

COMMITTEE OF THE WHOLE APRIL 30, 2007

**ZONING BY-LAW AMENDMENT FILE Z.07.005
SITE DEVELOPMENT FILE DA.07.017
MAJORWEST DEVELOPMENTS CORP.
REPORT #P.2007.12**

Recommendation

The Commissioner of Planning recommends:

1. THAT Zoning By-law Amendment File Z.07.005 (Majorwest Developments Corp.) BE APPROVED, subject to the following:
 - a) That the implementing zoning by-law:
 - i) permit a drive-through use to be accessory to a permitted bank use in Buildings "A" and "C", as shown on Attachment #2;
 - ii) permit a LCBO Outlet as a permitted use in Building "B" as shown on Attachment #2;
 - iii) permit the necessary zoning exceptions to the C1 Restricted Commercial Zone that are required to implement the Phase 1 development (consisting of Buildings "A", "B" and "C") of the proposed site plan shown on Attachment #2.
 - iv) remove the Holding Symbol "(H)" from Phase 1 of the subject lands as shown on Attachment #2; and, remove the Holding "(H)" from Phase 2 of the subject lands as shown on Attachment #2, once the minor variances that are required to implement Phase 2 of the proposed development by way of the Committee of Adjustment, are final and binding.
2. THAT Site Development File DA.07.017 (Majorwest Developments Corp.) BE APPROVED (in 2 phases), to permit a multi-building commercial development on the subject lands, as shown on Attachment #2, subject to the following:
 - a) That prior to the execution of the site plan agreement for Phase 1 of the proposed development as shown on Attachment #2:
 - i) the final site plan, building elevations, landscape plan, lighting and signage plans, and roof-top screening shall be approved by the Development Planning Department;
 - ii) the Owner shall address the comments of the Vellore Woods Ratepayers Association and the Block 32W Control Architect to the satisfaction of the Development Planning Department;
 - iii) the final site servicing and grading plan, site access, parking and on-site vehicular circulation shall be approved by the Vaughan Engineering Department and the Region of York Transportation & Works Department; and
 - iv) all required approvals from the Region of York Transportation & Works Department shall be obtained.

- b) That prior to the execution of the site plan agreement for Phase 2 of the proposed development shown on Attachment #2, the required variances to implement the Phase 2 portion of the site plan shall be approved by the Committee of Adjustment, and such variances shall be final and binding.
- c) That the site development agreement contain the following provisions:
 - i) The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the subject lands, prior to the issuance of a building permit, in accordance with Section 51 of the Planning Act and City of Vaughan Policy. The Owner shall submit an appraisal 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; and,
 - ii) Conditions 2a), i), ii), iii) and iv) above shall be satisfied for Phase 2 of the proposed development.

Economic Impact

There are no requirements for new funding associated with this report.

Communications Plan

N/A

Purpose

The Owner has submitted the following applications on the subject lands shown on Attachment #1:

1. A Zoning By-law Amendment Application (File Z.07.005), specifically to amend By-law 1-88, to:
 - i) add a drive-through use to be accessory to a permitted bank use in Buildings "A" and "C", and an LCBO Outlet in Building "B" as shown on Attachment #2, to the list of permitted commercial uses on the subject lands within the C1 Restricted Commercial Zone;
 - ii) permit the necessary zoning exceptions to the minimum C1 Restricted Commercial Zone standards that are required to implement the Phase 1 development (consisting of Buildings "A", "B" and "C") of the proposed site plan shown on Attachment #2; and
 - iii) remove the Holding Symbol "(H)" from the subject lands.
2. A Site Development Application (File DA.07.017) on the subject lands to permit the development of 6 commercial buildings with a total gross floor area of 3911m², consisting of Phases 1 & 2, as shown on Attachment #2. The Phase 1 portion of the development is comprised of 2 financial institutions with proposed drive-through facilities in Buildings "A" and "C", and a proposed LCBO Outlet in Building "B". The above noted zoning by-law amendment application is required to facilitate the Phase 1 portion of the development.

Phase 2 of the proposed development consists of two multi-unit commercial buildings (Buildings "D" and "E"), and one future commercial building identified as Building "F", as shown on

Attachment #2. The zoning exceptions that are required to implement the Phase 2 portion of the development will be sought by way of a Minor Variance Application, through the Committee of Adjustment. The required variances are discussed in this report.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the south side of Major Mackenzie Drive, east of Weston Road between Starling Boulevard and Vellore Woods Boulevard, being Block 85 on Registered Plan 65M-3626, in Lot 20, Concession 5, City of Vaughan. The subject lands have an area of 1.83ha, with approximately 190m of frontage on Major Mackenzie Drive, and an average depth of approximately 82m.

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600 and are zoned C1(H) Restricted Commercial Zone with the addition of the Holding Symbol "(H)" by By-law 1-88, subject to Exception 9(1019). The surrounding land uses are:

- North - Major Mackenzie Drive; vacant/proposed gas bar (C5 Community Commercial Zone) and vacant land (A Agricultural Zone)
- South - existing residential (RVM1 WS-A and WS-B Residential Urban Village Multiple Zone One)
- East - Vellore Woods Boulevard; existing commercial (C2 General Commercial Zone)
- West - Starling Boulevard; existing commercial (C5 Community Commercial Zone)

Public Hearing

On March 2, 2007, a Notice of Public Hearing was mailed to all property owners within 120m of the subject lands, and to the Vellore Woods Ratepayers Association. A letter was received from the Ratepayer Association requesting that the application not proceed to Committee of the Whole until a meeting with the Owner and Ratepayer Group was held to address their concerns. This issue, as well as those raised by Council at the Public Hearing are addressed further in this report.

The recommendation of the Committee of the Whole to receive the Public Hearing report of March 26, 2007, and to forward a comprehensive report to a future Committee of the Whole meeting, was ratified by Council on April 2, 2007.

Official Plan

The subject lands are designated "Medium Density Residential/Commercial" by OPA #600. This designation provides opportunities for a broad range of neighbourhood commercial uses, including retail establishments and financial institutions. The proposed commercial development, including the proposed accessory drive-through and LCBO Outlet is permitted by the Official Plan.

Zoning

a) Phase 1

The subject lands are zoned C1(H) Restricted Commercial Zone with the addition of the Holding Symbol "(H)" by By-law 1-88, subject to site-specific Exception 9(1019). The C1 Restricted Commercial Zone permits a variety of commercial/retail uses, without outside storage. The site specific exception on the subject lands does not permit a motor vehicle sales establishment, boating showroom, place of entertainment, and eating establishment - convenience with drive-through.

Zoning By-law 1-88 defines an 'LCBO' Outlet as a specific use, and it is permitted in certain commercial zone categories as-of-right, such as the C4 Neighbourhood Commercial Zone and C5 Community Commercial Zone. The proposed LCBO Outlet is comparable with a typical retail store that is permitted on the subject lands in the C1 Restricted Commercial Zone. Both uses can be similarly defined as a place where goods are offered or kept for sale directly to the public at retail. The LCBO outlet would be compatible with other commercial uses permitted on the site, and therefore, would be developed in a manner consistent with the permitted uses on the subject lands.

The proposed drive-through facilities are associated with a financial institution use in Buildings "A" and "C", as shown on Attachment #2. The drive-through lanes are not located between the proposed buildings and the street and are appropriately buffered from Major Mackenzie Drive by trees and shrubs within the adjacent landscape strip abutting Major Mackenzie. Both the location and design of the drive-through are appropriate and will not negatively impact pedestrian and vehicular site circulation. The drive-through lanes would not have a negative impact on the existing residential development at the south limit of the site, considering that both Buildings "A" and "C" are located along Major Mackenzie Drive.

The following zoning exceptions are required to facilitate Phase 1 of the proposed development:

- i) a minimum landscape buffer strip of 3m abutting a street, whereas the By-law requires a minimum of 6m;
- ii) exterior side yards of between 6m to 12m, whereas the By-law permits a maximum of 3m; and,
- iii) 1 loading space, whereas the By-law requires a minimum of 2 loading spaces.

The landscape strip has been reduced to 3m to accommodate the site-specific proposal on the subject lands and to be consistent with another requirement in Exception 9(1019), which requires a maximum front and exterior side yard of 3m, to ensure that the buildings are erected closer to the street. Applying these standards provides for a development that has street presence and is pedestrian-friendly, and is consistent with the urban design guidelines. The variance is considered minor and technical in nature, given the reduction is required to satisfy a by-law requirement, and that it provides for a continuous 3m wide landscape strip along the 3 street frontages on the subject lands. Also, the existing commercial development immediately to the west of the subject lands has also been developed with a minimum 3m wide landscape strip.

The exterior side yard is increased along the Starling Boulevard and Vellore Woods Boulevard elevations on Buildings "A" and "C", respectfully. Both buildings are located within 3m of the street at the front (north elevations) to provide more street presence, however the exterior side yard setback is greater along the local road frontages. The area between the two buildings and the street will be appropriately landscaped. The Development Planning Department has reviewed the proposed site plan and can support the increase in the exterior side yard at these locations.

By-law 1-88 requires a loading space for any building over 500m². Building "C", as shown on Attachment #2, is a financial institution (Royal Bank) and they have indicated that a loading space is not required for this use. Development Planning Department has no objection to deleting the proposed loading space requirement for this bank building.

In consideration of the above, the Development Planning Department can support the "drive-through" and "LCBO Outlet" as permitted uses in the C1 Zone, and the above noted variances, on the subject lands.

b) Phase 2

The following variances to By-law 1-88 are required to implement Phase 2 of the proposed site plan:

- i) a minimum rear yard abutting a Residential Zone of 6m, whereas the By-law requires a minimum 10m setback;
- ii) a minimum landscape buffer strip of 3m abutting a street, whereas the By-law requires a minimum of 6.0m;
- iii) the total parking proposed for the subject lands for Phases 1 & 2 of the development is 226 spaces, whereas the By-law currently requires 235 parking spaces;
- iv) an exterior yard in excess of 3m (approximately 30m for Building "D" and 50m for Building "E"), whereas the By-law requires a maximum of 3m.

A 4m reduction to the minimum rear yard requirement is being proposed for this development. Buildings "D" and "E" of Phase 2, as shown on Attachment #2, are sited 6m from the southerly lot line, whereas the by-law requires a 10m setback. In doing so, all on-site vehicular circulation and traffic is directed toward the front of the development and diverted away from the existing residential uses abutting the south limit of the subject lands. If Buildings "D" and "E" were sited at the required 10m rear yard setback, a full movement driveway would likely be located between the existing residential uses in a manner similar to the existing commercial development to the west, thus creating more noise, dust and fumes at this location. The Owner is proposing a 6m wide, bermed landscape strip along the entire south property line to be developed with a large amount of coniferous trees and shrubs. This landscape strip, in addition to the existing 1.8 m high acoustic fence, will provide a buffer between the proposed development and the existing residential uses, and will reduce the noise and nuisance typically associated with a commercial service road abutting existing residential uses. The Development Planning Department has reviewed the proposed landscape plan and the proposed plantings at this location and consider them to be appropriate.

Once the Phase 2 portion of the subject development is completed, the site will accommodate 226 parking spaces; however, the minimum By-law requirement is a total parking of 235 spaces, thereby creating a shortage of 9 spaces, or approximately a 4% deficiency in the site. This deficiency is minor, considering this is a multi-commercial development and parking requirements and operating times differ between the uses located on the site.

Buildings "D" and "E", as shown on Attachment #2, have been centrally sited at the rear of the subject property, and are therefore in excess of the maximum exterior side yard requirement of 3m, as noted above. The Development Planning Department is of the opinion that the site can accommodate exterior side yards in excess of 3m at these locations, and this variance is considered to be minor.

The Owner is required to file an application to the Committee of Adjustment for consideration of the above noted variances as they relate to Phase 2 of the development. In light of the above, the variances required to implement the proposed development are considered supportable for the appropriate development of the Phase 2 portion of the subject lands. The variances must be approved and be final and binding, prior to finalizing the site plan agreement for Phase 2 of the development.

Removal of the Holding Symbol "(H)"

The Holding Symbol "(H)" is to be removed from the subject lands upon Council's approval of the Site Plan Application DA.07.017. If the Site Development and Committee of Adjustment approvals are obtained in a timely manner, allowing the entire development to proceed at one time, the Holding Symbol "(H)" can be removed from the entire site. However, should the

approvals be staggered and the Owner wishes to proceed with Phase 1 of the development in advance of the balance of the site, the Holding Symbol "(H)" will then be removed at a later date once all the approvals are in place to facilitate Phase 2 of the development.

Site Design

The rectangular shaped, 1.83 ha site is to be developed with 6 commercial buildings, as shown on Attachment #2. The development statistics are as follows:

Phase 1

Building "A"	465m ²
Building "B"	743m ²
Building "C"	511m ²
Phase 1 total GFA	1719m ²

Phase 2

Building "D"	931m ²
Building "E"	829m ²
Building "F"	418m ²
Mechanical/Electric Room	14m ²
Phase 2 total GFA	2187m ²

Total Phase 1 & 2 GFA 3911m²

Four single use buildings are situated along the Major Mackenzie Drive frontage, including 2 financial institutions, a proposed LCBO Outlet, and one future commercial use (Building "F" – Phase 2). Two multi-unit commercial buildings are located on the southerly portion of the site, and the users are not known at this time. The site illustrates the financial institutions on either corner of the site, and contain the proposed drive-through facilities. A right-in/right-out access is proposed at the centre of the site onto Major Mackenzie Drive, and full movement accesses are proposed onto Starling Boulevard and Vellore Woods Boulevard. The driveway from Major Mackenzie Drive was roughed in when the Region of York reconstructed this portion of Major Mackenzie Drive. The final location and design of the access points are subject to approval by the Vaughan Engineering Department and the Region of York. Pedestrian circulation throughout the site has been facilitated by an internal walkway system connecting to the public sidewalks along Major Mackenzie Drive, Starling Boulevard and Vellore Woods Boulevard.

Parking

By-law 1-88 requires the following number of parking spaces for the site:

Phase 1: 1719 m² GFA @ 6 spaces/100m² = 104 parking spaces
Parking Provided for Phase 1 = 122 spaces

When Phase 1 of the site is developed, there will be sufficient parking on the site, with a surplus of 18 spaces.

When the applicant proceeds with the Phase 2 portion of the development, the following parking spaces are required for the site:

Total GFA Phase 1 & Phase 2: 3911 m² GFA @ 6 spaces/100m² = 235 parking spaces
Total Parking Provided For Phase 1 & 2 = 226 spaces

When Phases 1 & 2 are developed entirely, the site will be deficient 9 spaces (4%) of the total required spaces. The applicant will be required to address this variance through an application to the Committee of Adjustment. This and any other variances that are required to develop the Phase 2 portion of the subject lands must be approved and be final and binding, prior to finalizing the site plan agreement for Phase 2 of the development.

Landscaping

The landscape plan as shown on Attachment #3 includes a variety of deciduous and coniferous trees and shrubs around the perimeter of the site. All 3 street frontages will be sodded and treed with planting in front of each of the 4 buildings abutting the Major Mackenzie Drive frontage. The 6m landscape strip abutting the residential development at the south end of the site will be bermed to a height of 0.6m and heavily landscaped primarily with coniferous trees in order to buffer the existing residential from proposed Buildings "D" and "E", as discussed in the zoning section of this report.

The main entrance from Major Mackenzie Drive will include a mix of soft and hard landscaping, to enhance the appearance of the east elevation of the proposed LCBO Outlet in Building "B". Plantings will be used to screen the drive-through lanes from the street, and the parking lot islands will be planted with trees and shrubs. Pedestrian areas will feature concrete pavers with unit paving banding. This same type of material will be used within the parking lot and driveways to identify pedestrian crossings.

The Development Planning Department has reviewed the proposed landscape plan and are satisfied it meets City requirements. The Owner is required to submit a landscape cost estimate and lighting plan to the satisfaction of the Development Planning Department. The lighting plan will be reviewed to ensure security of the site and minimal disturbance to the abutting residential. A condition of approval is included in this respect.

Building Elevations

The proposed site plan consists of six buildings to be developed in two phases. The proposed building elevations incorporate an architectural style and materials consistent with the existing commercial plaza developed by the same Owners on the lands located to the immediate west of the subject lands.

i) Building "A" (Scotiabank)

The proposed elevations for Building "A" (Scotiabank) are shown on Attachment #4. The height of Building "A" is approximately 6 m. The main front (south) elevation consists primarily of clear windows in clear anodized aluminum frames at the pedestrian level with spandrel glazing above. A canopy that extends across the front of the building provides architectural interest to the building and shelter from the elements for pedestrians. "Scotiabank" signage is located over the canopy in the form of individual illuminated letters. Stone and red modular panels flank either side of the glass to complete the main elevation.

The elevations facing Major Mackenzie Drive (north) and Starling Boulevard (west) consist of clear glass windows in anodized aluminum frames, stone returns and an earth-tone coloured brick. A sign band over the windows in the form of an illuminated sign box appears on both elevations. An architectural concrete block base is provided along the bottom of each elevation.

The east elevation consists primarily of an earth tone coloured brick, with three panels of clear glass. This elevation includes a proposed banking machine associated with a drive-through. Three illuminated posters and an illuminated sign box bearing the "Scotiabank" name are proposed on this elevation.

Building "A" includes an approximately 10.5 m high sign panel comprised of red modular panels and with the corporate logo on the east and west elevations. The sign panel extends approximately 4.5 m above the roof line.

ii) Building "B" (LCBO)

The elevations for Building "B" (LCBO) are shown on Attachment #5. The front (west) elevation includes the main entry to the building comprised of glass doors surrounded with stone. The main entry treatment extends just above the height of the building and clearly identifies the main entrance for patrons. The balance of the west elevation consists of 2 panels each of glass windows and spandrel at the pedestrian level of the building with stucco above. The LCBO logo and wall mounted light packs are provided on this elevation. The southerly portion of the west elevation incorporates the loading doors, which are set back approximately 17 m from the main front façade. This is the only building on the site with loading spaces.

The Major Mackenzie Drive (north) elevation incorporates three symmetrical architectural panels (one full glass and two spandrel panels) separated by vertical stucco columns. The east and south elevations are finished primarily with stucco with relief to the building provided in the form of vertical columns with wall mount lighting, thereby creating symmetrical architectural pattern to the building. A cornice cap molding is provided along the top edge of the entire building. Architectural block is proposed at the base of the building,

iii) Building "C" (Royal Bank)

The elevations for Building "C" (Royal Bank) are shown on Attachment #6. The main building height is approximately 4.6 m and utilizes a combination of stone, stucco in earth tone colours, and glass and spandrel panels as the primary building materials. The front (south) elevation consists of the main entry door, three groupings of windows, comprised of 4 window panels each, and the main Royal Bank signage incorporating the corporate logo on a royal blue backing.

The balance of the elevations are treated in a consistent manner utilizing stucco as the main exterior finishing material with a 0.3m wide royal blue band, which projects approximately 0.3 m outward from each wall. The Major Mackenzie Drive (north) elevation includes stone sections at each corner of the building that wraps around to the west and east elevations. Three spandrel glass panels are also included on the north elevation. Architectural concrete block is provided at the base of the building. The drive-through ATM machine is located on the west elevation and is identified by a stucco surround incorporating the corporate logo.

iv) Buildings "D" and "E"

The proposed elevations for Buildings "D" and "E" are shown on Attachments #7 and #8 respectively. The main building height for each building is approximately 5.6 m. Each building is treated using the same architectural style, building materials and colours. These buildings are intended for multiple users and therefore, the front elevation of each includes six entry doors leading to the individual units. The front (north) elevations include an architectural concrete block base, clear glazing and a canopy extending across the full width of each building. Four large stone sections are proposed for each building that extends above the main height of the building. These sections add architectural interest to the elevations and are similar to the existing commercial development on the lands to the immediate west. The upper half of the building is finished utilizing stucco panels. Signage for individual tenants is provided over the canopy.

The rear of each building, facing the residential lands to the south, is finished with architectural concrete block. The rooftop mechanical units are proposed to be screened. The details of the roof screens shall be provided to the Development Planning Department for review and approval.

v) Building "F"

The proposed elevations for Building "F" are shown on Attachment #9. The design and building materials used for Building "F" is consistent with that of Buildings "D" and "E", utilizing stone, stucco and glazing. Building "F" is a multi-unit building with the main front (east) façade being constructed of an architectural block base, with glazing and a canopy extending across its full width. Stone corner tower structures anchor the building at the corners and stucco is utilized on the upper portion of the building, over the canopy. Tenant signage is accommodated above the canopy, over each main entry door.

The Major Mackenzie Drive (north) elevation is primarily finished with stone and a combination of glass and spandrel panels and includes a small area finished in stucco. The west and south elevations use the same finishing materials described for the north and east elevations, including individual canopies over the spandrel and glass panels.

vi) Elevations - General

All garbage is stored internally to each building, and all garbage pick-up areas screened and incorporated into the elevations of the buildings.

The Development Planning Department has reviewed the proposed building elevations and is satisfied that they represent an appropriate development of the lands, consistent with the existing commercial development to the west of the subject lands. The elevations are also subject to comment from the Block 32W Control Architect – Watchorn Architects, as well as the Vellore Woods Ratepayers Association. Any comments they may have, in consultation with the Development Planning Department may be included as a condition of approval.

Signage

The Owner has illustrated the location of the proposed tenant signage for each building as shown on Attachments #4 to #9. In addition, two pylon signs as shown on Attachment #10, will be located along the Major Mackenzie Drive frontage approximately 45 m and 25 m west and east of the main driveway, respectively. The pylon sign has a height of approximately 9.6m and is constructed using a 0.3m diameter steel pole with tenant signage panels located on one side of the pole, on a concrete base. The pylon sign includes the "Vellore Village" community identifier at the top and the municipal address is incorporated into the base. The sign also includes an electronic LED message centre board located just above the base, at pedestrian eye-level. The sign will display messages relating to tenant activities (i.e. grand openings, sales, etc.) and may serve to deter the use of "A-frame" and street signage often associated with commercial developments. The pylon sign design is consistent with that provided on the adjacent commercial development to the west. The Owner will be required to provide details of any directional signage intended to be incorporated on the site.

Services

The final stormwater management report and site servicing and grading plans must be approved to the satisfaction of the Engineering Department. Major Mackenzie is a Regional Road. The Region or York has advised that they have no objection to the site plan, subject to the standard list of conditions which will be included in the site plan agreement.

All hydro requirements must be addressed by the Owner, to the satisfaction of PowerStream Inc.

Garbage pick-up and snow removal will be administered by private services.

Issues Raised at Public Hearing

At the March 26, 2007 Public Hearing various comments and or concerns were raised. These issues have been addressed as follows:

Vellore Woods Ratepayers Association

The Vellore Woods Ratepayers Association submitted a letter requesting that the applications not proceed to Committee of the Whole until such time that a meeting be held between the Owner and Ratepayer Group to address any outstanding issues. The Owner has advised that a meeting was held on April 20, 2007, at which both parties agreed to minor revisions to the proposed elevations. The Owner has advised that the Ratepayer Group requested the addition of cornice around on the top of Building "A" (Scotiabank Building), consistent with that proposed for Building "B" (LCBO Outlet) as shown on Attachment #5. Stone columns were also requested for Buildings "A" and "C", on the south and west elevations respectively, as well as minor revisions to the elevation of Building "D". The Development Planning Department will confirm the nature of the agreed upon changes prior to final approval. The final elevations will be to the satisfaction of the Development Planning Department, in consultation with the Vellore Woods Ratepayers Association and the Block 32W Architect.

a) Existing Fence along Southerly Residential Development

The Owner has verified that the existing fence is a 1.8m high acoustic fence as per City standards.

b) Lighting Impact on Existing Residential

A lighting plan must be submitted by the Owner and it will be reviewed to ensure lighting is directed inward to the site and will not illuminate onto adjacent properties, with consideration given to the adjacent residential properties to the south. The requirement for a lighting plan is a condition of approval, subject to review by the Development Planning Department.

c) 6m Wide Landscape Strip Abutting Existing Southerly Residential

An issue was raised at the Public Hearing regarding whether there was adequate planting proposed for the 6m wide landscape strip at the south end of the site, adjacent to the existing residential. The Owner has revised the plan and included additional coniferous plantings at this location. The Development Planning Department has reviewed the proposal and are satisfied with the revised landscape plan.

d) Pylon Sign Design

Council requested that the site be developed with a pylon sign with an electronic component, to discourage the later use of small mobile signs. The applicant has accommodated this request and has proposed 2 large pylon signs, as shown on Attachment #10, with a LED message display, as discussed earlier in this report.

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".

Regional Implications

N/A

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment File Z.07.005 and Site Development File DA.07.01, in accordance with the policies of OPA #600, the requirements of By-law 1-88, and in the context of the surrounding land use. The Development Planning Department is satisfied with the proposed drive-through facilities to be accessory to a permitted bank use and the LCBO Outlet use on the site, as well as the proposed variances for the ultimate development of Phases 1 and 2 of the site. The proposed development, as shown on Attachment #2, is an appropriate form of development for the subject lands, conforms to the policies of OPA #600, and is compatible with the surrounding land uses.

The Development Planning Department can support the approval of the Zoning By-law Amendment Application and the proposed Site Development Application, subject to the conditions of approval outlined 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”
8. Elevations – Building “E”
9. Elevations – Building “F”
10. Pylon Sign

Report prepared by:

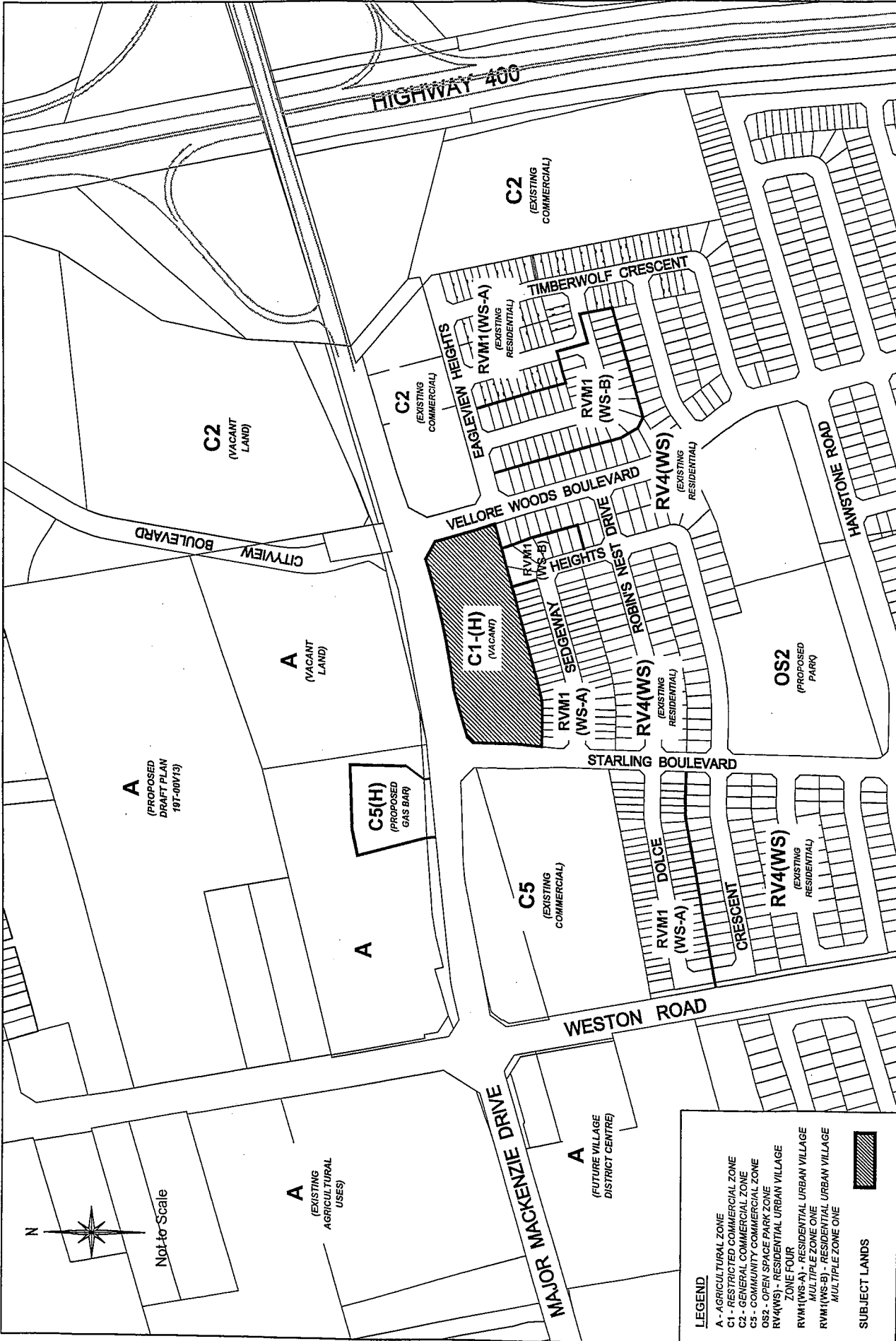
Carmela Marrelli, Planner, ext. 8791
Mauro Peverini, Senior Planner, ext. 8407
Grant Uyeyama, Manager of Development Planning, ext. 8635

Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

MARCO RAMUNNO
Director of Development Planning


/LG

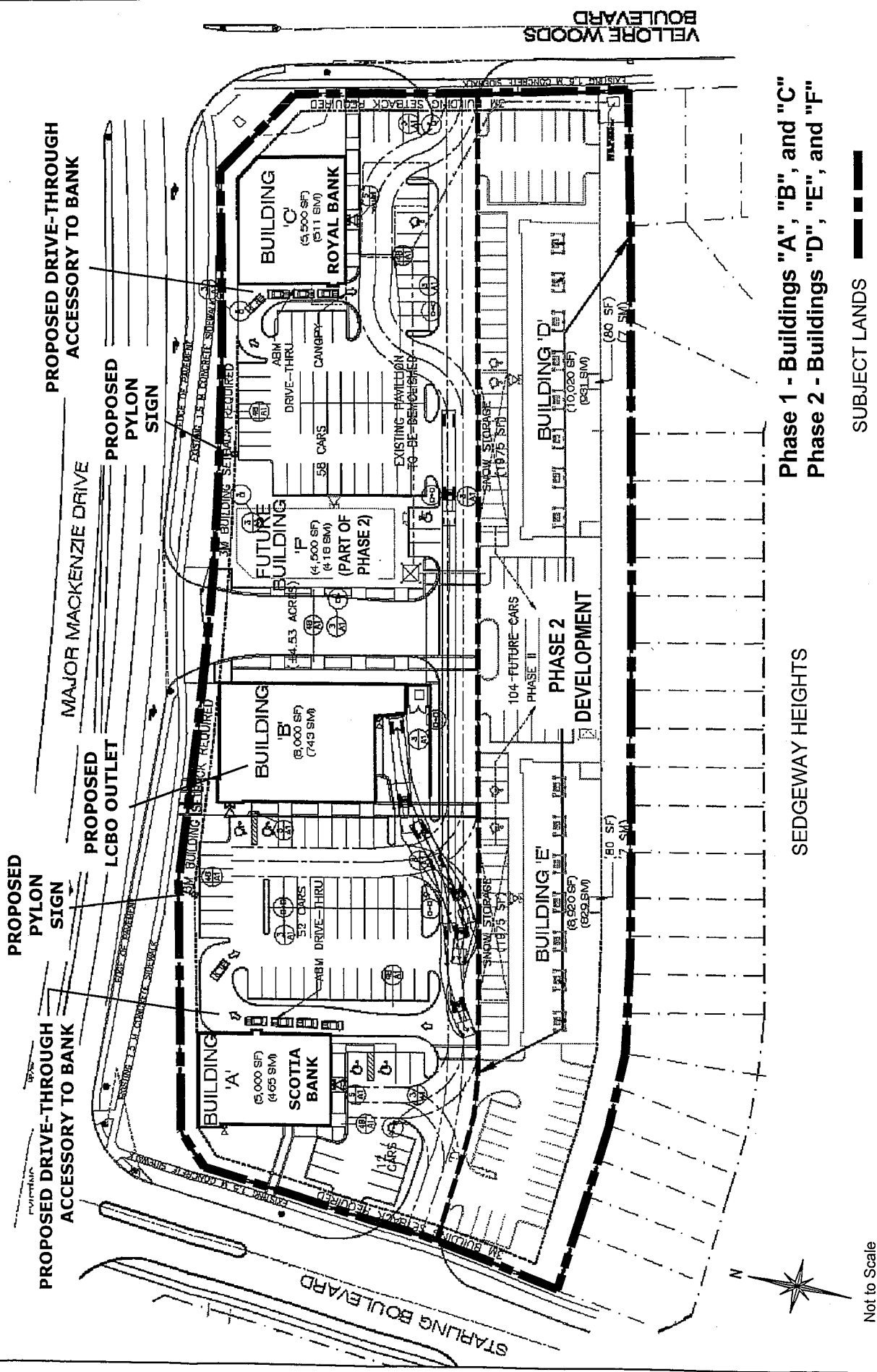


LEGEND

- A - AGRICULTURAL ZONE
- C1 - RESTRICTED COMMERCIAL ZONE
- C2 - GENERAL COMMERCIAL ZONE
- C3 - COMMUNITY COMMERCIAL ZONE
- OS2 - OPEN SPACE PARK ZONE
- RV4(WS) - RESIDENTIAL URBAN VILLAGE ZONE FOUR
- RVM1(WS-A) - RESIDENTIAL URBAN VILLAGE MULTIPLE ZONE ONE
- RVM1(WS-B) - RESIDENTIAL URBAN VILLAGE MULTIPLE ZONE ONE

SUBJECT LANDS





Phase 1 - Buildings "A", "B", and "C"
 Phase 2 - Buildings "D", "E", and "F"

SEDGEWAY HEIGHTS

SUBJECT LANDS

Not to Scale

Site Plan

Part of Lot 20,
 Concession 5
 APPLICANT:
 MAJORWEST DEVELOPMENTS CORP.
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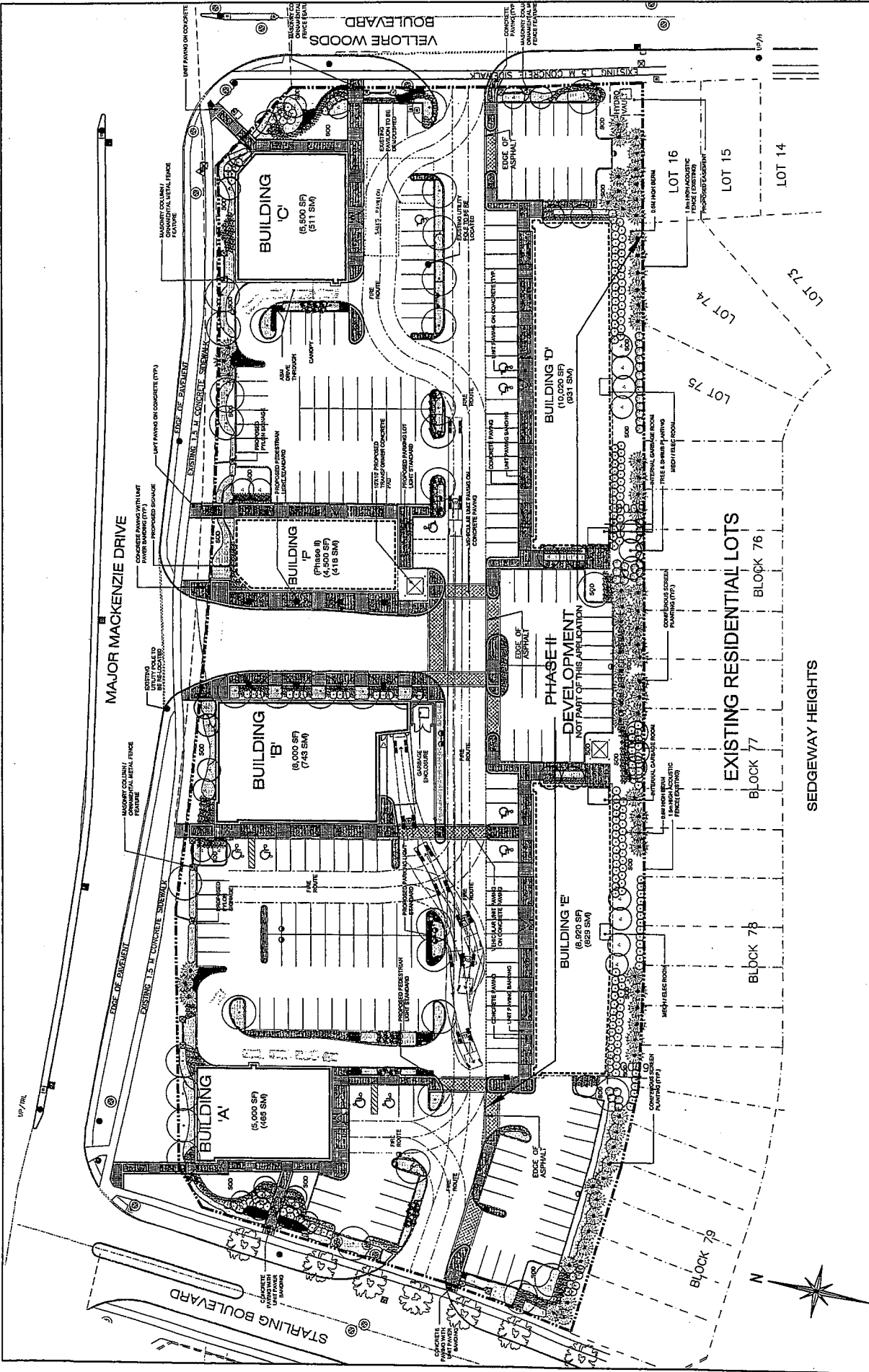
The City Above Toronto

Development Planning Department

Attachment 2

FILE No.:
 Z.07.005 &
 DA.07.017

April 24, 2007



Attachment 3

FILE No.:
Z.07.005 &
DA.07.017

April 19, 2007



The City Above Toronto

Development Planning Department

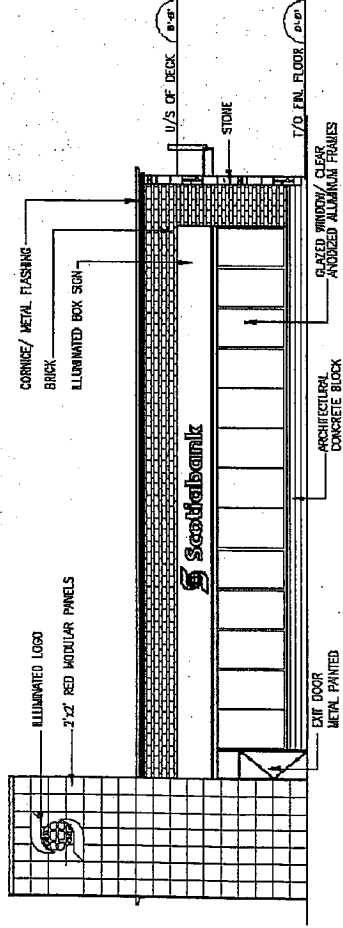
Landscape Plan

Part of Lot 20,
Concession 5

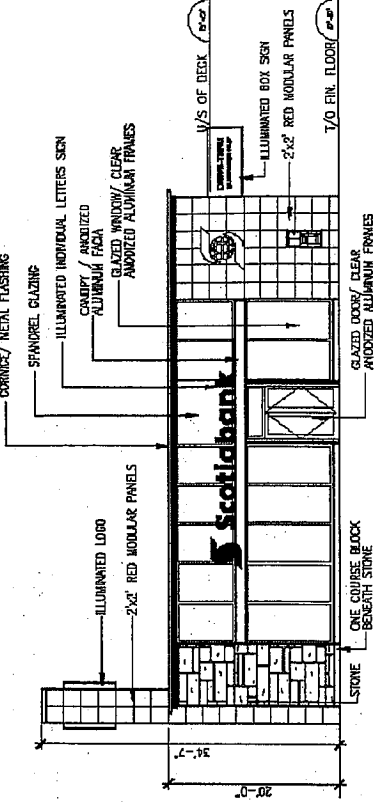
APPLICANT:
MAJORWEST DEVELOPMENTS CORP.

MAJORWEST DEVELOPMENTS \A-07.005.06.07.017

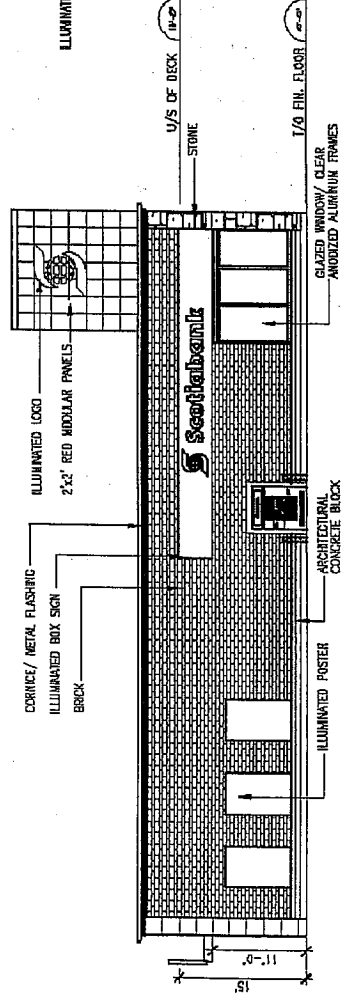
Not to Scale



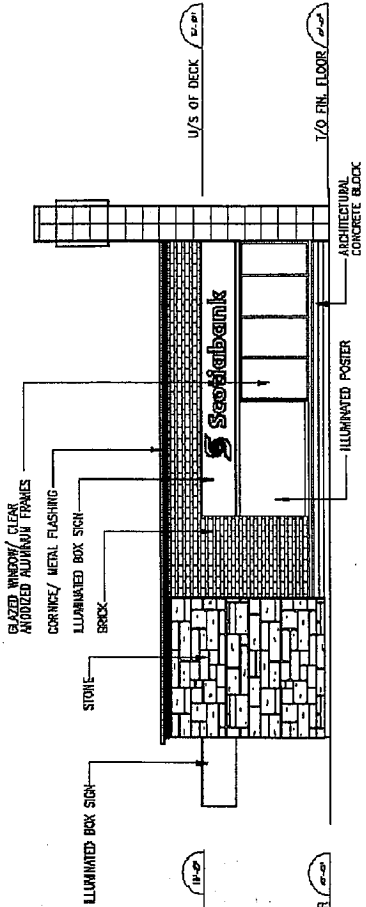
1 BUILDING A WEST ELEVATION
1/8" = 1'-0"



2 BUILDING A SOUTH ELEVATION
1/8" = 1'-0"



3 BUILDING A EAST ELEVATION
1/8" = 1'-0"



4 BUILDING A NORTH ELEVATION
1/8" = 1'-0"

Not to Scale

Elevations - Building 'A'

Part of Lot 20,
Concession 5
APPLICANT:
MAJORWEST DEVELOPMENTS CORP.
N:\DPT\ ATTACHMENTS\21.07.00566.07.017

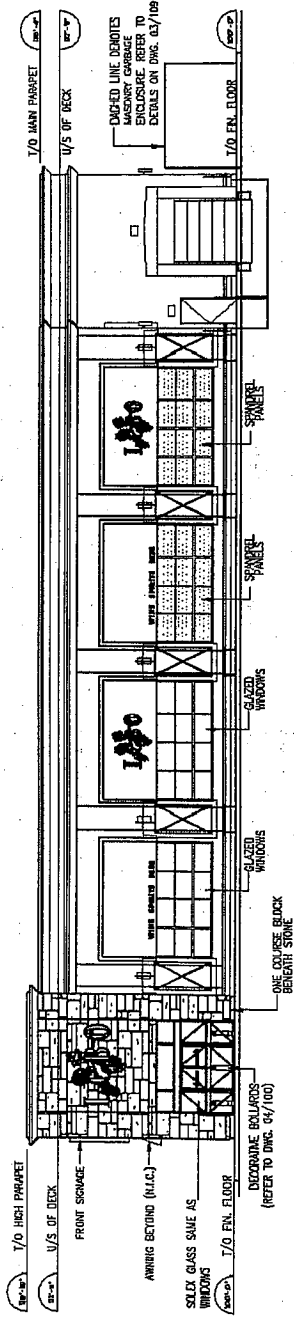


Development Planning Department

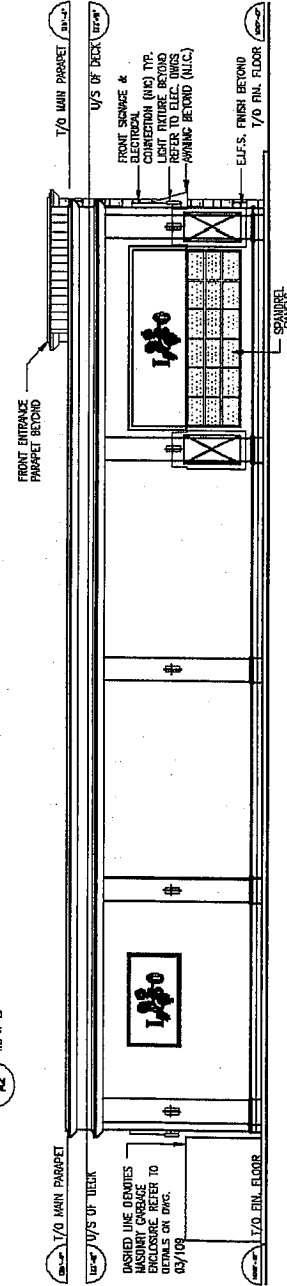
Attachment 4

FILE No.:
Z.07.005 &
DA.07.017

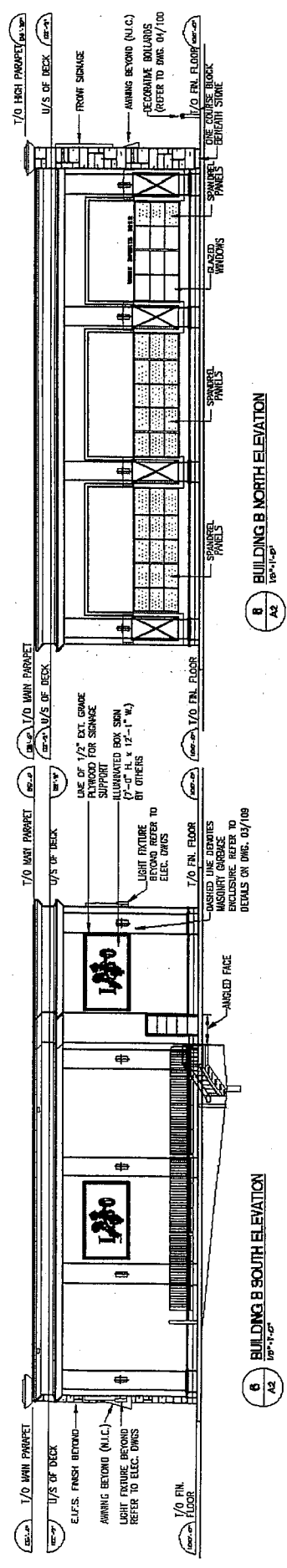
April 19, 2007



5 BUILDING B WEST ELEVATION
1/0'-11" x 10'-0"



7 BUILDING B EAST ELEVATION
1/0'-11" x 10'-0"



6 BUILDING B SOUTH ELEVATION
1/0'-11" x 10'-0"

8 BUILDING B NORTH ELEVATION
1/0'-11" x 10'-0"

Not to Scale

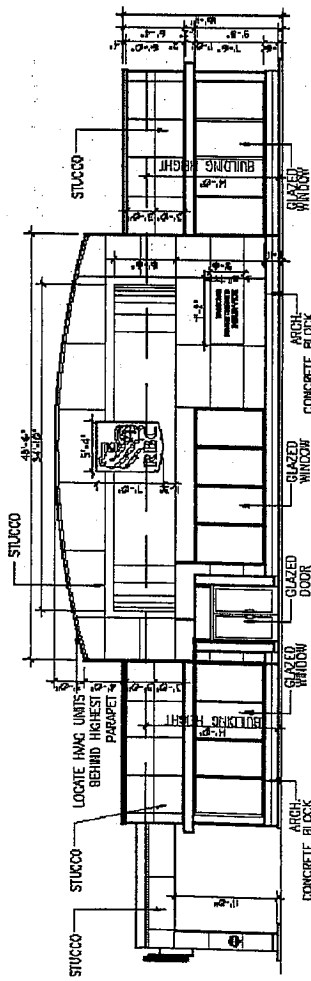
Attachment 5

FILE No.: Z.07.005 & DA.07.017
April 19, 2007

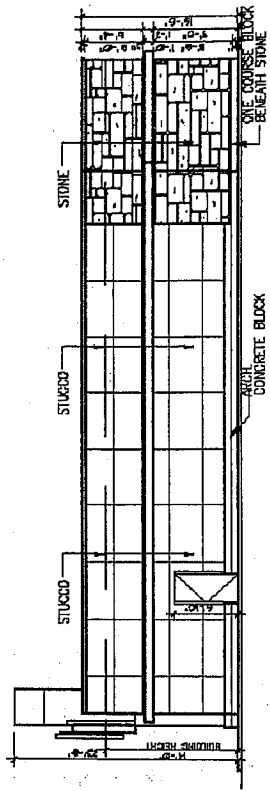
City of Vaughan
The City Above Toronto
Development Planning Department

Elevations - Building 'B'

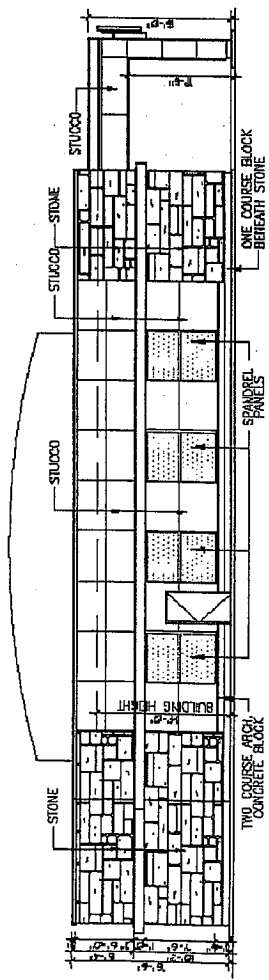
Part of Lot 20, Concession 5
APPLICANT: MAJORWEST DEVELOPMENTS CORP.
M:\DFT\1 ATTACHMENTS\Z-07.005&07.017



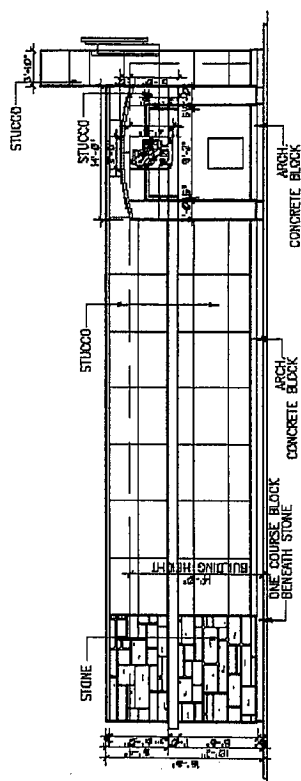
9 BUILDING C SOUTH ELEVATION
1/8" = 1'-0"



12 BUILDING C EAST ELEVATION
1/8" = 1'-0"



10 BUILDING C NORTH ELEVATION
1/8" = 1'-0"



11 BUILDING C WEST ELEVATION
1/8" = 1'-0"

Not to Scale

Elevations - Building 'C'

Part of Lot 20,
Concession 5
APPLICANT:
MAJORWEST DEVELOPMENTS CORP.
M:\DFT\1 ATTACHMENTS\Z\07.0056.07.017



Development Planning Department

Attachment 6

FILE No.:
Z.07.005 &
DA.07.017

April 19, 2007

Elevations - Building 'D'

Part of Lot 20,
Concession 5
APPLICANT:
MAJORWEST DEVELOPMENTS CORP.
M:\DFT\1 ATTACHMENTS\A-07.005.00.07.017



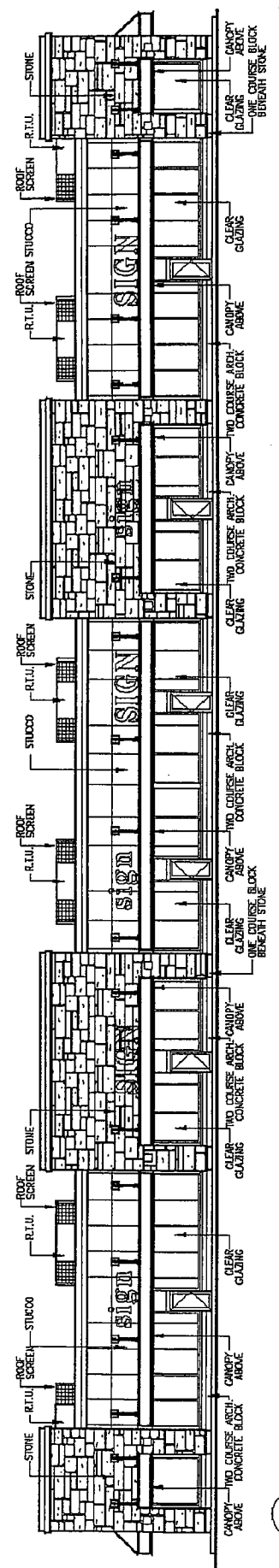
Development Planning Department

Attachment 7

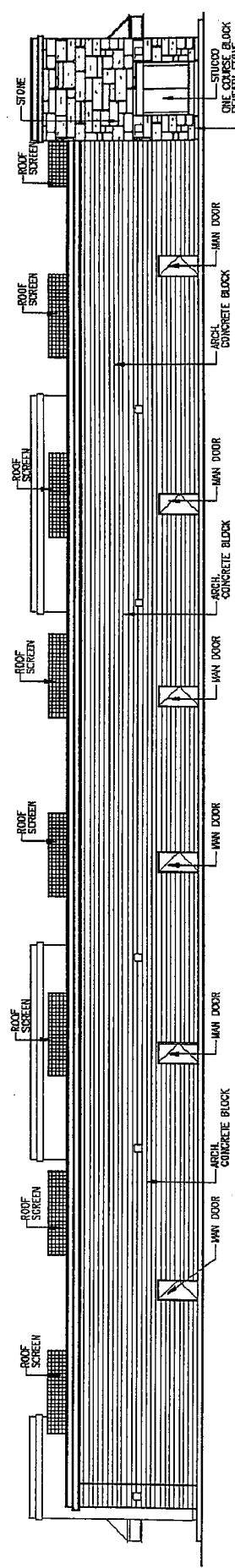
FILE No.:
Z-07.005 &
DA-07.017

April 19, 2007

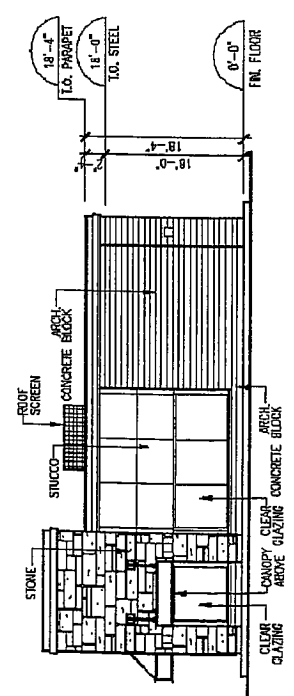
Not to Scale



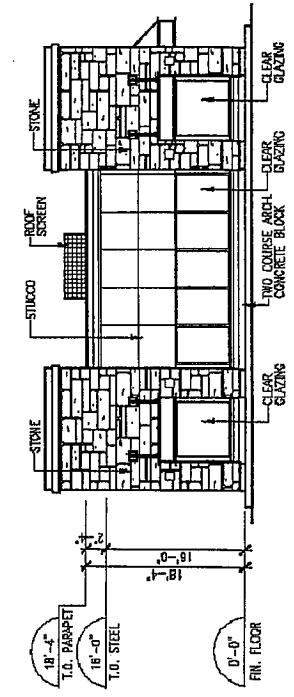
13
A2
BUILDING D NORTH ELEVATION
109'-11'-0"



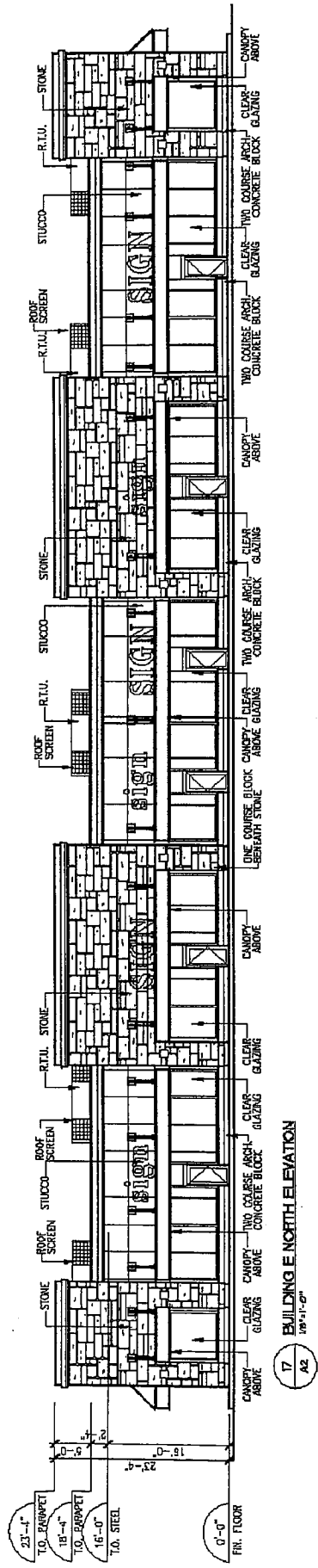
15
A2
BUILDING D SOUTH ELEVATION
109'-11'-0"



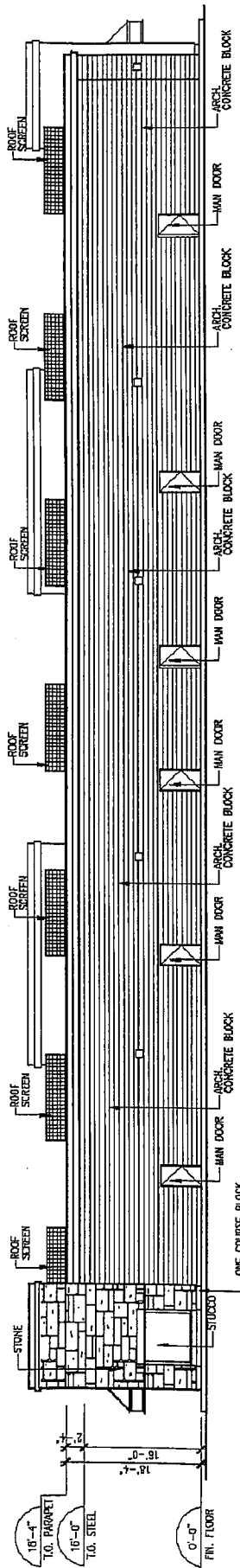
14
A2
BUILDING D WEST ELEVATION
109'-7'-0"



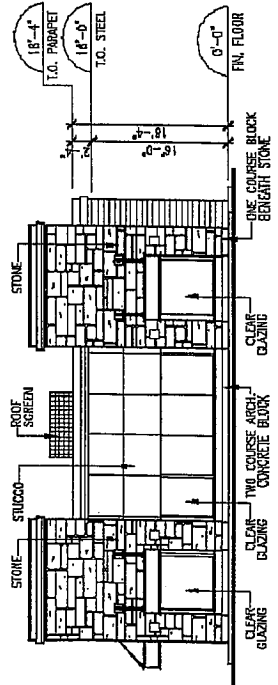
16
A2
BUILDING D EAST ELEVATION
109'-11'-0"



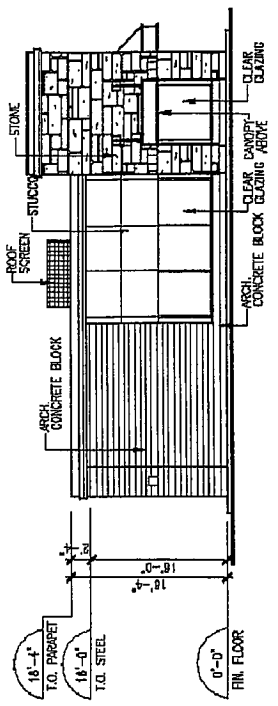
17 BUILDING E NORTH ELEVATION
20 18'-11'-0"



18 BUILDING E SOUTH ELEVATION
20 18'-11'-0"



18 BUILDING E WEST ELEVATION
20 18'-11'-0"



20 BUILDING E EAST ELEVATION
18'-11'-0"

Not to Scale

Elevations - Building 'E'

Part of Lot 20,
Concession 5
APPLICANT:
MAJORWEST DEVELOPMENTS CORP.
N:\OPTV\ATTACHMENTS\23.07.00556.07.017



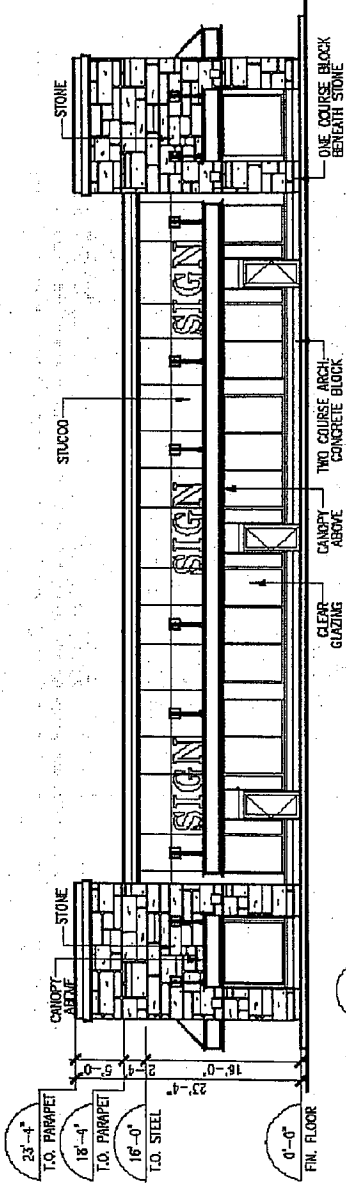
The City Above Toronto

Development Planning Department

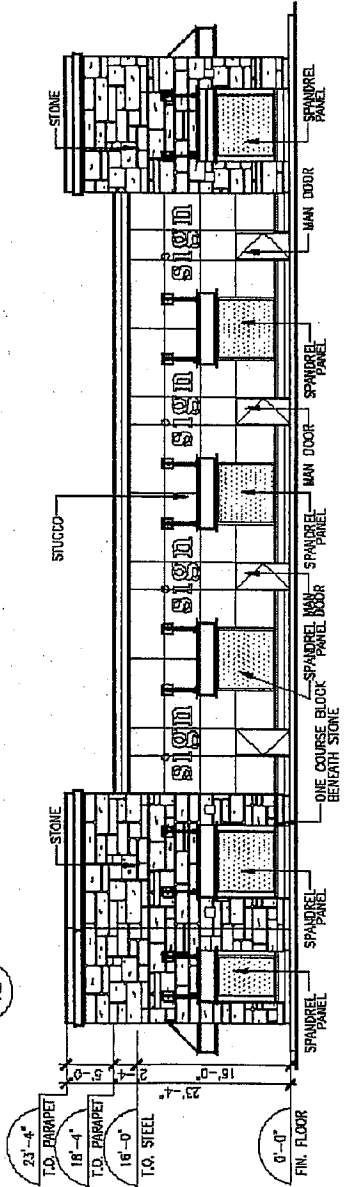
Attachment 8

FILE No.:
Z.07.005 &
DA.07.017

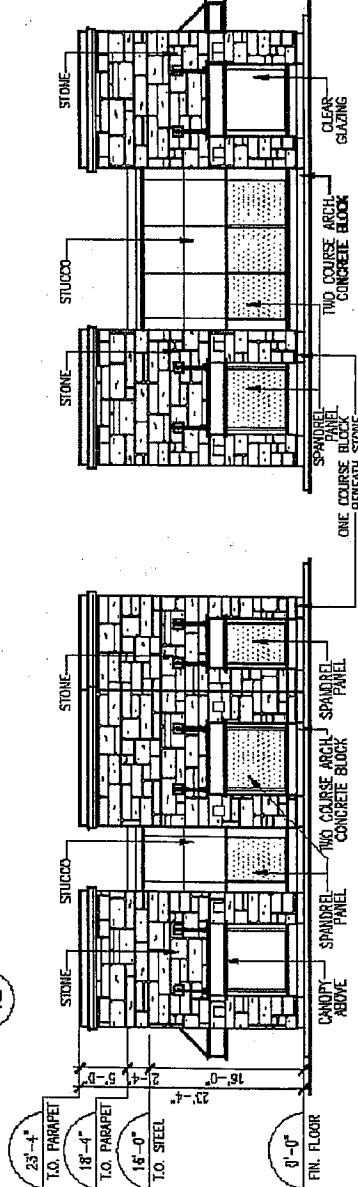
April 19, 2007



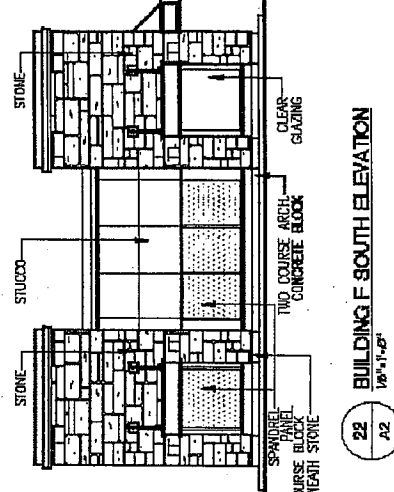
24 BUILDING F EAST ELEVATION
1/8"=1'-0"



25 BUILDING F WEST ELEVATION
1/8"=1'-0"



21 BUILDING F NORTH ELEVATION
1/8"=1'-0"



22 BUILDING F SOUTH ELEVATION
1/8"=1'-0"

Not to Scale

Elevations - Building 'F'



The City Above Toronto

Development Planning Department

Attachment 9

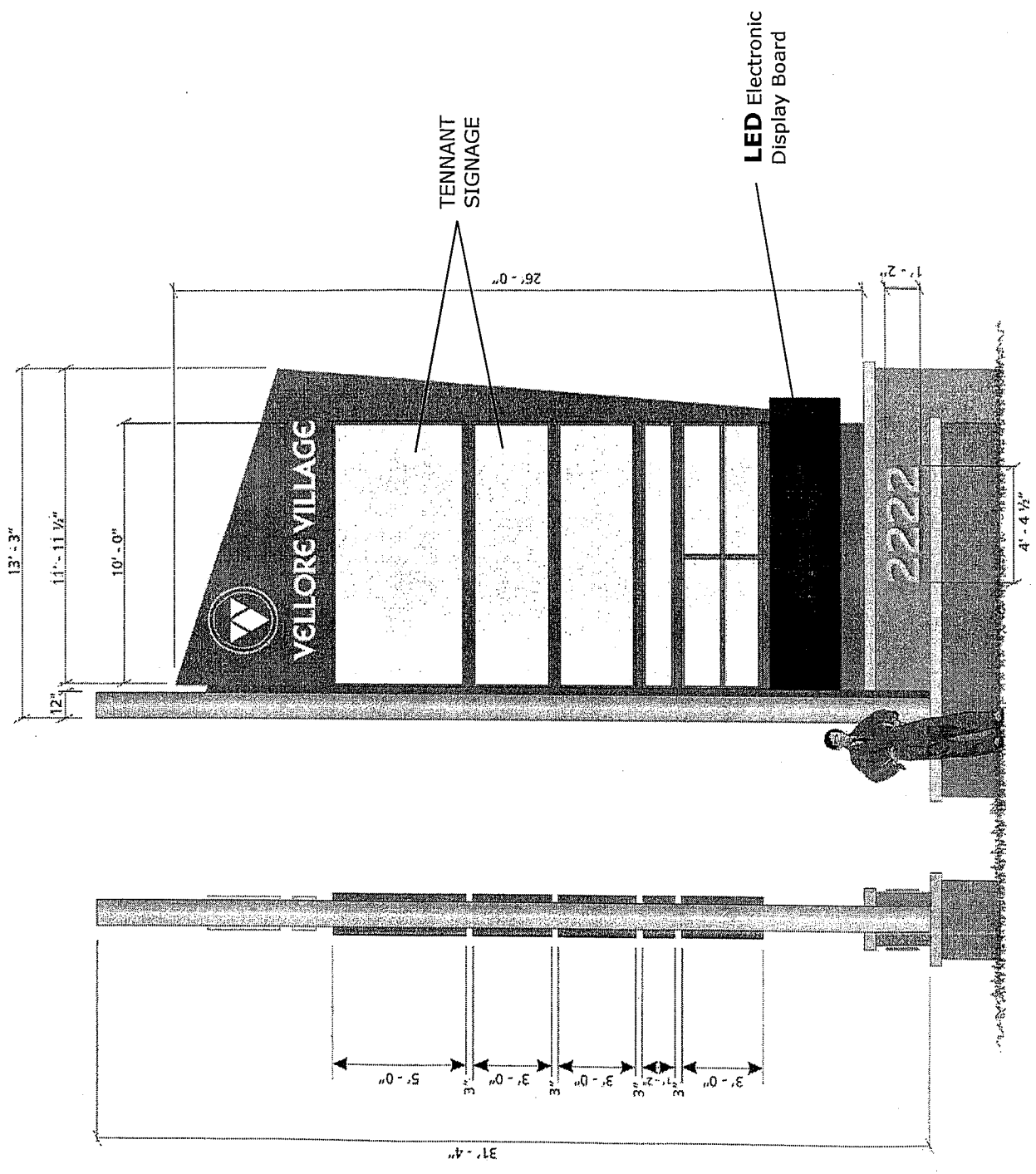
FILE No.:
Z.07.005 &
DA.07.017

April 19, 2007

Part of Lot 20,
Concession 5

APPLICANT:
MAJORWEST DEVELOPMENTS CORP.

N:\OPT\1 ATTACHMENTS\14.07.005&6.07.017



Pylon Sign

Part of Lot 20,
Concession 5
APPLICANT:
MAJORWEST DEVELOPMENTS CORP.
PROPERTY ATTACHMENTS V.07.00546-07.017



The City Above Toronto

Development Planning Department

Attachment 10

FILE No.:
Z.07.005 &
DA.07.017

April 24, 2007