

SITE DEVELOPMENT FILE DA.00.014 (REVISED)
CATHOLIC CEMETERIES-ARCHDIOCESE OF TORONTO

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.00.014 (Revised) (Catholic Cemeteries-Archdiocese of Toronto) BE APPROVED, subject to the following conditions:

- a) That prior to the execution of the site plan agreement:
 - i) the final site plan, building elevations and landscape plan shall be approved by the Development Planning Department;
 - ii) all requirements of the Ministry of Transportation Ontario shall be satisfied; and
 - iii) the required variances shall be approved by the Committee of Adjustment.
- b) That the site plan agreement include the following provision:
 - i) that all applicable development charges shall be paid in accordance with the Development Charges By-law applicable at the time of building permit issuance.

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 an application to amend the existing Site Plan agreement to permit a 5,370m² expansion to an existing 11,860m² mausoleum in the westerly portion of the 46.1 ha Queen Heaven cemetery, resulting in a total mausoleum building size of 17,230m², as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located west of Regional Road #27 through to Highway #427, north of Highway #407 and south of the Ontario Hydro Corridor (7300 Regional Road #27), in Part of Lots 2 and 3, Concession 9, City of Vaughan.

The subject lands are designated "General Complementary Use Area" by the Parkway Belt West Plan, and zoned PB2 Parkway Belt Complementary Use Zone By-law 1-88. The surrounding land uses are:

- North - hydro corridor (PB1(S) Parkway Belt Linear Facilities Zone)
- South - Highway #407
- East - existing motel/proposed office and hotel Site Development Application, Toronto RV Road Centre (PB2 Parkway Belt Complementary Use Zone); Toronto RV Road and Regional Road #27
- West - Highway #427

Official Plan

The subject lands are designated "General Complementary Use Area" by the Parkway Belt West Plan. The subject lands were deleted from the Provincial Parkway Belt West Plan by Parkway Belt Amendment No. 129, which was approved by the Ministry of Municipal Affairs and Housing on October 23, 1997. The cemetery continues to be subject to the Parkway Belt West Plan, which the City adopted as its Official Plan for the subject lands.

Zoning

The subject lands are zoned PB2 Parkway Belt Complementary Use Zone by By-law 1-88, which permits a cemetery and mausoleum use. The proposed building addition to an existing mausoleum complies with the requirements of the Zoning By-law, with the following exceptions:

	<u>Required</u>	<u>Provided</u>
- Maximum Permitted Building Height	11m	17.7m
- Minimum Required Site Parking (including existing buildings)	581 spaces	65 spaces

Staff has reviewed the proposed exceptions, which are considered to be appropriate and acceptable. The proposed building addition which is centrally located within the expansive 46.1 ha cemetery property, and is adjacent to a hydro corridor, is far removed from the view of the existing highways, and therefore the proposed increase in building height can be supported. Staff can also support the proposed parking deficiency, in light of the applicant's parking study, which has been approved by the Engineering Department, as discussed in the "Parking" section of this report. Should Council approve the proposed site plan, the applicant will be required to apply to the Committee of Adjustment for approval of the required variances, which shall be final and binding, prior to the registration of the implementing site plan agreement.

Site Design

The existing mausoleum has a gross floor area of 11,860m² and is located approximately in the centre of the 46.1 ha cemetery, as shown on Attachments #1 and #2. The 5370m² mausoleum expansion is proposed to be added to the west side of the building, resulting in a total mausoleum building size of 17,230m². Also, additional driveway aisles and parking spaces will be provided to the north, south and west of the building.

Building Design

The proposed expansion will be three storeys high and have a height of approximately 17.7m to top of tower roof, the maximum height permitted by By-law 1-88 is 11m, however, Staff can support the proposed height variance as identified earlier in the report. Building materials and colours will match those of the existing mausoleum (white stone veneer and white acrylic stucco), including concrete red tile roof, with articulated white stone veneer. The westerly entrance has a covered entry feature with concrete red roof tiles and concrete columns with acrylic parging. The westerly façade will be constructed with a white stone veneer same as existing, incorporating arched windows surrounded by acrylic parging on rigid insulation or precast concrete with acrylic parging.

Future mausoleum expansion areas are shown to the north and south of the proposed expansion, and would be considered through a separate site plan application (s).

Landscaping

The land use plan shown on Attachment #3 proposes a variety of deciduous trees and coniferous and deciduous shrubs along the front of the westerly entrance to the proposed mausoleum addition. The proposed landscape plan is satisfactory. However, the final landscape plan must be approved to the satisfaction of the Development Planning Department.

Servicing

The Engineering Department has approved the site grading plans for this proposal. The proposed development will utilize existing site services, and therefore no additional approvals are required from the Engineering Department.

Access and Parking

The site is currently accessed by one full movement driveway from Regional Road #27. This road extends approximately 500m into the property, splitting into several winding private roadways which serve the cemetery and mausoleum. The private roadway is proposed to wrap around the perimeter of the enlarged mausoleum.

The required parking for the existing and proposed mausoleum is 569 parking spaces calculated at a ratio of 3.3 spaces per 100m² GFA, as follows:

Existing Mausoleum:	11,860m ² X 3.3 spaces	= 391.38 spaces
Proposed Mausoleum:	5,370m ² X 3.3 spaces	= 177.21 spaces
Total Parking Required for Mausoleum:		= 569 spaces

The applicant intends to provide a total of 65 parking spaces, 45 spaces for the existing mausoleum and 20 parking spaces for the proposed mausoleum expansion. The applicant has submitted a parking study prepared by Hine Richards Tomlin Inc. to support the proposed parking supply. The parking study took into consideration the parking demands on the site and was conducted over a three day period (Friday May 13, Saturday May 14, and Monday May 16, 2005) between the hours of 9 am to 6 pm. The Engineering Department has reviewed the study and concurs with the conclusions reached in the study report, and have no objections with the proposed parking supply (65 parking spaces).

An existing heritage structure of approximately 338m², which is currently by used as an administrative office, is located to the southeast of the existing mausoleum. The required parking for the administrative office is as follow:

$$\text{Required Office Parking: } 338\text{m}^2 \times 3.5 \text{ spaces}/100\text{m}^2 = 12 \text{ parking spaces}$$

The total required site parking for the mausoleum and administrative offices is 581 parking spaces (569 spaces mausoleum + 12 spaces administrative office). As identified earlier in this report, Staff can support the applicant acquiring the proposed parking variance from the Committee of Adjustment to reduce the required parking on site from 581 to 65 parking spaces. Any further mausoleum additions and associated parking requirements will be assessed in future applications.

Staff will also work with the applicant to ensure that the final site plan clearly provides the dimensions of the driveway aisle for the one-way and two-way aisles.

Ministry of Transportation Ontario (MTO)

The MTO has reviewed the proposal and provides the following comments:

- The site plan must clearly indicate the 407 property line.
- The site plan and attached documents do not match in terms of building size, please specify.
- Submit 2 copies of a SWMR and site servicing/grading plans
- Submit 2 copies of a Traffic Impact Study. Study must take into consideration all adjacent developments and identify all impacts to the Highway 407 interchange.
- All access to the subject site shall be via Toronto R.V. Road, located north of Highway 407

The site entrance located directly south of Toronto RV Road on the west side of Regional Road 27 (R.R. 27) is located within the controlled access highway designation for a Class 1 facility, and therefore the MTO will require it be closed and physically removed. This is in accordance with the provisions of Subsection 38 (2) of the Public Transportation and Highway Improvement Act.

Prior to any development, Ministry permits are required for any new/structures above and below ground within 46m of the Highway #407 property limits or within a 396m radius of Highway #407 and R.R. 27. The Ministry will also require that any new buildings/structures, above and below ground, be setback a minimum of 14m (46 feet) from the highway property line, including driveway aisles.

Region of York Transportation and Work

The Region of York has jurisdiction over Regional Road #27. The Region of York Transportation and Works Department has advised that they have no objection to the proposal and will not be required to be party to the City's Site Plan agreement.

Development Charges

The Finance Department has advised that development charges are applicable, and are to be paid in accordance with the Development Charges By-law at the time of building permit issuance.

Cash-in-lieu of Parkland Dedication

The City's Cash-in-lieu By-law exempts institutional development, and therefore, the payment of cash-in-lieu of parkland dedication in accordance with the provisions of the Planning Act, will not be required.

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

Staff has reviewed the proposed application for Site Development approval for the expansion of the existing mausoleum, and are satisfied that the proposed building addition is in accordance with the Zoning By-law, subject to obtaining approvals for the required variances to the PB2 Zone from the Committee of Adjustment. The proposal is considered to be an appropriate development of the site and compatible with the surrounding uses. Therefore, staff can recommend approval of the application, subject to conditions.

Attachments

1. Location Map
2. Site Plan
3. Landscape Plan
4. West and South Elevations
5. East and North Elevations

Report prepared by:

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Grant A. Uyeyama, Manager of Development Planning, ext 8635

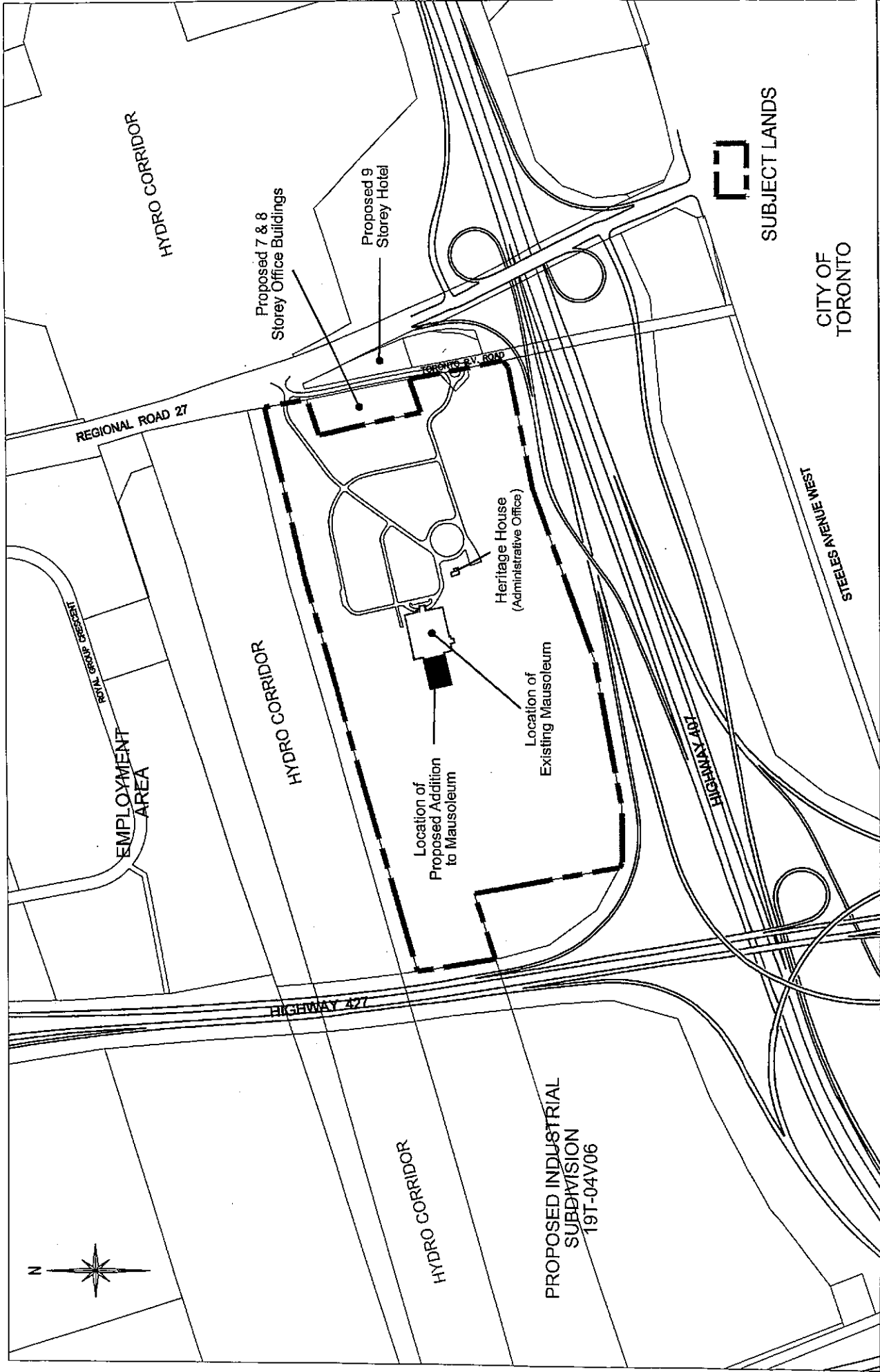
Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

MARCO RAMUNNO
Director of Development Planning

/LG

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Attachment
 FILE No.: DA.00.014 (REVISED)
 Not to Scale
 June 7, 2005

City of Vaughan
 Development Planning Department

Location Map
 Part of Lot 2,
 Concession 9
 APPLICANT:
 CATHOLIC CEMETERIES-
 ARCHDIOCESE OF TORONTO
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SUBJECT LANDS
 CITY OF
 TORONTO

REGIONAL ROAD 27

HYDRO CORRIDOR

Proposed 7 & 8
 Storey Office Buildings

Proposed 9
 Storey Hotel

EMPLOYMENT
 AREA

HYDRO CORRIDOR

Location of
 Proposed Addition
 to Mausoleum

Heritage House
 (Administrative Office)

Location of
 Existing Mausoleum

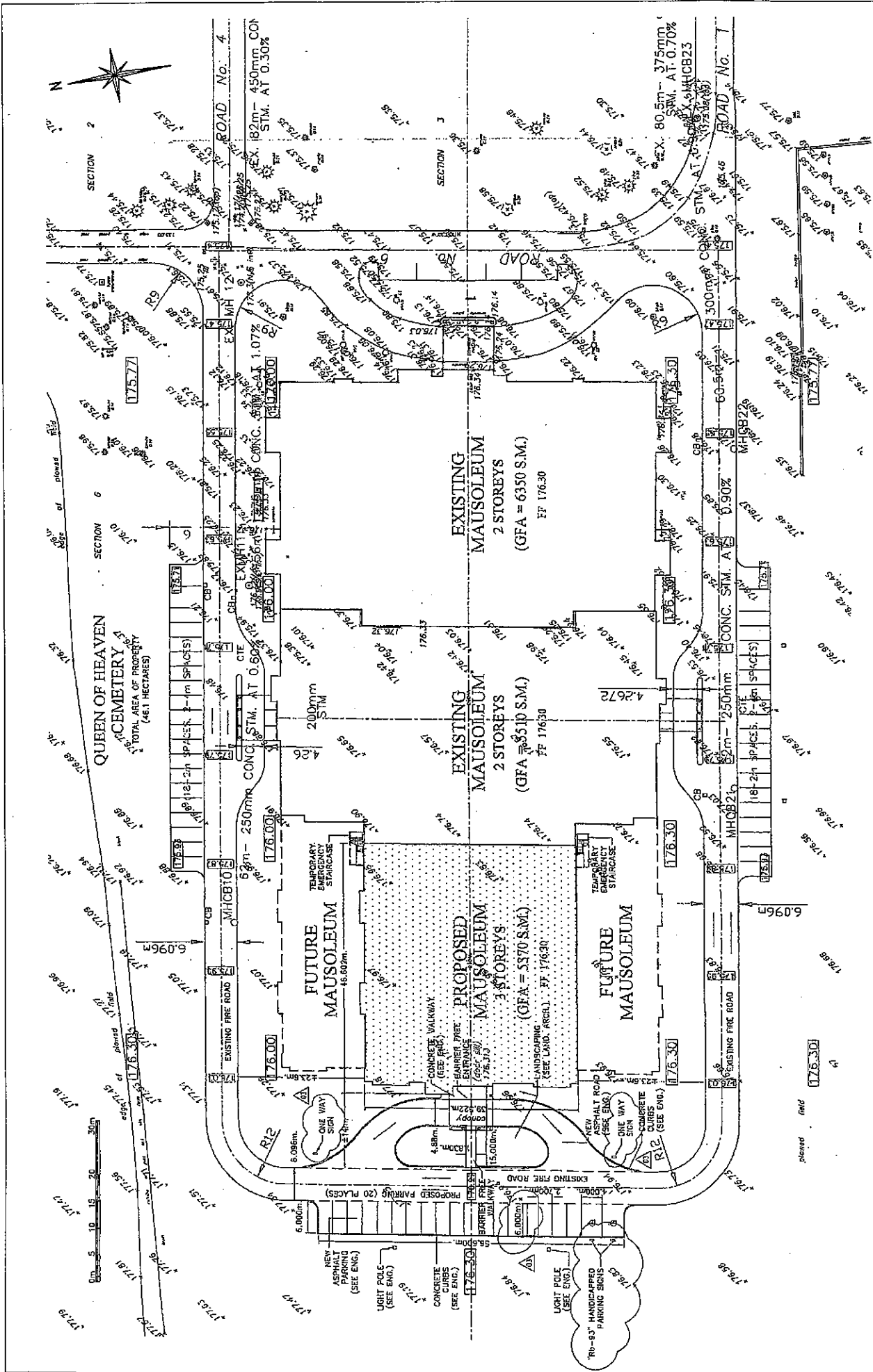
STEELE'S AVENUE WEST

HIGHWAY 401

HIGHWAY 427

HYDRO CORRIDOR

PROPOSED INDUSTRIAL
 SUBDIVISION
 19T-04V06



Attachment 2

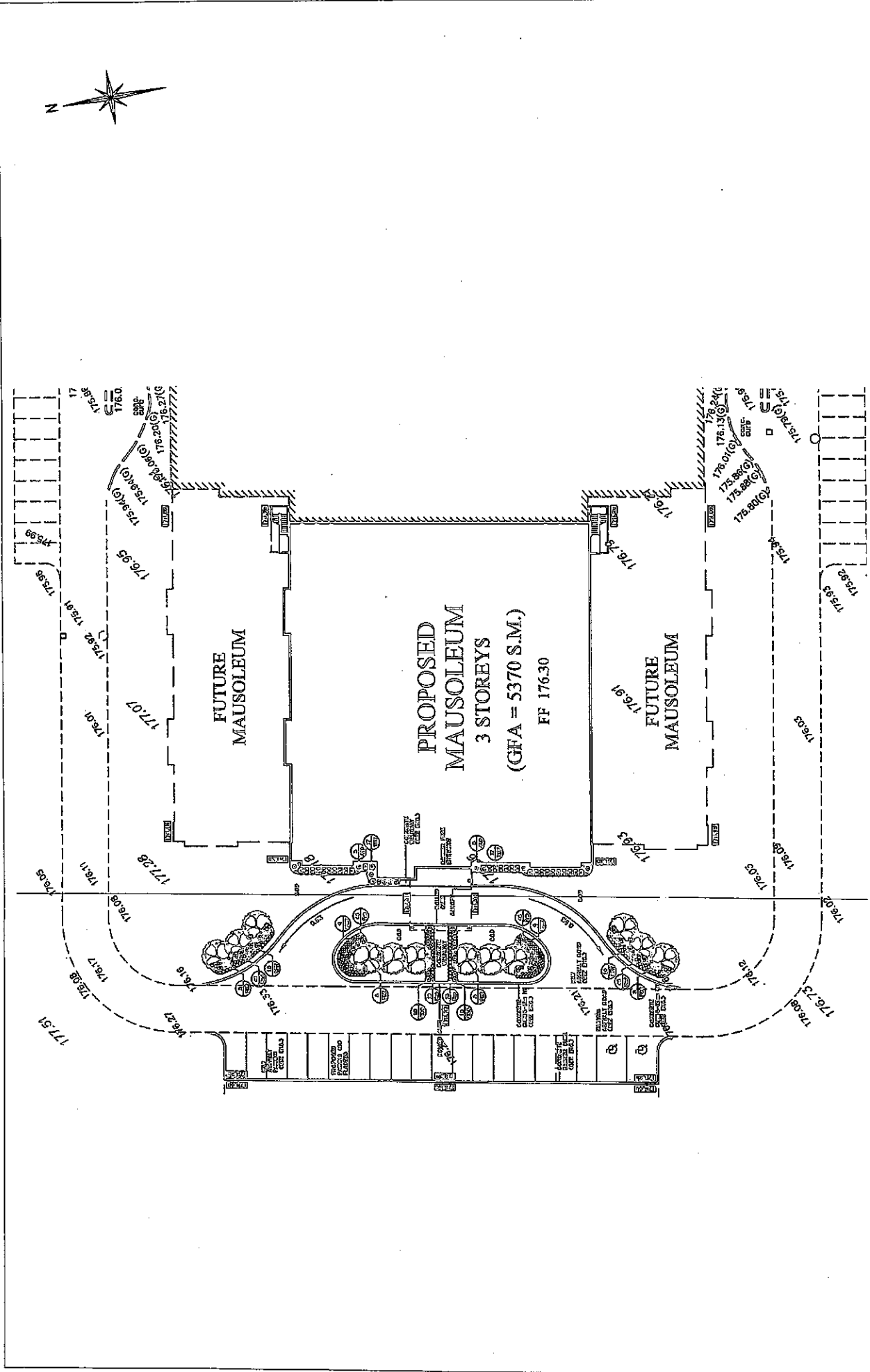
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 April 19, 2005

City of Vaughan

Development Planning Department

Site Plan

Part of Lot 2,
 Concession 9
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 ARCHDIOCESE OF TORONTO
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Landscape Plan

Part of Lot 2,
 Concession 9
APPLICANT:
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 ARCHDIOCESE OF TORONTO

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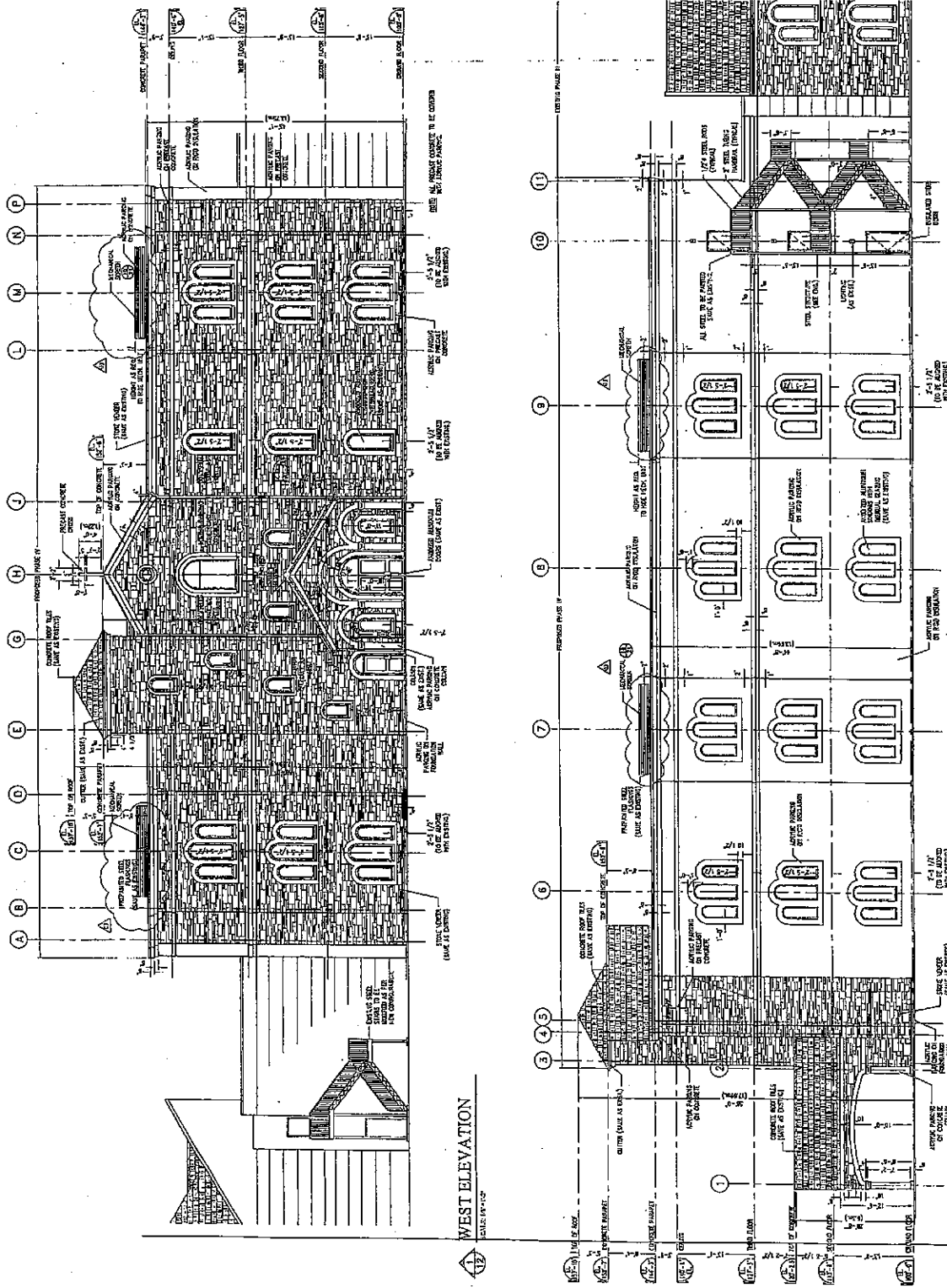


Development Planning Department

Attachment
3

FILE No.:
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Not to Scale
 April 19, 2005



WEST ELEVATION
SCALE 1/8" = 1'-0"

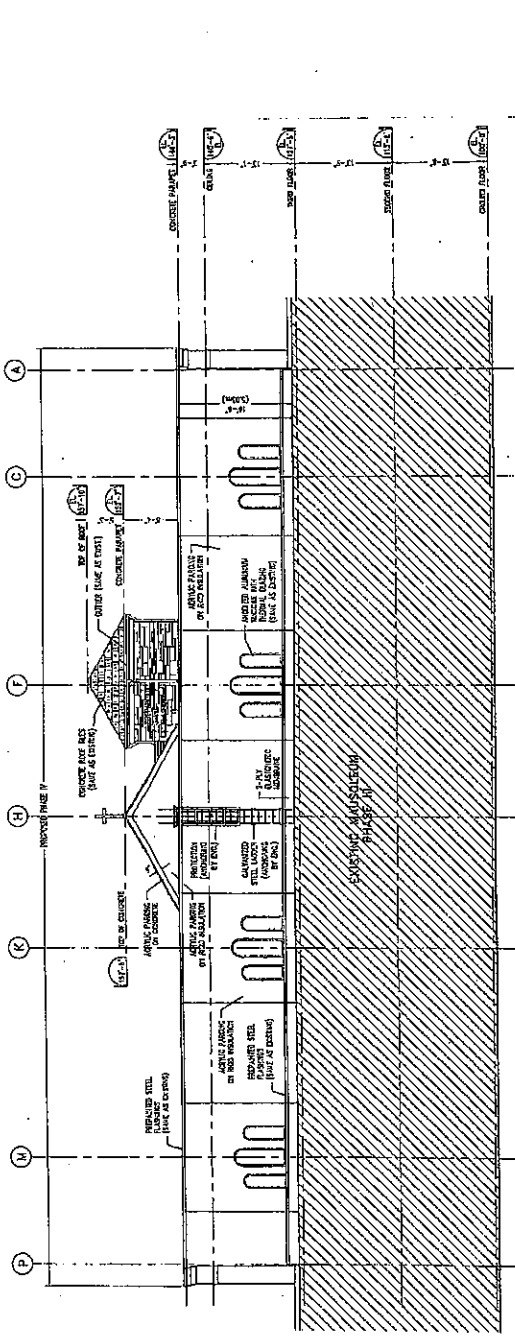
SOUTH ELEVATION
SCALE 1/8" = 1'-0"

West & South Elevations

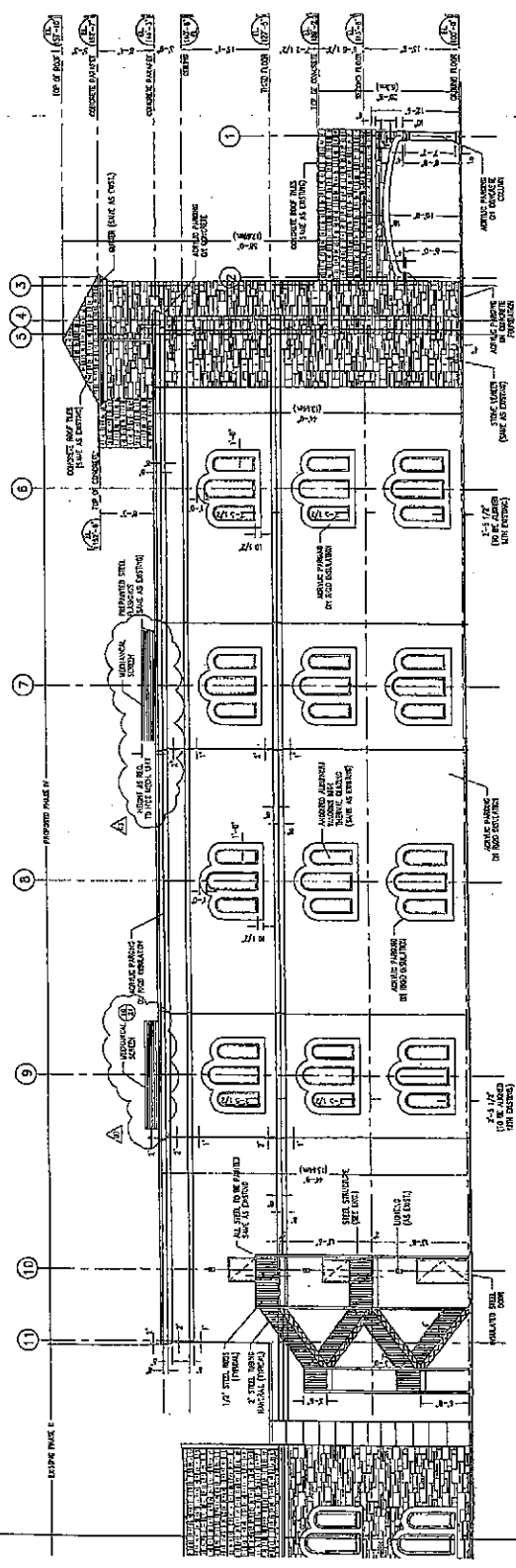
Part of Lot 2,
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Development Planning Department



EAST ELEVATION
SCALE 1/8"=1'-0"



NORTH ELEVATION
SCALE 1/8"=1'-0"