

COMMITTEE OF THE WHOLE - MAY 22, 2001

**ZONING BY-LAW AMENDMENT FILE Z.00.067
SITE DEVELOPMENT APPLICATION DA.00.062
REPORT #P.2000.88
SANTO AND RITA TIRINATO**

Recommendation

The Commissioner of Planning & Urban Design recommends:

THAT Zoning Amendment Application Z.00.067 and Site Development Application DA.00.062 (Santo and Rita Tirinato), BE APPROVED, subject to the following conditions:

1. That the lands be rezoned to RM2 Multiple Residential Zone for a maximum of three residential units, with exceptions to the zoning standards for setbacks, height, driveway width and any other exceptions required to implement the approved site plan.
2. That prior to the registration of the site plan agreement:
 - a) the final site plan and elevations, to include modifications to the architectural treatment, height and scale of the building, and a down-sized rear deck, shall be approved by the Community Planning & Urban Design Departments;
 - b) the final site grading and stormwater management plans shall be approved by the Engineering Department;
 - c) the final landscape plan, including tree preservation, landscaping and buffering/fencing and cost estimate, shall be approved by the Department of Urban Design;
 - d) the requirements of Vaughan Hydro and Fire Department shall be satisfied;
 - e) the Owner shall pay to the City by way of certified cheque cash-in-lieu of dedication of parkland as per the City's cash-in-lieu of parkland policy. The Owner shall submit an appraisal for approval by the City. The approved appraisal shall form the basis of cash-in-lieu payment.
3. The site development agreement contain the following provisions:
 - a) that should a rear laneway be extended for the properties along the east side of Wallace Street, the Owner shall secure an easement in favour of the subject lands over the adjoining lands, to the satisfaction of the City.
 - b) that prior to the issuance of a building permit, the Owner shall obtain a permit under Ontario Regulation 158 from the Toronto Region and Conservation Authority (TRCA);
 - c) that all buildings be constructed and designed using flood proofing measures to the satisfaction of the Toronto and Region Conservation Authority and City of Vaughan; and
4. That Council pass the following resolution with respect to sewage and water servicing capacity:

“NOW THEREFORE BE AND IT IS HEREBY RESOLVED THAT proposed Site development Application DA.00.062 be allocated sewage capacity from the Woodbridge Service Area of the York /Durham servicing Scheme and water from pressure District No. 4 of the York Water Supply System, for the total of 2 residential units subject to the execution of the site plan agreement.”

Purpose

On June 28, 2000, the Owner submitted applications to amend the Zoning By-law and for site development to permit a 3-storey residential building, joined with an existing 2-storey residence.

On March 1, 2001, the Applicant revised the proposal by deleting the rear laneway and 4 parking spaces to reflect City Transportation comments.

Background- Analysis and Options

Location

- East side of Wallace Street, south of Woodbridge Avenue
- 81 Wallace Street
- Lot 6, Concession 7, City of Vaughan

Site Description

- a .096 ha site, with approximately 32.9 m frontage on Wallace Street
- developed with a two storey residence and detached garage
- the land has a considerable slope to the east towards the Humber River Valley
- the surrounding land uses are:

North - residential (R3 Residential Zone)

South - residential (R3 Residential Zone)

East - Humber River Valley (OS1 Open Space Conservation Zone)

West - Wallace Street; Memorial Hill Park (OS2 Open Space Park Zone)

Public Hearing

At the September 5, 2000 Public Hearing, Council received the comments of area residents as well as several letters. Since the Public Hearing, Planning Staff have received concerns about the proposal, but more specifically with the construction activity on-site.

The owners of the adjacent property to the north have indicated that the current construction activity and removal of dirt have caused a water ponding effect at the rear portion of their property. To support their concern, the owners retained the firm of Belanger Engineering. The consultant's report (November 2, 2000), concluded that the water ponding was mainly the result changes in grade on the subject lands.

In response, the Applicant retained EMC Engineering Group, which determined that the ponding effect was not a result of the ongoing construction on the subject land, and that the adjacent lot, sits at a higher grade than the subject lands and all drainage flows southeast.

The final engineering and grading plans will be reviewed and approved by Engineering Department and Building Standards Department.

York Region Official Plan

The subject lands are identified as an Urban Area within the Regional Structure of the Official Plan. The Regional Official Plan calls for a broad range of housing types and forms, geared to the social trends of the aging population and to meet the needs of different kinds of households. The objective of the Regional Official Plan is to promote an integrated community structure and design that ensures a broad mix and range of lot sizes, unit sizes, housing forms and tenures. The proposed redevelopment would conform to the Official Plan.

Official Plan

The “Residential Medium Density” designation permits detached, semi-detached, enbloc or stacked townhouses, garden court or low rise apartments and other building forms which meet the density requirements. At 32u/ha the proposed development conforms to the maximum density of 35u/ha permitted in Neighbourhood 1 by OPA #440.

The general policies of OPA #440 suggest that building streetscapes should be designed in a manner that is complimentary to the overall heritage character of the area. Building form, height, shape and details should compliment the surrounding historical/architecturally significant buildings. In addition, OPA #440 provides specific development policies for the lands located on the east side of Wallace Street, south of Woodbridge Avenue, as follows:

“ The lands that back onto the parkland associated with the Humber River require special massing and design oriented to the parkland. Parking areas and garages should be located at the rear of the units and are discouraged from facing onto Wallace Street. A rear lot laneway to the east of Wallace Street is encouraged to provide vehicular access....”

The latest proposal maintains the parking area and garages in the rear, away from Wallace Street, with the buildings set back from the river valley, the exception being the 2m setback of the deck. A landscape buffer element is located at the northeast corner of the site and from there extends as a variable 2m strip stretch along the eastern lot line. A concrete walkway connects the development to the valley land. The proposed development appears to comply with the goals and policies of the Official Plan, with the exception of the intrusiveness of the deck toward the valleyland.

OPA #440 identifies the proposed site as “Special Policy Area”, which is an area of land located within the flood plain, on which there is development that forms an integral part of an existing flood-prone community. Development in these areas is permitted, subject to the policies of the Official Plan and Special Policy Area (SPA) criteria, which require the provision and incorporation of adequate flood-proofing measures for all buildings. Prior to any building or construction within the Special Policy Area, the appropriate permit must be obtained from the Toronto Region Conservation Authority (TRCA).

Zoning

The current R3 Residential Zone by By-law 1-88, permits detached residential dwellings having a minimum lot frontage of 12 m. The application proposes to redevelop the site with a 3-unit multiple residential building and therefore, a zoning amendment is required. The RM2 Multiple Residential Zone, with a restriction on height, would implement this development in accordance with the Official Plan.

To achieve the goals of the Official Plan, which encourages little or no front yard set backs, and all parking being located at the rear, zoning exceptions are necessary.

In reviewing the site plan under the standards of the RM2 Multiple Residential Zone, exceptions are required to permit the proposed front and side yard setbacks, yard encroachment for the deck, landscape strip abutting the parking area, minimum lot area and amenity area. Staff find the deck to the rear of the addition, which covers much of the rear yard at a second storey level, to be too imposing of a structure, situated 2m from the open space. Staff cannot support the exception to the by-law to permit an 8.7m encroachment in the rear yard for a deck, when 1.8m is the maximum permitted. The deck needs to be redesigned similar in width to the deck on the rear of the existing house. The site specific exceptions identified on the final site plan would be included in the implementing by-law.

Elevations

The west elevation faces Wallace Street and contains the main entrance to the development. The existing building is a two storey dwelling constructed with a combination of stone and off-white cladding. The façade is interrupted by glazing and centred by full height pillars.

The proposed units would be constructed as an extension to the existing home, connected by a one-storey entrance way and consist of a three-storey structure with a loft incorporated within the roofline. This structure, which is shown as one building, is laid out in a manner that could easily be converted into two residential units.

The new building is to be constructed with a beige/buff stone-type material, resembling the stone used in the Memorial Hill Tower. A décor-type metal shingle is proposed for the roof in a colour similar to that of the main building. Feature windows, palladium in style, interrupt the façade and are finished with matching frames. An extensive double door inlet is located in the centre of the front elevation as the main entrance.

The east elevation faces the Humber River and contains all parking areas and garages. It uses a brick type finish similar in colour to that of the west elevation. An extensive balcony, finished in metal runs across the full length of the addition and wraps around the north and south sides. A walkout entrance door and staircase, decorative and feature type windows are located along this elevation.

The north elevation, which faces a residence, is an off-white cladding system with several windows scattered throughout. The south elevation also faces a residence and is similar to the north elevation, with the exception of minor glazing treatment. Two staircase units and two main doors are also located along this elevation.

Heritage

The Department of Cultural Services provided the following comments:

“It is evident that no attempt is made in the design of the building to maintain the historic character of the Woodbridge Core. The scale, and design of the buildings is not consistent with or sympathetic to the Planning/Urban design approach intended (through the Official Plan for the area) for the Woodbridge Core. It is recommended that the applicant review the

design guidelines outlined in the OPA.”

It is recommended that the proposal be redesigned to appear more historic and coherent in character and design, with special attention to design features in areas such as the following:

1. Roof design
2. Window/entrance design
3. Exterior building material (patterned brickwork for example)
4. Exterior trim, fascia, portico, etc moulding
5. A more consistent and coherent building design between existing buildings and any new proposed buildings”

On August 16, 2000, the Heritage Vaughan Committee reviewed the elevations for the proposed development and passed the following:

“That the Heritage Vaughan has no objection to the proposed design of the new structure at 81 Wallace Street, subject to the simplification of the windows on the façade.”

The latest plan has been revised to simplify the windows as per the committee recommendation.

Planning Staff concur with the comments made by the Cultural Service Department with respect to adjustments to roof design, window and entrance design, building material, and compatibility. It is suggested that the revisions be made to the addition to blend the roof-line with the primary house, perhaps by adding living space over the single garage connector and gradually blending into the higher roof-line of the addition. A condition has been included in the Recommendation section that requires adjustments to the design of the building for Staff's approval.

Transportation

The Transportation has reviewed the first submission of the site plan and noted that the proposed 5m access driveway does not meet the 6m wide City standard.

Compliance with City standards would result in major modifications to the existing dwelling, which abuts the driveway. In view of this, the Transportation Section agrees that a minimum width 5 m will be satisfactory. The applicant should agree to maintain a minimum aisle width of 6m (as per By-law requirement), where it occurs.

The Transportation Department has also indicated some concern with the 10% driveway gradient, which could be problematic in winter conditions of ice and snow. The grades must be addressed in the final engineering plan.

Servicing

The City Engineering Department has reviewed the latest engineering submission and have indicated the drainage for the site is workable, however improvements to the proposed 10% driveway gradient should be considered. This department also requires structural details on the retaining wall including guard-rail/fencing/property line footing and etc. Additional comments have been red-lined directly on the plan for revision by the Owner. The final engineering plans must be approved by the City Engineering Department.

Toronto Region and Conservation Authority (TRCA)

The TRCA has reviewed the proposed development, which is located within the Humber River flood plan. In accordance with Ontario Regulation 158, a permit is required from the TRCA prior to any

construction taking place within the floodplain. The TRCA has no objections to the proposed application subject to the Applicant obtaining a permit under Ontario Regulation 158 and that the design and construction of the building meet TRCA technical requirements.

Landscaping

The Urban Design Department has reviewed the latest landscape plan and requires the submission of a tree preservation plan the construction details on fencing, planting and paving, and a landscape cost estimate. The plan was also red-lined to highlight the planters for each unit. The final landscape plan and cost estimate must be approved by this department.

Urban Design

This site is subject to the Woodbridge Core Urban Design Guidelines, which includes specific architectural design aspects to ensure that all redevelopment in the Woodbridge Core Area maintains a certain appearance with respect to urban form, massing, landscaping and streetscape. Development must have minimal side yards, be of a specific height and be compassionate to the existing neighbourhood buildings and structures. A potential profile for the east side of Wallace Street is included in the guidelines, which identifies a 3-storey structure with prominent glazing along the west elevation.

The Woodbridge Historical Core Urban Design Guidelines (1994) encourages the redevelopment of Wallace Street provided it retains the intimate character of the street and preserves those structures of historical and architectural significance. The guidelines limit redevelopment of the subject lands to 3 storeys, with one in the roofline to a maximum height of 9m and with little or no side yards for structures, unless such setbacks are needed for the provision of vehicular and pedestrian access.

The proposed development comprises the renovation of an existing 2-storey dwelling connected by a new 3-three storey addition. Wallace Street, which is generally an area of older 2-storey and bungalow units, appears to be in transition with new developments of 3-three storey townhomes and a 3½-storey apartment building. The applicant has maintained the 2 storeys of the existing residence, which abuts a similar type dwelling, and then uses a one storey structure to connect to a 3-storey addition, resulting in three roof levels over the 33m lot frontage. Staff would suggest a more constant roof-line across the lot frontage, or gradually rising to a maximum height over the centre of the three units, gradually elevating higher as the new construction begins. This would seem more compatible with the adjacent homes and in keeping the recommendations of the core guidelines.

Laneways

The Official Plan and Woodbridge Core Guidelines contemplate, but not require, potential vehicular and pedestrian links, throughout the Woodbridge Core Area. The intent of the alternative routes would be: link future development in the area; create an alternative local route to Woodbridge Avenue; provide supplementary route for service and emergency vehicles; and provide a connection to potential public parking facility. The laneway is shown on an appendix to the Official Plan along the rear of the properties fronting on the east side of Wallace Street, but ending just to the north of the subject lands. With development along Woodbridge Avenue, a private laneway system has started, with one ending at the rear of a Wallace Street property further to the north. To extend the private laneway along the rear of five properties fronting on Wallace Avenue would require many mutual easements and co-ordinated development

The initial site plan provided for a future laneway abutting the open space area, which was now been deleted. The outcome of the laneway is unknown and depends on whether it can be accommodated on lands to the north. Until the determination of this laneway, the only access to the site is a driveway from Wallace Street leading to the rear yard and parking areas.

In the event that a rear laneway system is accomplished on the lands to the north, there may be opportunity to take the laneway out to Wallace Street along the subject driveway. To provide for future possibilities, the site plan agreement could include a clause which would require the owner to grant and obtain easements to allow residents to benefit from the laneway connection.

Conclusion

The proposed residential building conforms to the policies of the Official Plan. The RM2 Multiple Residential Zone, with the appropriate site specific exceptions, is suitable for the development and will implement the zoning policies of Official Plan Amendment #440.

Staff has reviewed the proposed site development application in accordance with the policies of OPA #440 and the Woodbridge Core Guidelines. There are number of matters, such as property grading and landscaping which need to be addressed. Also, the elevations need be revised to decrease the width of the rear deck, to lower and blend the roof-lines between the 2 and 3 storey components, and to soften the front entrance and window treatment to reflect the historic character of the area and compliment the Memorial Hill Park.

To this end, Staff recommends approval of the Applications Z.00.067 and DA.00.062 (Santo and Rita Tirinato) subject to conditions which require the site plan to be finalized to address the outstanding matters noted in the report for approval by Staff. Should Council agree, the application can be approved with the adoption of the recommendation section of this report.

Attachments

1. Location Map
2. Site Plan
3. Elevations

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