

**COMMITTEE OF THE WHOLE   APRIL 3, 2012**

**SITE DEVELOPMENT FILE DA.11.030  
EURO ESTATES INC.  
WARD 3**

**Recommendation**

The Commissioner of Planning recommends:

1. THAT Site Development File DA.11.030 (Euro Estates Inc.) BE APPROVED, subject to the following conditions:
  - a) that prior to the execution of the Site Plan Letter of Undertaking:
    - i) the final site plan, building elevations and landscaping plans shall be approved by the Vaughan Development Planning Department;
    - ii) the final site grading, servicing, stormwater management and lighting plans, and stormwater management and traffic reports shall be approved by the Vaughan Development/Transportation Engineering Department; and,
    - iii) the Owner shall have applied for a Minor Variance Application, which shall have been approved by the Vaughan Committee of Adjustment to facilitate the required exceptions to Zoning By-law 1-88 as identified in Table 1 to this report, and shall be final and binding.

**Contribution to Sustainability**

The Owner advises that the following sustainable features will be included in the proposed development:

- i) light coloured roofing to reduce the air conditioning energy use, lower the absorption of solar energy, reduce surface temperatures and decrease heat transfer into the buildings;
- ii) large overhangs on the buildings allowing low-angled sunlight in the winter months to enter the building thereby achieving passive solar gain, and preventing high-angled sunlight in the summer months to enter the buildings thereby reducing solar heat and air-conditioning energy use;
- iii) double paned glass to reduce heating loss;
- iv) high efficiency heating and cooling systems;
- v) energy efficient fixtures for exterior and interior lighting, and automatic shut-off of non-emergency interior building lighting; and low flow fixtures within the buildings;
- vi) recycling for all buildings; and,
- vii) dedicated bicycle parking spaces provided on-site.

**Economic Impact**

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

**Communications Plan**

As of March 1, 2012, the following correspondence was received regarding concerns with the proposal:

- Nadia Stalteri and Robert Verrilli, residents of [REDACTED], have provided correspondence dated April 19, 2011 in addition to telephone calls, emails and meetings with the Local Councillor and City Planning and Engineering Staff respecting their objection to the location of the driveway access from the commercial development onto Euro Place directly opposite residential homes and concerns with safety and noise due to the vehicular traffic using the Euro Place driveway.

### Purpose

The Owner has submitted Site Development File DA.11.030 for the subject lands shown on Attachments #1 and #2 to facilitate a retail commercial development as shown on Attachments #3 to #8 inclusive, with the following site details:

<b>Lot Area</b>	8,741.52 m <sup>2</sup>	
<b>Lot Frontage (Vellore Avenue)</b>	64 m (Approximately)	
<b>Lot Coverage</b>	25.02% (2,187.50 m <sup>2</sup> )	
<b>Landscaped Area</b>	28.60% (2,500.09 m <sup>2</sup> )	
<b>Buildings</b>	<b>Gross Floor Area Proposed (GFA) (m<sup>2</sup>)</b>	<b>Proposed Building Height</b>
<b>"A" (Business and Professional Offices)</b>	666.86	8.75 m (1-storey)
<b>"B" (Retail)</b>	638.48	
<b>"C" (Retail)</b>	313.59	
<b>"D" (Retail)</b>	568.57	
<b>Total</b>	2,187.50	N/A
	<b>Floor Area Proposed (m<sup>2</sup>)</b>	
<b>"Patios"</b>	106.60	N/A
<b>Total GFA/Floor Area</b>	2,294.1 m <sup>2</sup>	
<b>Total Parking Spaces Provided</b>	104 Spaces	

### Background - Analysis and Options

#### Location

The 0.87 ha subject lands are located at the southwest corner of Major Mackenzie Drive and Vellore Avenue, as shown on Attachments #1 and #2.

#### Official Plan and Zoning

The subject lands are designated "Medium Density Residential/Commercial" with a "Neighbourhood Commercial" overlay designation by the in-effect OPA #600, which permits the proposed office and commercial uses. The property is designated "Low-Rise Mixed-Use" by the City of Vaughan Official Plan 2010, which was adopted by Vaughan Council on September 7, 2010 (as modified September 27, 2011) and is pending approval from the Ontario Municipal Board. This designation permits the integration of both residential and commercial uses but caps retail and office uses at 500 m<sup>2</sup> on the subject lands, which would not conform to the new Official Plan. However, Official Plan permissions for this site are based on the current in-effect OPA #600.

The subject lands are zoned C4 Neighbourhood Commercial Zone by Zoning By-law 1-88, subject to Exception 9(1305), which permits the proposed commercial uses on the subject lands. The following site-specific zoning exceptions to the C4 Neighbourhood Commercial Zone of Zoning By-law 1-88 are required to facilitate the proposal:

Table 1: Proposed Zoning Exceptions - Commercial Use

	<b>Zoning By-law Standard</b>	<b>Zoning By-law 1-88 Requirements for the C4 Neighbourhood Commercial Zone</b>	<b>Proposed Exceptions to the C4 Neighbourhood Commercial Zone</b>
a)	Minimum Front Yard	11 m	3.41 m (Vellore Avenue)
b)	Minimum Rear Yard	11 m	3.3 m (Building "D", Via Sant Agostino)
c)	Minimum Exterior Side Yard	11 m	3.2 m (Major Mackenzie Drive)  3 m (Euro Place)
d)	Minimum Setback from a Residential Zone	22.5 m	13.41 m (Vellore Avenue)  11.75 m (Euro Place)  12.05 m (Via Sant Agostino)
e)	Minimum Parking Spaces	6 parking spaces per 100 m <sup>2</sup> of GFA = 138 Spaces	4.5 parking spaces per 100 m <sup>2</sup> of GFA = 104 Spaces
f)	Maximum Driveway Access Width	7.5 m	8.6 m (Major Mackenzie Drive)
g)	Minimum Landscape Strip Width Abutting a Street	6 m	3 m to 10 m (Major Mackenzie Drive)  3.41 m (Vellore Avenue)  3 m (Euro Place)  3 m (Via Sant Agostino)

The front, rear and exterior side yards and landscape strip width deficiencies are due to the siting of the proposed buildings closer to the street, which is preferred from an urban design and pedestrian-oriented perspective. The reduction to the setback to a Residential Zone will be mitigated with landscaping along the lot lines together with the siting of attractive buildings close to the street to minimize impact on the surrounding land uses. The increased driveway width along Major Mackenzie Drive is to accommodate loading and service vehicles for the development, and has been designed to the satisfaction of the Region of York Transportation Services Department.

Zoning By-law 1-88 requires 138 parking spaces to be provided on the subject lands calculated at 6 parking spaces per 100 m<sup>2</sup> of GFA (2,294.1 m<sup>2</sup>), whereas the proposed site plan includes 104 parking spaces (4.5 parking spaces per 100 m<sup>2</sup> of GFA), resulting in a deficiency of 34 parking spaces. The Owner has submitted a parking/transportation study in support of the application prepared by BA Group Ltd., which concludes that 104 parking spaces can adequately support the proposed development. The study was reviewed and supported by the Vaughan Development/Transportation Engineering Department and is discussed later in this report.

In consideration of the above, the Development Planning Department is satisfied that the exceptions to Zoning By-law 1-88 identified in Table 1, are appropriate for the development of the subject lands. The Owner has advised that the deficiencies to Zoning By-law 1-88 will be addressed through a Committee of Adjustment Minor Variance Application. The Committee of Adjustment decision respecting the Minor Variance Application shall be final and binding prior to the execution of the implementing Site Plan Letter of Undertaking.

#### Site Plan Review

##### Vaughan Development Planning Department

The Development Planning Department is satisfied that the proposed site plan, subject to the modifications as discussed later in this report in the Vaughan Development/Transportation Engineering Department section, building elevations and landscaping plan, as shown on Attachments #3 to #8 inclusive, are satisfactory.

##### Vaughan Development/Transportation Engineering Department

This Department has reviewed the following submissions in support of the Euro Estates Inc. proposal:

1. Revised Site Plan, by Architectural Design Co. Inc. dated January 2012;
2. *Revised Traffic Study*, by BA Group dated October 2011;
3. *Supplemental Parking Information*, by BA Group dated December 2, 2011;
4. *Supplemental Information*, by BA Group dated January 19, 2012;
5. *Supplemental Information - Site Access*, by BA Group dated March 14, 2012; and,
6. *Supplemental Information Revised - Site Access*, by BA Group dated March 15, 2012.

Provided below are the comments pertaining to these submissions:

#### a) Site Plan

The site plan should be amended to include the following:

- stop sign on Euro Place driveway; and,
- speed bump in advance of Euro Place to control exiting vehicle speeds.

b) Traffic Impact Study

The proposed development is located in Planning Block 39, which is bounded by Major Mackenzie Drive to the north, Euro Place to the south, Via Sant Agostino to the west, and Vellore Avenue to the east. The subject site abuts the signalized intersection of Major Mackenzie Drive/Vellore Avenue. The proposed development will consist of retail (approximately 1,520 m<sup>2</sup>) and office use (approximately 670 m<sup>2</sup>).

i) Proposed Site Access and Traffic Operation, October 2011 Urban Transportation Consideration

The subject development will generate approximately 80 and 195 net two-way trips during the weekday morning and afternoon peak hours, respectively. The development is proposed to be serviced with a full movement driveway on Euro Place, and a right-in/right-out driveway on Major Mackenzie Drive. Two site driveways are proposed to appropriately service the site from a traffic volume and network compatibility perspective. The Euro Place driveway is proposed to be located approximately 57 m from the Vellore Avenue/Euro Place unsignalized intersection. Furthermore, this driveway meets the intersection spacing criteria and access design requirements in the Transportation Association Canada (TAC) Design Guide and City of Vaughan Engineering Criteria Guide. A driveway on Vellore Avenue was not considered in the study given the resulting operational implications on Vellore Avenue, and the required minimum distance from Major Mackenzie Drive as per the Region's Guidelines.

The submitted study also includes a discussion of the proposed features to ensure the site will function in an acceptable and safe manner. A combination of landscaping, decorative fencing and site design layout is proposed to minimize the issues of headlight glare sweeping across the site parking area onto adjacent residential properties. The residential properties on the south side of Euro Place, opposite the proposed driveway do not have ground floor rooms with windows that face onto Euro Place. This will minimize the issue of headlight glare in the evening onto residential properties.

ii) Supplemental Information - Full Moves Access Requirements and Location Justification

Given the limited spacing between Major Mackenzie Drive and Euro Place, and the Regional requirements for minor access connections, an access on Vellore Avenue was not considered. However, local residents have raised concerns regarding the proposed access on Euro Place and further analysis was requested to investigate an opportunity for an access on Vellore Avenue. If access is to be considered on Vellore Avenue instead of Euro Place, it would need to be a full movement driveway to appropriately service the site and area.

BA Group submitted supplemental analysis that evaluated the impacts of placing an access on Vellore Avenue. For the purposes of this analysis, BA Group considered a Vellore Avenue driveway located approximately mid-block (or 40 m - 45 m from the Major Mackenzie Drive intersection). The analysis concluded that this mid-block access would create an undesirable sequence of driveways and turning movements along Vellore Avenue. The short spacing between Major Mackenzie Drive, a Vellore Avenue driveway to the proposed development, and the Euro Place/future commercial driveway (property to east) intersection would likely lead to a congested series of left turning movements along Vellore Avenue. The Region's Access Management Guidelines directs private driveways away from arterial corridors to avoid such circumstance.

The Region, in the past, considered access driveways such as the Vellore Avenue option, if a parcel of land would become land locked, or an unacceptable alternative driveway location exists, or where the land use in question relies only on pass-by traffic such as a gas station. That is not the case for the Euro Estates site.

As indicated above, a Vellore Avenue access located and configured to address both the full movement access needs and urban design objectives would result in spacing (between the driveway and Major Mackenzie Drive) that does not meet Regional Guidelines (15 m south of the southeast corner of the daylight triangle would be provided versus 50 m that would be required). This configuration also does not meet the Transportation Association of Canada (TAC) sight distance requirements for left turning vehicles turning across the path of vehicles approaching from the left (i.e., vehicles approaching from Major Mackenzie Drive after having made a right or left turn from the arterial road corridor). Also, motorists exiting a Vellore Avenue driveway would not have adequate time to perceive, react, and execute an outbound turning manoeuvre in order to avoid a vehicle approaching from Major Mackenzie Drive. Lastly, motorists making a right or left turn from Major Mackenzie Drive onto Vellore Avenue would have less than the required stopping sight distance of 45 m (minimum) to avoid a vehicle(s) waiting to make a right turn into the Vellore Avenue driveway (if there is any congestion or delay associated with entering the subject site from Vellore Avenue).

From a traffic operation perspective, the proposed Euro Place driveway offers a more acceptable and reasonable alternative to the Vellore Avenue driveway option. The operational conditions that result from implementing a Euro Place driveway have been found acceptable when combined with the right-in/right-out driveway on Major Mackenzie Drive. The resulting operational conditions and physical characteristics reflect acceptable urban conditions, and the impacts upon the existing area road network is acceptable. The Transportation Planning Division generally concurs with the findings of the above noted studies, and supports access to the proposed development via Euro Place because it provides a safer option.

c) Parking Study

The parking study supports a reduced parking supply rate of 4.5 parking spaces per 100m<sup>2</sup> or 104 spaces, instead of the City By-law 1-88 required rate of 6.0 parking spaces per 100 m<sup>2</sup> or 138 spaces. The parking study concludes that the proposed parking supply of 104 spaces would be sufficient for the development's specific requirements. Staff generally accepts the assumptions utilized in the study and have no further comments.

The Vaughan Development/Transportation Engineering Department has no objection to the proposal, subject to modifications to the site plan as discussed.

d) Site Services/Noise

The Vaughan Development/Transportation Engineering Department has no objections to the proposal and advises that site grading, servicing, stormwater management, lighting plans, and noise reports have been addressed to the satisfaction of the Engineering Department.

Vaughan Real Estate Division

The Vaughan Real Estate Division has advised that the Owner will be required to enter into a Developer's Group Agreement with the Block 39 Landowners to the satisfaction of the City regarding, but not limited to, all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services, and to pay cash-in-lieu of the dedication of parkland prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's approved "Cash-in-Lieu of Parkland Policy". The City Clerk's Department has advised that the Owner

would have been required to address the Developer's Group Agreement prior to the registration of Plan of Subdivision 19T-03V24, which was registered on January 15, 2010.

### **Relationship to Vaughan Vision 2020/Strategic Plan**

This staff report is consistent with the priorities set forth in Vaughan Vision 2020, particularly "Manage Growth & Economic Well-being".

### **Regional Implications**

The Region of York Transportation Services Department has no objections to the approval of the proposed development, and requires that the final site grading, servicing, Major Mackenzie Drive works, stormwater management and landscaping plans, and noise and traffic reports be approved to the satisfaction of the Region of York. The Owner will be required to enter into a Regional Site Plan Agreement.

### **Conclusion**

The Site Development Application has been reviewed by the Vaughan Development Planning Department in accordance with OPA #600, Zoning By-law 1-88, the comments from City Departments and external public agencies, and the area context. The Development Planning Department is satisfied that the proposed development for a retail commercial development is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of the Site Development Application.

### **Attachments**

1. Context Location Map
2. Location Map
3. Proposed Site Plan
4. Building A Elevations
5. Building B Elevations
6. Building C Elevations
7. Building D Elevations
8. Landscape Plan

### **Report prepared by:**

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Respectfully submitted,

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