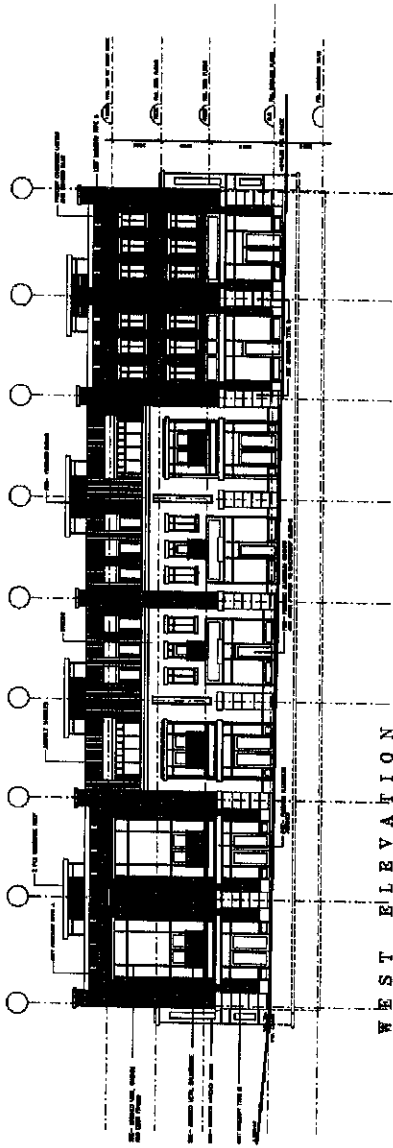
APPLICANT:  
1556615 ONTARIO LTD.

City of  
**Vaughan**  
Development Planning Department

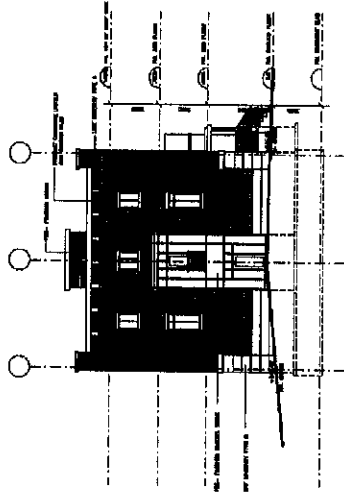
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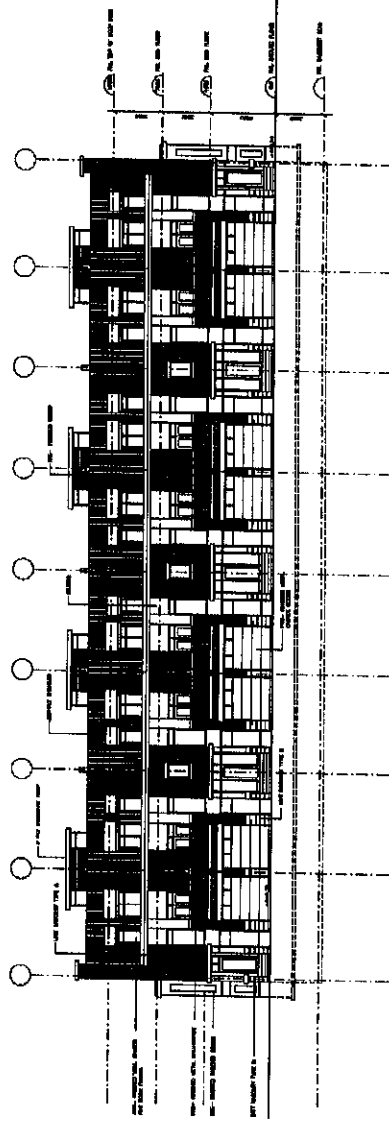
June 17, 2005



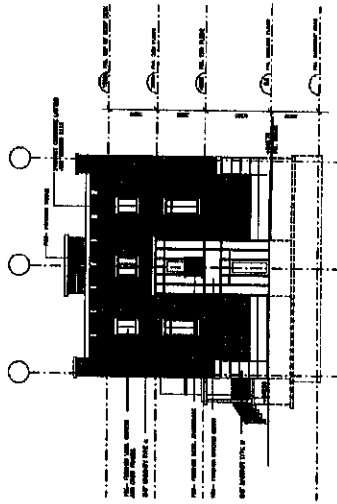
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

Not to Scale

# Elevations - Building B

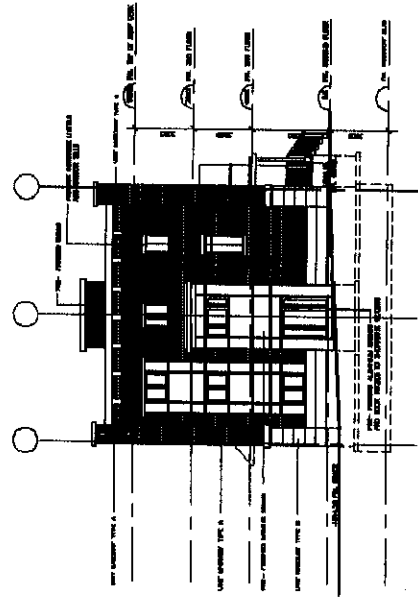
APPLICANT:  
1556615 ONTARIO LTD.  
Part Lot 22,  
Concession 3

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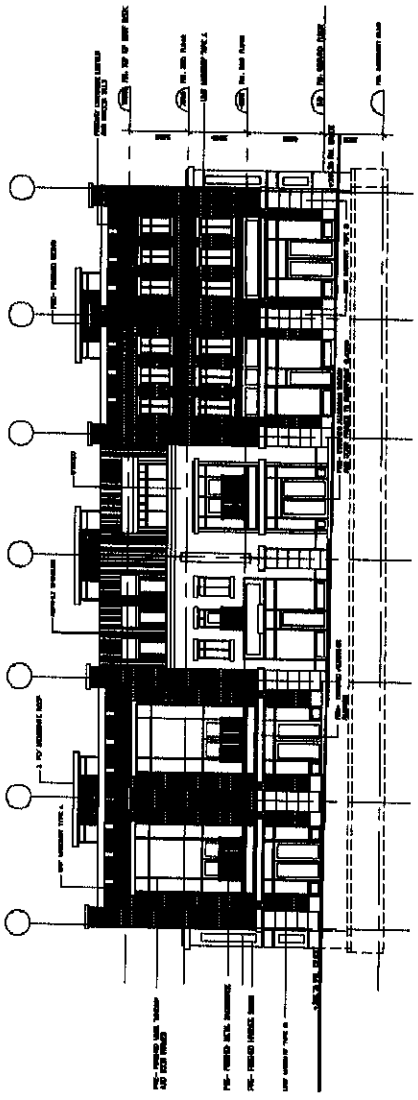
City of  
**Vaughan**

Development Planning Department

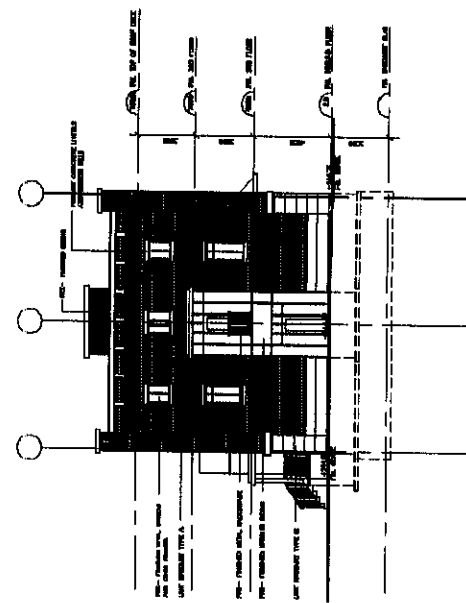
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Z.04.038 & OP.04.012  
June 17, 2005



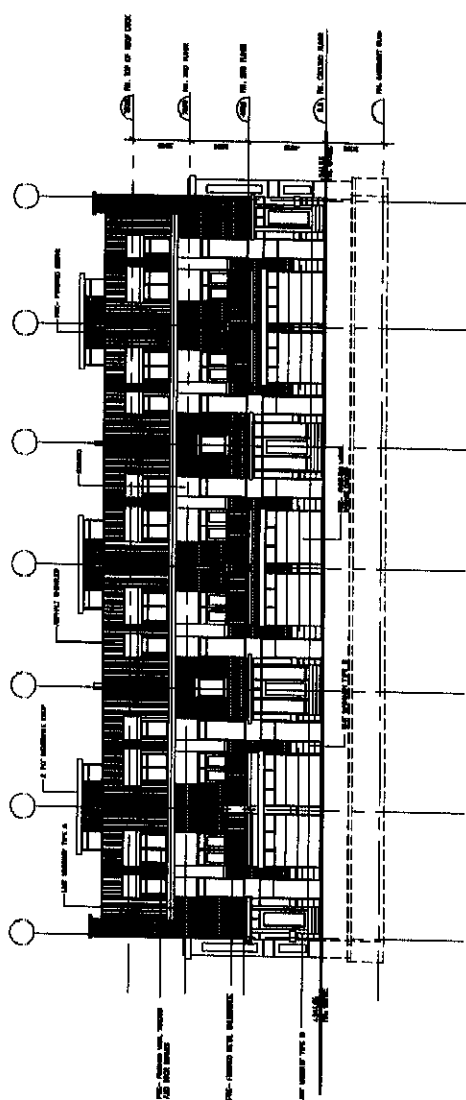
WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION

Not to Scale

# Elevations - Building C

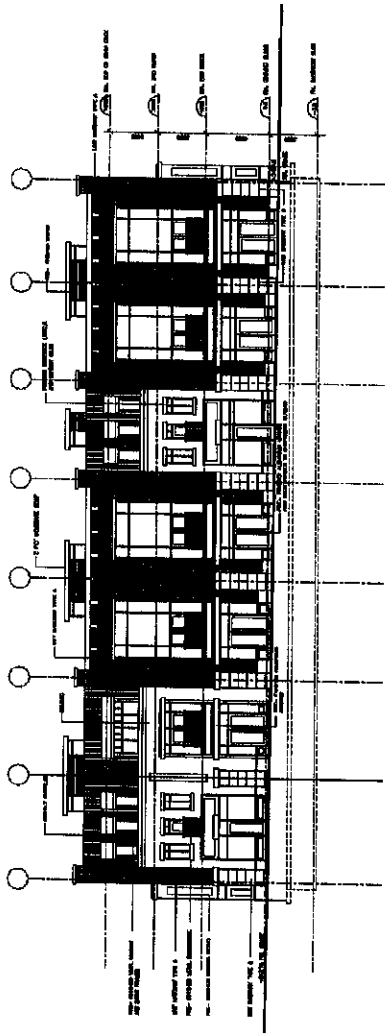
APPLICANT:  
1556615 ONTARIO LTD.

City of Vaughan  
Development Planning Department

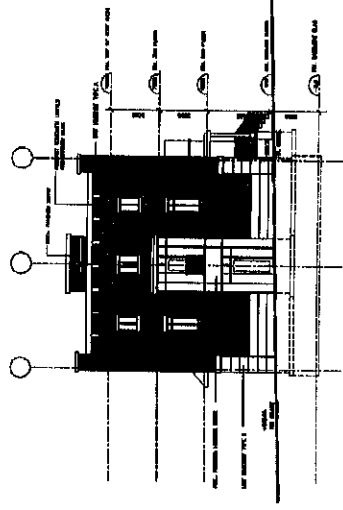
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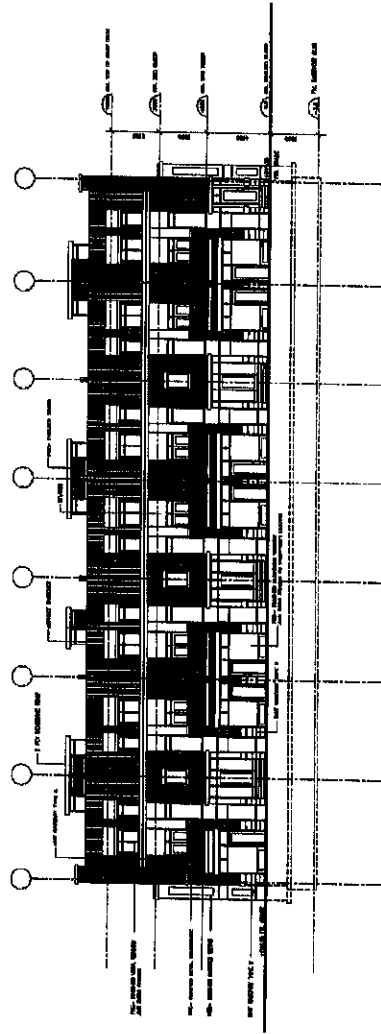
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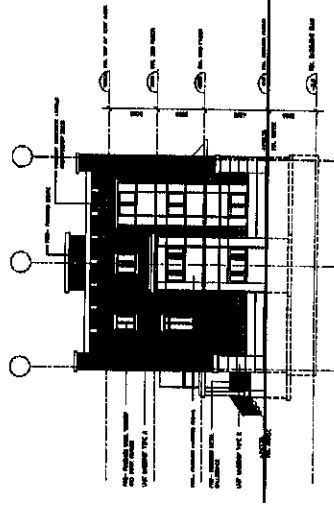
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

Not to Scale

# Elevations - Building D

APPLICANT:  
1556615 ONTARIO LTD.  
Part Lot 22,  
Concession 3

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City of  
**Vaughan**

Development Planning Department

**Attachment**  
**7**

FILE No's:  
DA.05.004  
Z.04.038 & OP.04.012

June 17, 2005