

**COMMITTEE OF THE WHOLE OCTOBER 1, 2007**

**OFFICIAL PLAN AMENDMENT FILE OP.06.031  
ZONING BY-LAW AMENDMENT FILE Z.06.078  
SCEPTRE DEVELOPMENTS INC.**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Official Plan Amendment File OP.06.031 (Sceptre Developments Inc.) BE APPROVED, to amend OPA #240 (Woodbridge Community Plan) to redesignate the subject lands shown on Attachment #1 from "Medium Density Residential" to "Mixed Use Commercial" to permit a mixed-use development comprised of residential live/work (office) and business and professional office townhouse units (including a heritage building) as shown on Attachment #2, and that the implementing Official Plan Amendment include the following:
  - i) policies to ensure that the existing heritage building is appropriately integrated into the overall development; and
  - ii) policies to ensure a quality development that is designed and utilizes the appropriate materials to compliment the heritage aspects of the buildings located on and in proximity of the subject lands.
  
2. THAT Zoning By-law Amendment File Z.05.078 (Sceptre Developments Inc.) BE APPROVED and amend By-law 1-88 to rezone the subject lands shown on Attachment #1 from M1 Restricted Industrial Zone, RM2 Multiple Residential Zone and R3 Residential Zone to C1 Restricted Commercial Zone (Blocks A, B, C, D, E and H, and existing Heritage Building), and C1(H) Restricted Commercial Zone with the addition of the Holding Symbol "(H)" (Blocks F and G), to facilitate a mixed-use development comprised of 24 residential live/work (office) units and 42 business and professional office townhouse units, subject to the following:
  - a) that a by-law not be enacted until a site plan is approved by Council;
  - b) that the implementing zoning by-law shall include the following zoning exceptions:
    - i) permit 24 live/work units (Blocks F and G, and existing heritage building) fronting onto Kipling Avenue comprised of the following:
      - Ground Floor – business and professional office uses;
      - Second Floor – one residential dwelling unit
    - ii) permit a total of 42 commercial townhouse units with the following uses:
      - business and professional office uses;
    - iii) permit a maximum gross leaseable area devoted to business and professional office uses on the subject lands of 6,592 m<sup>2</sup> (not including Heritage Building);
    - iv) permit a minimum 0 m front yard (east) setback along Kipling Avenue, whereas a minimum of 9.0 m is required;

- v) permit a minimum 3.0 m interior side yard setback (north), whereas a minimum of 9.0 m is required abutting a Residential Zone;
- vi) permit a minimum of 232 parking spaces, whereas a minimum of 334 spaces are required;
- vii) permit a 0 m wide landscape strip abutting Kipling Avenue, whereas a minimum of 6.0 m is required;
- viii) permit a 0 m wide landscape strip abutting an "R" Residential Zone (north), whereas a minimum of 2.4 m is required;
- ix) permit a minimum rear yard setback (west) of 2.0 m, whereas a minimum of 15.0 m is required;
- x) permit any other zoning exception(s) that are required to implement the final site plan, if approved; and
- xi) that the Holding Symbol "(H)" shall not be removed from all or a portion of Blocks F and G until servicing capacity has been identified and allocated to the development by Council.

3. THAT prior to the approval of a Site Development Application, the Owner shall register a record of site condition (RSC) with the Environmental Site Registry (ESR) of the Ministry of the Environment, to the satisfaction of the City."

#### **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 to facilitate the development of the subject lands shown on Attachment #1 with 24 residential live/work (office) units (including the existing heritage building located at 8204 Kipling Avenue) fronting onto Kipling Avenue, and 42 office townhouse units on the balance of the subject lands to be located on a private condominium road, as shown on Attachment #2:

1. An Official Plan Amendment Application (File OP.06.031), specifically to amend OPA #240 (Woodbridge Community Plan) as amended by OPA #356 (Kipling Avenue Corridor Plan-1991) to redesignate the subject lands from "Medium Density Residential" to "Mixed Use Commercial" with site-specific development policies to implement a proposed mixed-use development as shown on Attachment #2.
2. A Zoning By-law Amendment Application (File Z.06.078) specifically to:
  - i) amend By-law 1-88 to rezone the subject lands from R3 Residential Zone, RM2 Residential Multiple Zone and M1 Restricted Industrial Zone to C1(H) Restricted Commercial Zone with the addition of the Holding Symbol "(H)"; and,

- ii) permit the necessary site-specific zoning exceptions to the C1 Restricted Commercial Zone to implement the proposed mixed-use development shown on Attachment #2.

### **Background - Analysis and Options**

The subject lands shown on Attachment #1 are 1.46 ha in size and located on the west side of Kipling Avenue between Meeting House Road and Porter Avenue, and known municipally as 8196 and 8204 Kipling Avenue, City of Vaughan. The lands are relatively flat with some vegetation located on the northern portion of the site. The heritage building located at 8204 Kipling Avenue, and known as the "Moody/Darker House", is located on the subject lands and is proposed to be retained, restored and incorporated into the overall development.

The subject lands were subject to previous development applications including Files 19T-93023 and Z.89.93 (Peter Maida Homes) to facilitate a draft plan of subdivision comprised of 10 residential lots, and Files Z.76.90 and DA.03.075 (O. Morelli Homes) proposing 11 townhomes and the restoration of the heritage building. These applications are no longer active.

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan), as amended by OPA #356 (Kipling Avenue Corridor Plan-1991) and zoned M1 Restricted Industrial Zone, R3 Residential Zone, and RM2 Multiple Residential Zone, the latter subject to Exception 9(1247). The surrounding land uses are:

- North - private road; existing residential dwellings (R3 Residential Zone)
- South - CP Rail Line (M3 Transportation Industrial Zone) and Woodbridge Lumber (M2 General Industrial Zone)
- East - Kipling Avenue; existing detached residential dwellings (R3 Residential Zone and RM2 Multiple Residential Zone)
- West - CP Rail Line (M3 Transportation Industrial Zone), Woodbridge Foam and Woodbridge Lumber (M2 General Industrial Zone)

### **Public Hearing**

On January 26, 2007, a Notice of Public Hearing was mailed to all property owners within 120 m of the subject lands, and to the Kipling Avenue Ratepayers Association, West Woodbridge Ratepayers Association, and the Friends of the Village Group.

The Official Plan and Zoning By-law Amendment applications to redesignate and rezone the subject lands to facilitate the proposed mixed-use development were considered by Council at a Public Hearing on February 19, 2007. Several individuals attended the meeting, some in support of the applications, while others expressed concerns respecting the timing of the proposal in light of the current Kipling Avenue Corridor Land Use Study, its proximity to industrial uses, and the lack of parking.

On February 26, 2007, Council resolved to receive the Public Hearing report, and that any issues identified be addressed by the Development Planning Department in a comprehensive technical report to a future Committee of the Whole meeting.

The proposal has since been revised to respond to the comments expressed at the February 19, 2007 Public Hearing. The latest site plan, shown on Attachment #2, includes a reduction in the number of units from 68 to 66, the removal of the northern access point from the private road, and an increased building setback along the north and west lot lines abutting the private road and CPR tracks, respectively. The Owner has also proposed underground parking spaces to be located below Blocks "B", "C", and "D". The subject staff report is based on the proposed site plan layout shown on Attachment #2.

## Land Use Status

### a) Provincial Policy Statement (2005)

The subject applications were commenced after March 1, 2005, and therefore, are subject to the 2005 Provincial Policy Statement (PPS). The PPS encourages the focus of new growth to urban areas and promotes the following:

- i) efficient, cost effective development, and land use patterns;
- ii) avoid the need of unnecessary and/or uneconomical expansion of infrastructure; and,
- iii) intensification and redevelopment.

In addition, the PPS encourages approval authorities to support energy efficiency and improved air quality through land use development patterns which, in part:

- i) promote compact form and a structure of nodes and corridors;
- ii) promote the use of public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where these exist or are to be developed; and,
- iii) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development, comprised of live/work and office townhouse units, provides an alternative form of employment uses, which serve a specific employment market and could potentially decrease or shorten work trips. The PPS also promotes a full range and mix of housing types. The introduction of the live/work built form would provide an alternative form of housing in the community.

## Heritage

The Provincial Policy Statement (PPS) encourages the conservation of significant built heritage resources and cultural landscapes. The PPS defines "Built Heritage Resources" as one or more buildings, structures, monument installations, or remains associated with architectural, cultural, social, political, economic or military history, and identified as being important to a community. The existing structure at 8204 Kipling Avenue, the "Moody/Darker House", is included in the City's Inventory of Significant Structures. The Owner proposes to maintain and restore this building and incorporate it into the overall development. Accordingly, the proposal is consistent with the Provincial Policy Statement.

### a) Bill 136 - Places to Grow Act

The subject lands are located within the area covered by the Woodbridge Community Plan (OPA #240) and Official Plan Amendment #356 (Kipling Avenue Corridor Plan - 1991). The current "Medium Density Residential" land use designation for the subject lands, which allows for a medium density built form and coupled with the recently approved higher density developments and enquiries for redevelopment has resulted in the need to examine the appropriate land uses in the area through the Kipling Avenue Corridor Study (2007). In light of the above, the area is recognized as a settlement area undergoing transition and intensification.

On June 13, 2005, the Places to Grow Act (Bill 136) was approved by the Province to accommodate future population growth, economic prosperity, and to achieve a high quality of life for all Ontarians.

The purpose of the Act (in part) is as follows:

- to enable decisions about growth to be made in ways that sustain a robust economy, build strong communities and promote a healthy environment and a culture of conservation; and,
- to promote a rational and balanced approach to decisions about growth that builds on community priorities, strengths and opportunities and makes efficient use of existing infrastructure.

The proposed development conforms to Bill 136 as it is located in a settlement area where intensification is encouraged, is located within an area in transition that is currently being studied, and makes more efficient use of the existing infrastructure.

b) Region of York Official Plan

The Region of York Official Plan identifies the subject lands as an "Urban Area". Objectives of the Regional Plan include targeting growth to existing built-up portions of urban areas, encouraging carefully planned intensification, and providing for a broad range of housing types.

Additionally, the Regional Plan states that through sound planning and design, the Region of York and the area municipalities can improve opportunities to live and work in the same area. By establishing a variety of locations across the Region for employment opportunities, municipalities can support a better balance of employment and housing opportunities. This will allow employers and employees to shorten their trip to work and reduce overall levels of travel. Another policy supports the use of telecommuting to achieve an overall reduction in trips between home and work, and that municipalities adopt enabling zoning provisions recognizing the variety of home based work and the need to successfully integrate these uses into communities.

The proposed development is consistent with the policies in the Regional Official Plan.

c) Vaughan Official Plan

The subject lands are designated "Medium Density Residential" by OPA #240 (Woodbridge Community Plan) as amended by OPA #356 (Kipling Avenue Corridor Plan - 1991). Section 3.4 "Residential Specific Policies", currently permits a range of housing types on the subject lands including small lot single detached units, semi-detached units, quadplex, street townhouses, block townhouses and other building forms not exceeding the permitted densities. The development proposal includes a mixed-use live/work and office townhouse uses, which are not permitted within a Residential designation, and therefore, an amendment to the Official Plan is required.

A goal of OPA #240 is to arrange the social, physical, and economic facilities and services necessary for the proper functioning of the community in such a way as to provide optimum convenience, efficiency, safety and attractiveness to the present and future population. The proposed mixed use development provides additional residential and office/commercial uses into the Woodbridge Community, which will benefit both the existing and future residents and businesses with additional services and population/customer base.

OPA #240 encourages the identification, preservation and enhancement of heritage resources including buildings, and landscapes of architectural, historical, engineering, cultural or archaeological significance. This goal is reinforced through OPA #356, which encourages the preservation of the building located at 8204 Kipling Avenue into the overall development.

A specific policy of OPA #356, requires that for any residential development on lands adjacent to, or in the vicinity of existing industrial uses, the City shall be satisfied that there are no unacceptable environmental or land use impacts. A Phase 1 report entitled Environmental Site

Evaluation 8198-8204 Kipling Avenue, Woodbridge, dated October 25, 2006 and prepared by Bruce A. Brown Associates Limited was submitted to the Vaughan Engineering Department for review and approval. The City Engineering Department has completed its review of the report and found it to be acceptable. A record of site condition (RSC) must be registered with the Environmental Site Registry (ESR) of the Ministry of Environment (MOE) prior to site plan approval, to the satisfaction of the City.

#### Kipling Avenue Corridor Study 2007

On September 11, 2006, Council approved the Terms of Reference for the undertaking of a Land Use Study for the Kipling Avenue Corridor, which includes the subject lands. On February 12, 2007, Council selected the consulting firm of Office For Urbanism to lead the land use study, which is expected to be completed by early 2008. The purpose of the study is to examine the existing planning policies for the Kipling Avenue Corridor and recommend updated policies and design guidelines to direct future development in the area. When Council approved the Terms of Reference for the study, it did not enact an interim control by-law to freeze development during the study. Accordingly, the subject applications have been reviewed in advance of the completion of the Kipling Avenue Corridor Study, based on their merit in the context of the surrounding land uses. Notwithstanding this, the Kipling Avenue study is approximately 65% complete and the findings of the study may be used to inform the site plan approval review of the subject property.

#### Zoning

The subject lands are zoned M1 Restricted Industrial Zone, R3 Residential Zone, and RM2 Multiple Residential Zone, the latter subject to Exception 9(1247) by By-law 1-88, as shown on Attachment #1. The Owner has filed a Zoning By-law Amendment application to amend By-law 1-88 to rezone the entire subject lands C1 Restricted Commercial Zone with the necessary zoning exceptions required to facilitate the proposed development, as shown on Attachment #2.

Based on the preliminary site plan submission shown on Attachment #2, the following zoning exceptions are required to implement the proposal:

- i) permit 24 residential live/work (office) units fronting onto Kipling Avenue (including the existing heritage building) comprised of the following:
  - Ground Floor – business and professional office uses;
  - Second Floor – residential dwelling unit
- ii) permit a total of 42 office townhouse units with the following uses:
  - business and professional offices;
- iii) permit a maximum gross leaseable floor area devoted to business and professional offices on the subject lands of 6,592 m<sup>2</sup> (not including the Heritage Building);
- iv) permit a minimum 0 m front yard (east) setback along Kipling Avenue, whereas a minimum of 9 m is required;
- v) permit a minimum 3 m interior side yard setback (north), whereas a minimum of 9 m is required abutting a Residential Zone;
- vi) permit a minimum of 232 parking spaces, whereas a minimum of 334 spaces are required;

- vii) permit a 0 m wide landscape strip abutting Kipling Avenue, whereas a minimum of 6 m is required;
- viii) permit a 0 m wide landscape strip abutting an 'R' Residential Zone (north), whereas a minimum of 2.4 m is required;
- ix) permit a minimum rear yard setback (west) of 2 m, whereas a minimum of 15 m is required;
- x) permit any other zoning exception(s) that are required to implement the final site plan, if approved; and,
- xi) that the Holding Symbol (H) shall not be removed from all or a portion of Blocks F and G until servicing capacity has been identified and allocated to the development by Council.

By-law 1-88 does not have a specific zone category to implement mixed-use development, and therefore, the application of site-specific zoning requirements within the C1 Restricted Commercial Zone category will be used to implement the proposed development, if approved. The Holding Symbol "(H)" will be placed on the portion of the subject lands that are proposed for residential uses (Blocks F and G), but not the existing heritage dwelling. Blocks F and G will require the future identification and allocation of water and sanitary servicing by Council, which is currently unavailable for the development.

The required zoning exceptions can be supported as the reductions to the front and exterior side yards will contribute to a better streetscape and are typical of many mixed-use developments. The site is also separated from surrounding land uses by the CP tracks to the west and roads to the north and east, and therefore, the variances to the required setbacks and yards will not have an impact on surrounding lands. In addition, as noted above, By-law 1-88 does not include a mixed-use zone category, and therefore, the exceptions required to implement the proposed plan can be considered "technical" in nature since the C1 Restricted Commercial Zone was never intended to implement the form of development being proposed.

The proposed parking supply of 232 spaces represents a deficiency of 102 parking spaces from the By-law 1-88 requirement of 334 parking spaces (excluding the Heritage Home). The Owner has submitted a parking study in support of the parking deficiency, which is discussed in the "Parking" section of this report.

The zoning exceptions required to implement the final approved site plan may change slightly through the site plan process, and any additional exceptions will be identified in the future technical report when the site plan application is considered by the Committee of the Whole.

#### Planning Considerations

The subject lands front onto Kipling Avenue and are bounded by the CP Rail tracks to the west, Kipling Avenue to the east and a private driveway leading to the Woodbridge Foam operation to the north. Industrial uses such as Woodbridge Lumber and Woodbridge Foam are located west of the subject lands, separated by the rail line. The subject lands were redesignated from "Industrial" to "Medium Density Residential" by OPA #356 in 1994, but were never developed. The Kipling Avenue North Neighbourhood Plan approved by Council in 1999 permits a medium density built form comprised of single detached, semi-detached, townhouse units, quadplexes and other building forms that do not exceed the permitted densities on the subject lands.

From a land use perspective, the proposed residential live/work (office) townhouse units to be located in Blocks F and G and the existing heritage building, and the business and professional office uses to be located in Blocks A, B, C, D, E and H, will provide for an appropriate transition

use between the industrial and rail line uses to the west and with the balance of the surrounding land uses. The proposed uses are considered to be compatible with the surrounding land uses both from a land use and built form perspective. The proposed uses are also considered more compatible with the surrounding land uses, particularly the existing residential uses, than some of the uses permitted on the subject lands as-of-right under the existing zoning including a public garage, industrial uses, and a service or repair shop.

The proposed building elevations, materials and building orientation toward Kipling Avenue (Attachment #3) also provides an opportunity to create an interesting and active pedestrian friendly streetscape. The proposed buildings are two-storeys in height, which would be compatible with existing development and built form surrounding the subject lands.

The proposal is also consistent with the Provincial Policy Statement and the Region of York Official Plan. The live/work units provide a new form of housing type, which broadens the variety of housing mix available in the community and promotes intensification within an existing built-up area.

In view of the above, the Development Planning Department is satisfied that the proposed land uses are appropriate for the subject lands and can be successfully integrated into the surrounding land use context.

Parking and Access

The proposed site plan shown on Attachment #2, includes one driveway access point on Kipling Avenue that serves as the main ingress and egress for the site and leads to an internal private ring road that provides access to the entire development. The main parking area is located at grade level in either the front or rear of the proposed units within the internal courtyard area and concealed from the street view of Kipling Avenue.

The proposed site plan includes 232 parking spaces to serve the development, of which 100 spaces are located in an underground parking facility located beneath Blocks "B", "C" and "D". By-law 1-88 requires that a minimum of 334 parking spaces be provided to serve the proposed mixed-use development, calculated as follows:

	<u>By-law 1-88 Parking Requirement</u>	<u>Proposed Parking Based on GLA</u>
Residential – live/work (24 units @ 1.5 spaces/unit)	36	29 (1.2/unit)
Residential – Visitors (0.25 spaces/unit)	6	5 (0.2/unit)
Business & Professional Office (GFA 8,340 m <sup>2</sup> @ 3.5 spaces/100 m <sup>2</sup> ; Heritage Home ground floor not included)	292	198 (6,592 m <sup>2</sup> GLA x 3.0) Based on GLA (not including Heritage Home)
<b>Total Parking Residential/Office</b>	<b>334</b>	<b>232</b>

Based on the proposed site plan and the uses identified by the Owner, 334 parking spaces are required for the development by By-law 1-88, whereas 232 spaces are being proposed, resulting in a deficiency of 102 parking spaces (30.5%). The Owner has submitted a Parking and Traffic Impact Study prepared by UEM Inc. dated June 2007, in support of the proposed development. The Study utilizes the gross leaseable area of the development as a basis for calculating the minimum required parking, rather than the gross floor area as required by By-law 1-88. The Vaughan Engineering Department has reviewed the Parking and Traffic Impact Study, and concurs with the conclusions. On this basis, the Development Planning Department can support the proposed reduction in parking.



It should be noted that the proposed plan includes 20 lay-by parking spaces along Kipling Avenue, which must be approved by the Vaughan Engineering Department. On street parking is currently available along Kipling Avenue, which provide additional parking spaces for this and future developments within the area.

### Preliminary Site Plan

The subject lands as shown on Attachment #1 consist of three (3) separate parcels with an approximate lot area of 1.46 ha. The irregular shaped parcel is bounded by a private road to the north, the Canadian Pacific Railway (CPR) to the west and Kipling Avenue to the east. Directly to the south is the CPR/Kipling Avenue level crossing. Given the development constraints of the site including its' triangular-shape and location adjacent the CPR rail line, and the surrounding land uses, the site plan application as submitted is designed to respond to these development constraints.

The preliminary plan as shown on Attachment #2 proposes seven development blocks located around the periphery of the site and one smaller block centrally located on the parcel. A total of 66 units are proposed, with 24 live/work units (Blocks F and G, and existing heritage building) fronting onto Kipling Avenue, and 42 townhouse office units within the interior of the site. Parking is laid out in a similar manner to the blocks internal to the site away from street view with an underground garage providing an additional 100 parking spaces beneath Buildings "B", "C" and "D". The heritage house is located at the northeast corner of the site and is proposed to be restored and maintained as part of the overall development. One driveway access point is proposed for the development at the south end of Kipling Avenue, leading to a 6.0 m wide driveway which provides access to the individual internal units, and the surface and underground level parking areas. Given the site configuration and development constraints, the landscaped area is limited to certain areas along the periphery of the site, and to the internal area of the site around the central development block.

The Vaughan Engineering Department has reviewed the proposed site plan and does not support the conceptual access point being in close proximity to the entrance driveway to the underground garage. From a traffic operations perspective, vehicles exiting from the underground garage may conflict with the vehicles entering the site (potential traffic congestion at entrance due to insufficient throat length) ultimately causing delay and potential traffic operational problems at Kipling Avenue. Accordingly, the Engineering Department recommends that other options be explored at the site plan stage to satisfy the safety and operational issues such as providing a secondary access and relocating the entrance to the underground garage or the main entrance. Also, Canadian Pacific Railway has reviewed the latest proposed development plan and has no objection to the development of the site, as the concentration of units at Kipling Avenue has been reduced and pulled back from the area of the grade crossing at the south end of the site. The appropriate form of safety and noise and vibration mitigation issues among others will be reviewed during the site plan review process. In light of these comments, it would be premature to enact an implementing zoning by-law at this time until the site layout can be confirmed and the exact zoning exceptions have been identified.

The Development Planning Department is generally satisfied with the preliminary site plan design given its development constraints, however, the detailed design issues including site layout, and Vaughan Engineering and Canadian Pacific Railway concerns will be reviewed at the site plan stage.

### Typical Elevations

The proposed typical building elevations are shown on Attachments #3 and #4. The Kipling Avenue facade (Attachment #3 - east elevation) is comprised of ground floor business and professional office units with residential units above. The buildings resemble typical townhouse

units with main front entrances and porches. The proposed building materials appear to be a combination of brick and board and batten consistent with the heritage context of the area. The units are approximately 9.0 m in height, with a gable roof line accented with rooftop dormers. The signage has been minimized and designed to be integrated into the elevations. The interior courtyard elevations (Attachment #4) are similar in appearance to the Kipling Avenue façades, and utilize the same materials, architectural elements and treatment.

A condition of future Site Plan approval will require that the final elevation plans be approved to the satisfaction of the Development Planning Department.

#### Garbage and Snow Removal

All garbage will be located indoors until it is ready to be picked up. The proposed development will function as a standard condominium and garbage and recycling pick-up and the removal of snow will be privately administered by the condominium corporation. A condition to this effect will be included in the future site development agreement.

#### Servicing

On February 26, 2007, Council ratified the Servicing Allocation Capacity Strategy report from the Commissioner's of Engineering and Planning recommending the reservation of water and sewage capacity for active development applications. The subject applications were not actively being processed at that time, and therefore were not included in the list of active applications and have not been reserved servicing capacity, but may be considered for servicing from future servicing capacity for infill development. If available, servicing allocation can be granted by Council as part of future site plan approval. Accordingly, it is proposed that a portion of the subject lands be zoned with the Holding Symbol "(H)", specifically live/work Blocks F and G, with the Holding provision to be removed from these lands, or part thereof, upon allocation of servicing by the City. The Holding provision will not be placed on the remaining blocks to be used for office purposes, and the existing heritage building.

A Functional Servicing Report must be submitted to the Vaughan Engineering Department for review and approval in support of the future site plan Zoning application.

#### Region of York

The Regional Municipality of York has reviewed the Official Plan Amendment Application and considers it to be consistent with and supportive of the Regional Official Plan policies that promote a wider range of housing choices for residential intensification and compact forms. Accordingly, the Region of York has exempted the Official Plan Amendment application from approval by Regional Planning Committee and Council, and final approval will rest with Vaughan Council.

#### Parkland

The Owner will be required to pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% of the value of the subject lands for the residential component, and 2% for the commercial component, 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.

#### Bicycle Path

The City of Vaughan's Pedestrian and Bicycle Master Plan has identified a need for a community bike lane along Kipling Avenue running north-south on the east side of the subject lands. This

bike lane facility is in the long-term planning range, but must be considered in light of the development proposal, when the future site plan application is submitted.

### **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".

### **Regional Implications**

The Region of York has considered the proposal, and has no objection.

### **Conclusion**

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment Files OP.06.031 and Z.06.078 (Sceptre Development Inc.) in the context of the applicable Provincial, Regional and City policies, the requirements of By-law 1-88, and the surrounding land use context.

The Provincial Policy Statement (PPS) and the Places To Grow Act (Bill 136) promote a full range of housing types and densities to meet projected demographic and market requirements of current and future residents by ensuring all forms of residential intensification is directed to built-up areas having sufficient infrastructure to create a potential supply of new housing units.

The Region of York Official Plan states that through sound planning and design, the Region and the area municipalities can improve opportunities to live and work in the same area. By establishing a variety of locations across the Region for employment opportunities, municipalities can support a better balance of employment and housing opportunities. The units proposed allow residents to live and work in the same location.

Official Plan Amendment #240, as amended (Woodbridge Community Plan) while providing for a predominantly low density residential community, also encourages some higher densities to accommodate senior citizens and other family needs.

The proposed uses are compatible with, and form an appropriate transition of uses with the surrounding land uses to the west, north and east of the subject lands. The proposed uses are considered more compatible than some of the uses permitted as-of-right under By-law 1-88 including a public garage, industrial uses, and a service or repair shop. From a built form perspective, the proposed building elevations, materials and orientation to Kipling Avenue also provides an opportunity to create an interesting and active pedestrian friendly streetscape in a built form that is compatible with existing development in the area.

In consideration of the above, the Development Planning Department can support the approval of the proposed Official Plan Amendment Application to redesignate the subject lands from "Medium Density Residential" to "Mixed Use Commercial" to permit a condominium development comprised of residential live/work (office) townhouse units and business and professional office units, subject to the comments and recommendations in this report.

The Development Planning Department can also support the approval of the Zoning By-law Amendment Application to amend By-law 1-88 to rezone the subject lands from R3 Residential Zone, RM2 Multiple Residential Zone and M1 Restricted Industrial Zone to C1 Restricted Commercial Zone (Blocks A, B, C, D, E and H, and existing Heritage Building), and C1(H) Restricted Commercial Zone with Holding provision (Blocks F and G), together with the necessary exceptions required to facilitate the proposed mixed-use development. However, given the comments from the Vaughan Engineering Department and CP Rail, the Development Planning Department recommends that the implementing zoning by-law not be enacted until a

site development application is submitted for approval, in order to confirm the site layout and any necessary exceptions to implement the final approved site plan, if approved.

**Attachments**

1. Location Map
2. Proposed Site Plan
3. Proposed Elevations (Kipling Avenue)
4. Proposed Elevations (Internal Road)

**Report prepared by:**

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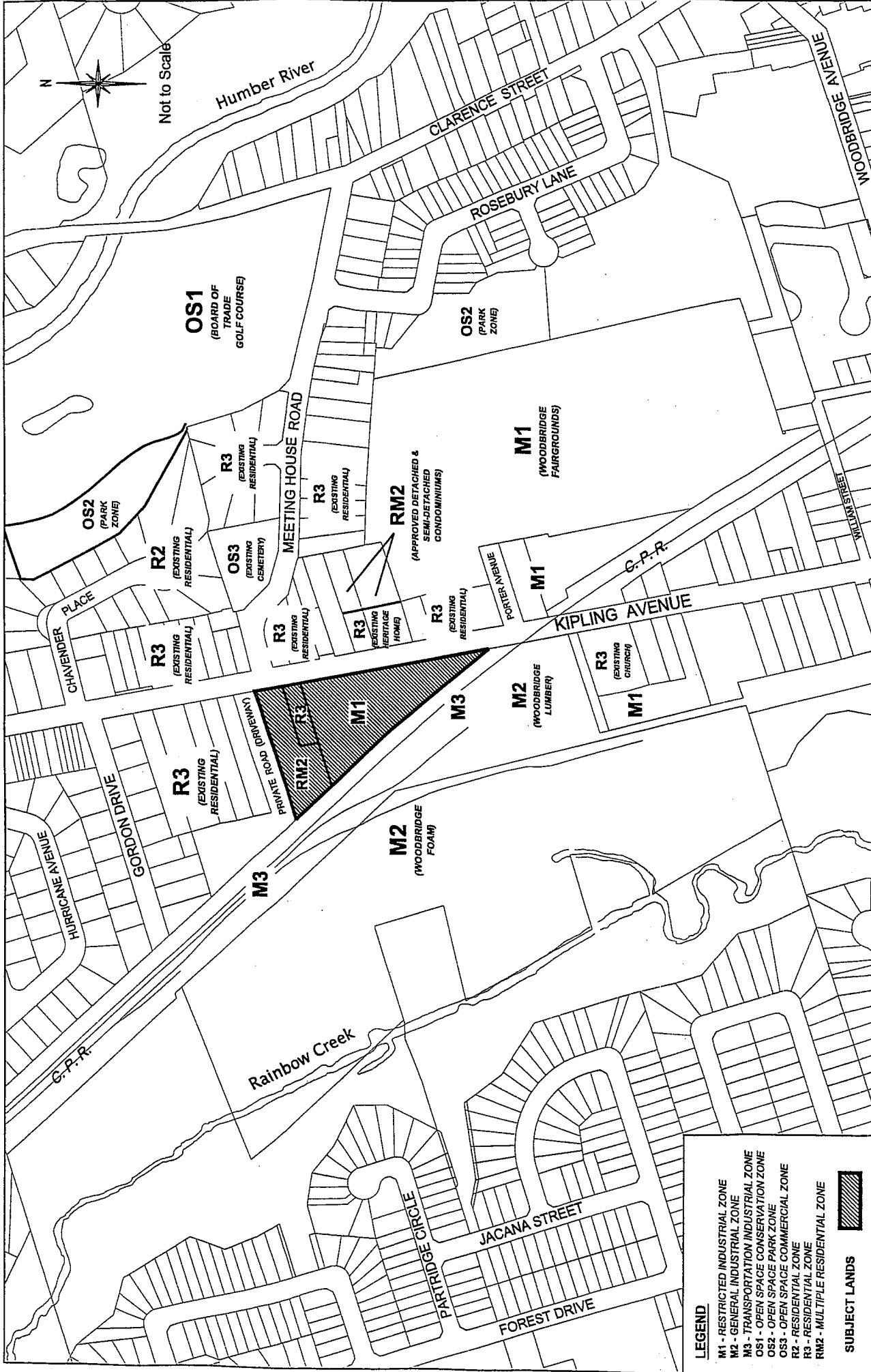
Grant Uyeyama, Manager of Development Planning, ext. 8635


Respectfully submitted,

JOHN ZIPAY  
Commissioner of Planning

MARCO RAMUNNO  
Director of Development Planning

/CM



- LEGEND**
- M1 - RESTRICTED INDUSTRIAL ZONE
  - M2 - GENERAL INDUSTRIAL ZONE
  - M3 - TRANSPORTATION INDUSTRIAL ZONE
  - OS1 - OPEN SPACE CONSERVATION ZONE
  - OS2 - OPEN SPACE PARK ZONE
  - OS3 - OPEN SPACE COMMERCIAL ZONE
  - R2 - RESIDENTIAL ZONE
  - R3 - RESIDENTIAL ZONE
  - RM2 - MULTIPLE RESIDENTIAL ZONE
- SUBJECT LANDS** 

# Location Map

Part of Lots 8 & 9,  
Concession 8

APPLICANT:  
SCEPTRE DEVELOPMENTS INC.

N:\A\PT\1 ATTACHMENTS\OP\Map\_06.03.12.06.078



The City Above Toronto

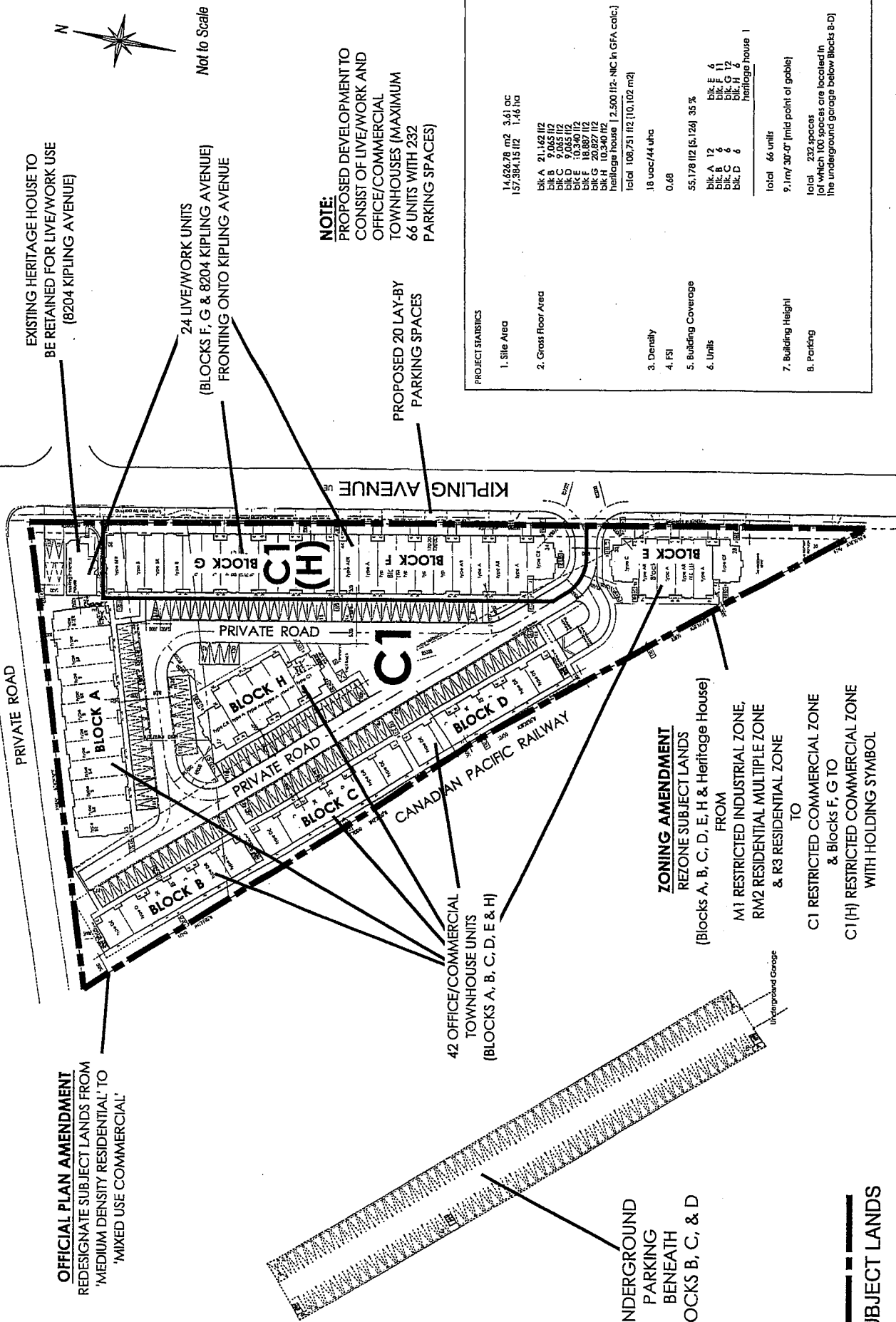
Development Planning Department

# Attachment 1

FILE No.:  
Z.06.078 &  
OP.06.031

September 10, 2007

**OFFICIAL PLAN AMENDMENT**  
 REDESIGNATE SUBJECT LANDS FROM  
 'MEDIUM DENSITY RESIDENTIAL' TO  
 'MIXED USE COMMERCIAL'



Not to Scale

**NOTE:**  
 PROPOSED DEVELOPMENT TO  
 CONSIST OF LIVE/WORK AND  
 OFFICE/COMMERCIAL  
 TOWNHOUSES (MAXIMUM  
 66 UNITS WITH 232  
 PARKING SPACES)

**PROJECT STATISTICS**

1. Site Area	14,522.78 m <sup>2</sup> 3.41 ac
	157,384.15 ft <sup>2</sup> 1.46 ha
2. Gross Floor Area	blk. A 91,162 ft <sup>2</sup>
	blk. B 9,045 ft <sup>2</sup>
	blk. C 9,045 ft <sup>2</sup>
	blk. D 10,340 ft <sup>2</sup>
	blk. E 10,340 ft <sup>2</sup>
	blk. F 20,827 ft <sup>2</sup>
	blk. G 20,827 ft <sup>2</sup>
	blk. H 10,340 ft <sup>2</sup>
	Heritage house   2,500 ft <sup>2</sup> - NIC in GFA calc.]
	Total 108,751 ft <sup>2</sup> (10,102 m <sup>2</sup> )
3. Density	18 uoc/44 uha
4. FSI	0.68
5. Building Coverage	55,178 ft <sup>2</sup> (5,126) 35 %
6. Units	blk. A 12
	blk. B 6
	blk. C 6
	blk. D 6
	blk. E 6
	blk. F 11
	blk. G 12
	blk. H 6
	Heritage house 1
	Total 66 units
7. Building Height	9.1m/30'-0" (mid point of gable)
8. Parking	Total 232 spaces
	of which 100 spaces are located in
	the underground garage below Blocks B-D)

42 OFFICE/COMMERCIAL  
 TOWNHOUSE UNITS  
 (BLOCKS A, B, C, D, E & H)

**ZONING AMENDMENT**  
 REZONE SUBJECT LANDS  
 (Blocks A, B, C, D, E, H & Heritage House)  
 FROM  
 M1 RESTRICTED INDUSTRIAL ZONE,  
 RM2 RESIDENTIAL MULTIPLE ZONE  
 & R3 RESIDENTIAL ZONE  
 TO  
 C1 RESTRICTED COMMERCIAL ZONE  
 & Blocks F, G TO  
 C1(H) RESTRICTED COMMERCIAL ZONE  
 WITH HOLDING SYMBOL

UNDERGROUND  
 PARKING  
 BENEATH  
 BLOCKS B, C, & D

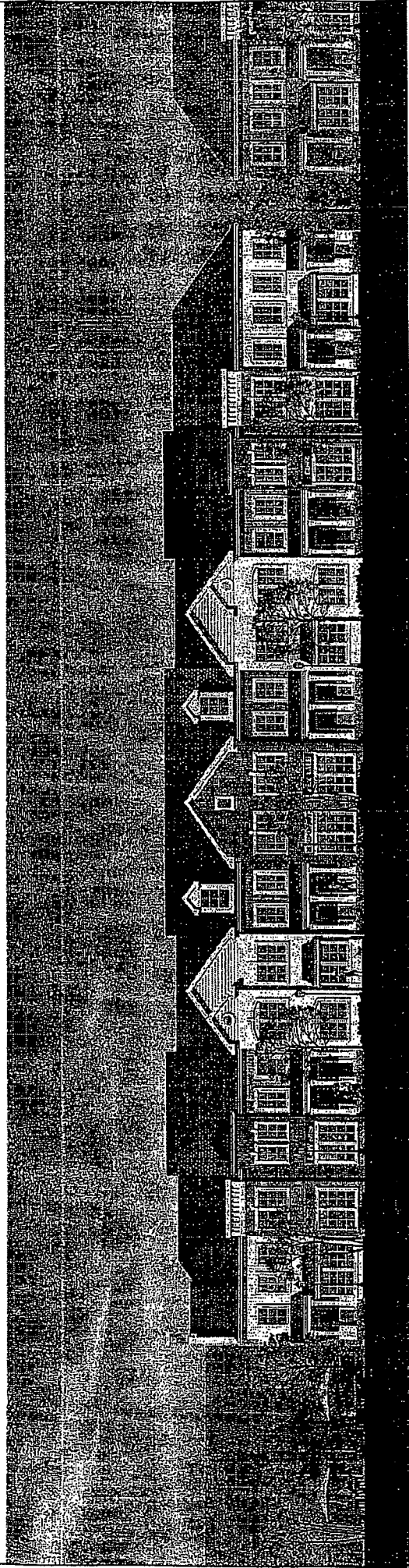
SUBJECT LANDS

# Proposed Site Plan

Part of Lots 8 & 9,  
 Concession 8  
 APPLICANT:  
 SCEPTRE DEVELOPMENTS INC.  
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Development Planning Department



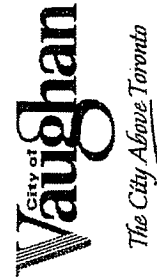
Kipling Avenue Elevation

Not to Scale

## Proposed Elevations (Kipling Avenue)

Part of Lots 8 & 9,  
Concession 8

APPLICANT:  
SCEPTRE DEVELOPMENTS INC.  
H:\PFA1 ATTACHMENTS\OPT\06.06.031 z.06.078

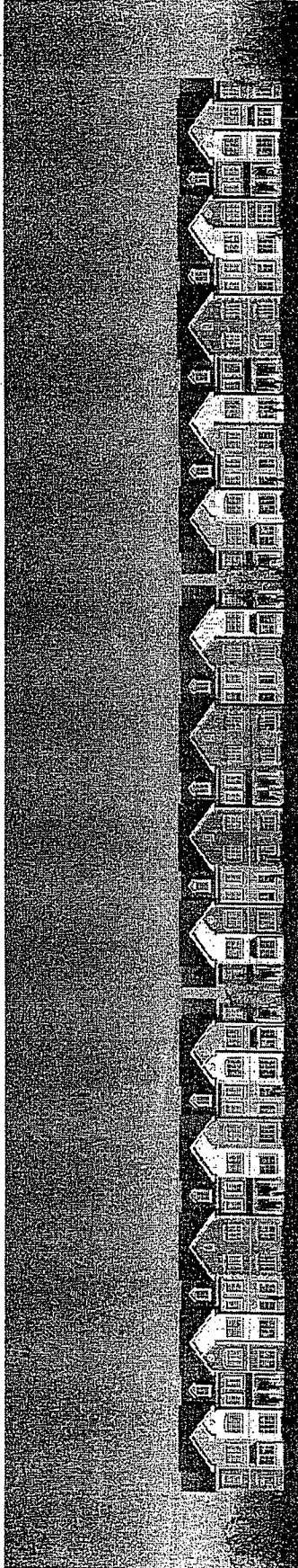
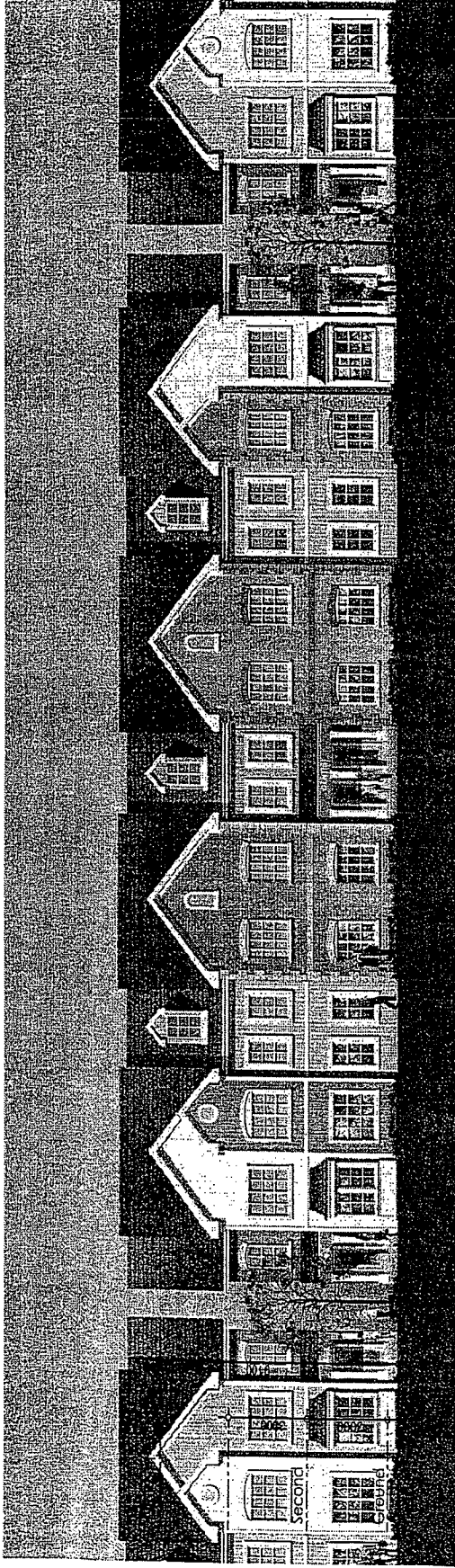


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# Attachment 3

FILE No.:  
Z.06.078 &  
OP.06.031

September 10, 2007



Internal Road Elevation

Not to Scale

## Proposed Elevations (Internal Road)

Part of Lots 8 & 9,  
Concession 8

APPLICANT:  
SCEPTRE DEVELOPMENTS INC.

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**City of Vaughan**  
*The City Above Toronto*

Development Planning Department

# Attachment

FILE No.:  
Z.06.078 &  
OP.06.031

September 10, 2007

# 4