

COMMITTEE OF THE WHOLE APRIL 18, 2006

**SITE DEVELOPMENT FILE DA.05.013
5 STAR PLUS RESTORATION INC.**

Recommendation

The Commissioner of Planning recommends:

THAT Site Development File DA.05.013 (5 Star Plus Restoration Inc.) BE APPROVED, for a two (2) and three (3) storey office building with a 44.5m² ground floor retail component, as shown on Attachment #2, subject to the following conditions:

- a) That prior to the registration of the site plan agreement:
 - i) the final site plan, building elevations, landscaping and signage plans shall be approved by the Development Planning Department, in consultation with and to the satisfaction of Heritage Vaughan and the Cultural Services Division;
 - ii) an Engineering Report on the reconstruction of the existing heritage building be submitted and approved by the Building Standards Department, Engineering Department and Cultural Services Division;
 - iii) the final site grading and servicing plans, stormwater management report, access, parking and on-site vehicular circulation, shall be approved by the Engineering Department;
 - iv) a minor variance application to implement the development shall be approved by the Committee of Adjustment, and shall be final and binding;
 - v) all requirements of the Region of York Transportation and Works Department shall be satisfied; and,
 - vi) all hydro requirements of PowerStream Inc. shall be satisfied.
- b) That the site plan agreement contain the following provision:
 - i) The Owner shall pay to the City of Vaughan by way of a certified cheque, if required, 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 42 of the Planning Act. 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, which shall form the basis of the cash-in-lieu payment.
 - ii) The Owner shall pay to the City of Vaughan by way of a certified cheque, a cash-in-lieu of parking levy of \$4,000.00 per space for the 6 parking space shortage (for a total of \$24,000.00) prior to the issuance of a Building Permit.

Economic Impact

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

Purpose

The Owner has submitted a Site Development Application to develop the subject lands as shown on Attachment #1 for a two (2) and three (3) storey office building with a 57.2m² retail component and 7 parking spaces, as shown on Attachment #2.

Background - Analysis and Options

The subject lands shown on Attachment #1 are located on the southwest corner of Keele Street and Major Mackenzie Drive, municipally known as 9994 Keele Street, being Part of Lot 20, Concession 4, City of Vaughan. An existing abandoned building, built in the mid 1800s, currently occupies the property. The original building, which is part of the City's Heritage Inventory as a building of significance, has several additions that were added in the 1900's. The property has an area of 0.816ha, a lot frontage of 20.12m along Keele Street and a depth of approximately 39.75m. The surrounding land uses are:

- North - Major Mackenzie Drive; existing commercial use (C1 Restricted Commercial Zone)
- South - existing residential use (R1 Residential Zone)
- East - Keele Street; existing institutional use (VCC Vaughan Civic Centre Zone)
- West - existing commercial use (RM2-H Multiple Residential Zone with the Holding Symbol "H")

Official Plan

The subject property is designated "Maple Commercial Core Area" under OPA #350 (Maple Community Plan), as amended by OPA #533, which permits street-related retail and office uses. The proposed site development conforms to the Official Plan.

Zoning

The subject lands are zoned C1 Restricted Commercial Zone by By-law 1-88, which permits business or professional office and retail store uses. The proposed uses, conform to the Zoning By-law.

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

- i) Setback reductions
 - permit a minimum 1.2m exterior side yard setback (north), whereas 9m is required;
 - permit a minimum 0.3m rear yard setback (west), whereas 15m is required;
- ii) Landscape buffers
 - permit a minimum 0.3m landscape strip abutting a Residential Zone (west property line), whereas 2.4m is required;
 - permit a minimum 0m landscape strip abutting a street, whereas 6m is required; and,
- iii) Parking/Access
 - require a minimum of 7 parking spaces, including one handicap parking space, whereas 21 spaces are required; and,
 - permit a driveway access width of 6m, whereas 7.5m is required.

Upon site plan approval, the Owner can file an application to the Committee of Adjustment for consideration of these variances. The Owner is proposing to reconstruct the heritage building on the subject lands as part of a larger development that is consistent with the objectives of the Maple Streetscape and Urban Design Guidelines. The proposed scale, massing and built form of the development is in keeping with the heritage character in the Maple Core Area and compatible with the surrounding existing and approved land uses. The proposal has also received strong

support from the Maple Streetscape Community Advisory Committee and conforms to the Official Plan. The proposed development is considered to be pedestrian- friendly with respect to its building placement on the lot, streetscape enhancements and general form and character. The variance respecting the proposed parking supply is discussed later in this report, and the 6m wide driveway access width is acceptable to the Region of York Transportation and Works Department. As a result of the above, the variances required to implement the proposed development are considered supportable and desirable for the appropriate development of the subject lands. The Engineering Department has reviewed the parking study provided by BA Transportation Consultant and concurs with the recommendations of the report.

Site Design

The proposed site plan is shown on Attachment #2. The rectilinear corner lot is to be redeveloped with a 2 and 3-storey building with access from Major Mackenzie Drive. The development of the site involves the demolition of the existing original two-storey brick heritage building and reconstructing a similar 2-storey building with a three-storey addition on the westerly side. Due to the condition of the existing building, the applicant, through an Engineering Report, will determine the method of reconstructing the building similar to its original specifications and materials, in conformance with current building standards. The Engineering Report is to be reviewed and approved to the satisfaction of the Building Standards Department, Engineering Department and the Cultural Services Division.

The site will be served by a 6m wide driveway access on Major Mackenzie Drive, as shown on Attachment #2, that leads into the parking area comprising of 7 parking spaces, including one (1) handicap parking space. The parking area is limited to passenger vehicles only. Parking spaces 1 to 3 are located west of the driveway access, with the office space located in the building above.

The internal garbage room will be located at the south side of the building, with private garbage pick-up to be from the internal parking area. A 1.8m high acoustic-wood fence is proposed along the south and west property lines. The proximity of the building to the front and exterior property lines facilitates easy pedestrian accessibility from Major Mackenzie Drive and Keele Street. The final site plan will be approved to the satisfaction of the Development Planning Department.

Parking

The minimum required parking for the proposed development under By-law 1-88, is calculated as follows:

Required Parking	
Office: 3.5 spaces per 100m ² GFA (732.9m ²)	27
Retail: 6.0 spaces per 100m ² GFA (57.2m ²)	<u>4</u>
Total	31
Provided Parking	7, including 1 handicap space

The applicant has provided a Parking Study prepared by BA Transportation Consultants, which indicates that a minimum of 13 parking spaces are required to meet the peak parking demand of the site. The proposal includes 7 on-site parking spaces. The study recommends that the 6 parking spaces be supplied off site within a 2 to 3 minute walk (240m) from the subject site. Presently, there are 4 on-street parking spaces located on the north side of Major Mackenzie Drive, directly opposite the subject lands.

The Engineering Department has reviewed the parking study provided by BA Transportation Consultants and concurs with the recommendations of the report.

The provision of additional grade level parking spaces would either render the site undevelopable or require that the building be constructed on "stilts", which is not desirable from a visual perspective. Furthermore, given the size and configuration of the parcel, and the permitted intensity of development on the site, it is unlikely that underground parking could be provided on the subject lands. The general intent of the Official Plan is to facilitate street-related development. The proposal is consistent with this objective and will contribute to establishing a Maple Commercial Core area that is pedestrian friendly. The Owner has further committed to redevelop the site and to restore the existing heritage building. As a result of the site-specific considerations, the Development Planning Department can support the proposed number of on-site parking spaces.

Cash-in-lieu of Parking

It is recommended that the City require the Owner to enter into an agreement permitting the City to collect cash-in-lieu of parking for the shortage of parking spaces on site. The applicant's parking study identifies a 6 space parking shortage. A levy of \$4,000.00 per parking space (6 spaces x \$4,000.00) for a total levy of \$24,000.00 will be payable at the building permit stage and will be part of the "Special Conditions" in the site plan agreement. In the past the City has implemented a cash-in-lieu of parking levy of \$4,000.00 per space on three other site development applications within the Village of Kleinburg.

Building Elevations

The proposed elevations are shown on Attachments #4 and #5. The existing two-storey Victorian building has a muted red brick face with white brick quoining accents and two large windows facing Keele Street each with brown wood lintel and sill. These key architectural features are duplicated on all the facades in order to provide consistency throughout the elevations. The existing white pendant gable ornamentation will be restored and carried through the entire proposed addition. The Owner has taken great care and measure to evaluate the architectural and heritage value of the existing building and apply these key features to the proposed addition in order to create elevations that are historically sensitive, particularly on the north and east elevations as shown on Attachment #4. On the west elevation, as shown on Attachment #5, the Owner proposes three (3) areas of red brick pattern, which will hold images of heritage period photographs within the brick area, which is reminiscent of late 1800s elevation treatments.

The proposed signage includes one (1) wood sign on the north elevation lit by two (2) goose neck lighting fixtures, and two (2) standard wood signs each supported by two wood posts on the north and east sides of the property, which will be similar to the signs located at 9995 Keele Street (Beaverbrook).

The Development Planning Department is satisfied with the elevation plans. As a condition of site plan approval, the final building elevations will be approved by the Development Planning Department, in consultation with and to the satisfaction of Heritage Vaughan and the Cultural Services Division.

Landscaping

The proposed landscape plan, as shown on Attachment #3, shows predominately unit paving in a herringbone pattern along Major Mackenzie Drive and Keele Street. A mixture of sod, coniferous trees, shrubs, and a 1.8m high wood fence will help screen the proposed development from the properties to the south and west. Street trees, low laying shrubbery, and Maple Streetscape decorative lamp standards will line the streetscape along Keele Street and Major Mackenzie Drive. The final landscape plan will be approved to the satisfaction of the Development Planning Department.

Maple Streetscape Community Advisory Committee

The Maple Streetscape Community Advisory Committee considered the original proposal on June 29, 2005, and then on January 25, 2006, and on February 22, 2006, where minor changes were suggested. A subsequent special meeting was held on March 2, 2006 between the Owner's Architect and members of the Maple Streetscape Community Advisory Committee. As a result of the meeting, the Maple Streetscape Committee, by a letter dated March 8, 2006, provided their strong support of this project. The final plans for this development proposal will be approved to the satisfaction of the Development Planning Department.

Heritage

The original house on the subject property was built in the late 1800s and was once the home of Guy Lawrie, a Maple resident and an undertaker by trade, as referenced in the Reaman's history of Vaughan Township. The "Lawrie House" has been in poor structural condition for several years and was originally deemed structurally unsafe in 1993 and was subsequently condemned by the Building Standards Department. The Building Standards Department, again in 2004, declared the building unsafe. As discussed earlier in this report, the Owner is in the process of providing to the City an Engineering Report to document and clarify all structural defects in the existing structure.

The Cultural Services Division has no objection to the development proposal, which involves the demolition of the red brick, flat roof commercial store building at the corner of Keele Street and Major Mackenzie Drive and a partial reconstruction of the Lawrie House as a corner feature of the proposed office/commercial development, as shown on Attachments #4 and #5.

Services/Utilities

Garbage and snow removal will be by private pick-up. The proposed development is to be fully serviced on the municipal system, including hydro, water, sanitary, and storm sewers. The Owner has submitted a grading and servicing plan and stormwater management report, which will be approved to the satisfaction of the Engineering Department.

Region of York

The Region of York Transportation and Works Department has no objection to the development concept in principle. The Owner is working with the Region to resolve matters respecting a road widening along Major Mackenzie Drive. In particular, a 17m (15m plus 2m) road widening from the centre line of construction of Major Mackenzie Drive has been requested by the Region, and the additional request for 2m will affect the proposed landscaping and building setbacks. The final plans will be approved to the satisfaction of the Region of York Transportation and Works Department, and will require further dialogue together with the Owner and the City to satisfactorily resolve the road widening matter.

Parkland Dedication

The Owner will be required to pay to the City, if required, cash-in-lieu of the dedication of parkland dedication, in accordance with the Planning Act, which is identified in the recommendation of this report.

Relationship to Vaughan Vision 2007

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

Conclusion

The Development Planning Department has reviewed the proposed Site Development Application to permit a two (2) and three (3) storey office building with a 44.5m² ground floor retail component, in accordance with the policies of the Official Plan, the requirements of the Zoning By-law, and consistency with the Maple Streetscape and Urban Design Guidelines. Accordingly, the Development Planning Department is satisfied with the proposed development, and can support the approval of the site plan application, and the required variances for reduced building setbacks, landscape buffers, parking and access, subject to the recommendations in this report. Further discussions will be required with the Region of York to satisfactorily resolve the road widening matter affecting the development of the site.

The proposed development will result in a significant improvement to this key intersection and will incorporate architectural features which are sensitive to the heritage aspects of the Maple Village Core.

Attachments

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

Report prepared by:

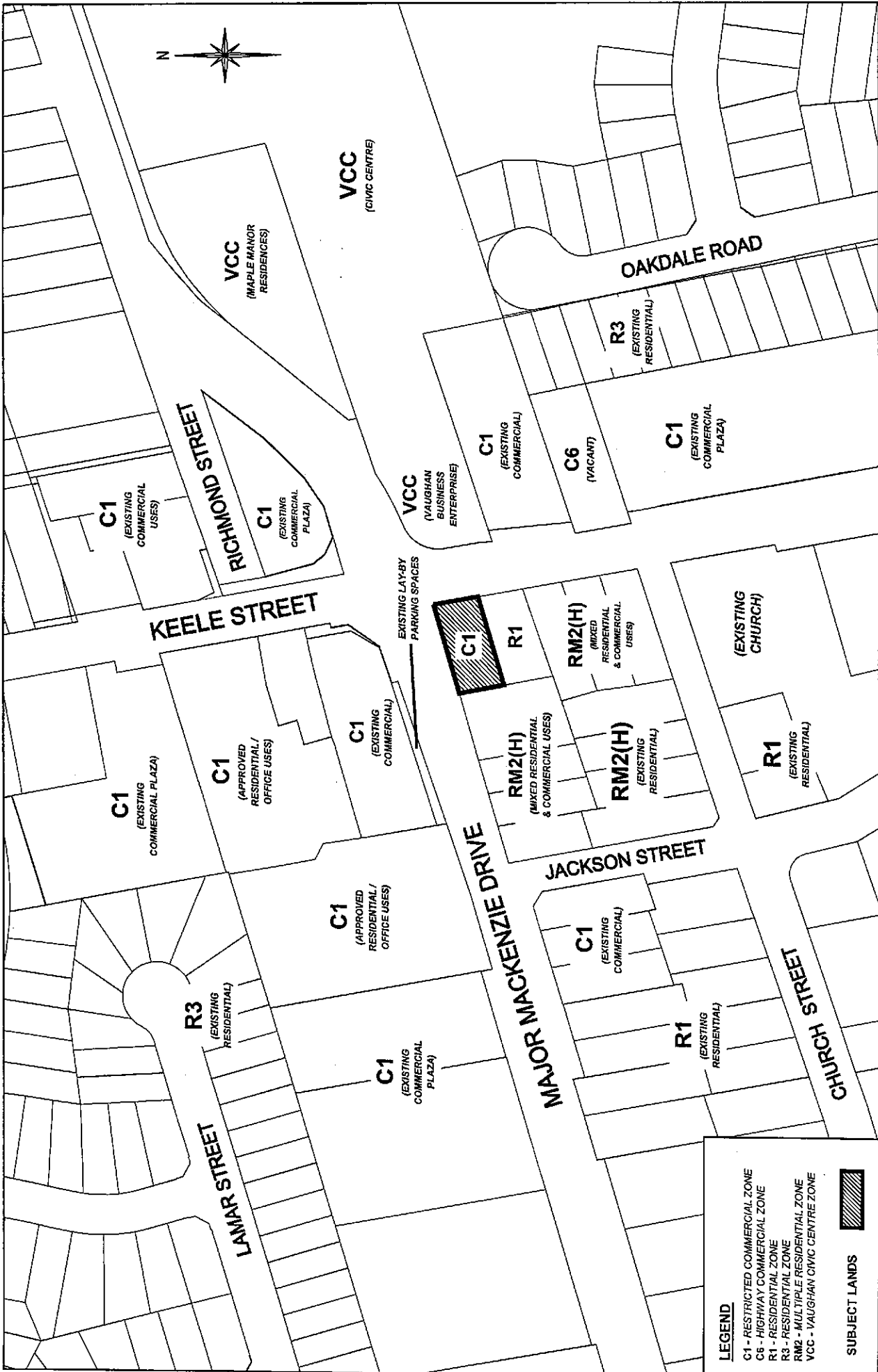
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Respectfully submitted,

JOHN ZIPAY
Commissioner of Planning

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Director of Development Planning

/CM



LEGEND

- C1 - RESTRICTED COMMERCIAL ZONE
- C6 - HIGHWAY COMMERCIAL ZONE
- R1 - RESIDENTIAL ZONE
- R3 - RESIDENTIAL ZONE
- RM2 - MULTIPLE RESIDENTIAL ZONE
- VCC - VAUGHAN CIVIC CENTRE ZONE

SUBJECT LANDS

Location Map

Part of Lot 20,
Concession 4

APPLICANT:
5 STAR PLUS RESTORATION INC.



Development Planning Department

Attachment 1

FILE No.:
DA.05.013

Not to Scale
March 31, 2006

