

Item:



## Committee of the Whole Report

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**DATE:** Tuesday, June 05, 2018

**WARD:** 4

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.17.029  
SITE DEVELOPMENT FILE DA.17.063  
LINMAR PROPERTIES INC.  
VICINITY OF KEELE STREET AND REGIONAL ROAD 7**

**FROM:**

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole to rezone the Subject Lands to “C1 Restricted Commercial Zone” and to permit the development of a 4-storey building to be used for business and professional office uses.

**Report Highlights**

- To seek approval to rezone the Subject Lands from “R1V Old Village Residential Zone” to “C1 Restricted Commercial Zone” to permit a 4-storey, 4,484 m<sup>2</sup> building to be used for business and professional offices.
- The Development Planning Department supports the approval of the Development, which is consistent with the *Provincial Policy Statement (2014)*, and conforms to the Growth Plan, and the policies of the York Region Official Plan and Vaughan Official Plan 2010.
- The Development is considered to be compatible with the existing and planned land uses in the surrounding area, subject to the Recommendations in this report.

## **Recommendations**

1. That Zoning By-law Amendment File Z.17.029 (Linmar Properties Inc.) BE APPROVED, to amend Zoning By-law 1-88 to rezone the Subject Lands shown on Attachments #1 and #2 from “R1V Old Village Residential Zone” to “C1 Restricted Commercial Zone”, in the manner shown on Attachment #3, together with the site-specific zoning exceptions identified in Table 1 of this report.
  
2. That Site Development File DA.17.063 (Linmar Properties Inc.) BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS; to permit a 4-storey, office building, with a gross floor area (“GFA”) of 4,484 m<sup>2</sup>, as shown on Attachments #3 to #5:
  - a) that prior to the execution of the Site Plan Agreement:
    - i) the Development Planning Department shall approve the final site plan, landscape plan, landscape Letter of Credit, and building elevations, signage details, lighting plan and Arborist Report;
    - ii) the Owner shall provide tree compensation for the tree removals identified in the Tree Inventory prepared by the Urban Arborist Inc. dated July 21, 2017 and updated April 4, 2018;
    - ii) the Development Engineering Department shall approve the final site servicing, site grading, erosion and sedimentation control, storm water management report and plans, external lighting plan, on-site traffic circulation and Transportation Demand Management Report;
    - iii) the Owner shall satisfy all requirements of the Environmental Services Solid Waste Management Division; and,
    - iv) the Owner shall satisfy all York Region requirements;
  - b) the Site Plan Agreement shall include the following clause:
    - i) “The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 2% of the value of the Subject Lands, prior to 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 Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment”; and,

- ii) “The Owner agrees that in the event that a future laneway is required to link the rear of the adjacent commercial properties municipally known as, 7635, 7625, 7615, 7577 and 7575 Keele Street (connecting Jardin Drive to Rockview Gardens), that the Owner shall grant an easement for access purposes only, in favour of these adjacent commercial properties to facilitate the future laneway. These easements will be implemented as a condition of development, should the Owners of the properties at 7635, 7577 and 7575 Keele Street submit development applications for their lands. The City will make best efforts to obtain similar reciprocal easements in favour of the Owner of 7615 and 7625 Keele Street (the Subject Lands) to facilitate the laneway, if required to the satisfaction of the City”.
  
- c) “Prior to the issuance of a Building Permit, the Owner shall pay to the City all applicable Development Charges, in accordance with the Development Charge By-laws of the City of Vaughan, York Region, York Region District School Board (“YRDSB”) and York Catholic District School Board (“YCDSB”).

## **Background**

The 0.27 ha subject lands (the “Subject Lands”) are located on the east side of Keele Street, south of Regional Road 7 and are municipally known as 7615 and 7625 Keele Street. The Subject Lands are occupied by a residential dwelling (7615 Keele Street) and a 2-storey office building (7625 Keele Street) that are proposed to be redeveloped. The surrounding land uses are shown on Attachment #2.

### ***A Zoning By-law Amendment Application and a Site Development Application have been submitted to permit the Development***

The Owner has submitted the following applications (the “Applications”) to permit the proposed 4-storey office building:

1. Zoning By-law Amendment File: Z.17.029 to rezone the Subject Lands from “R1V Old Village Residential Zone” to “C1 Restricted Commercial Zone”, in the manner shown on Attachments #3, together with the site-specific zoning exceptions identified in Table 1 of this report.
  
2. Site Development File DA.17.063 to permit the development of a 4-storey 4,484m<sup>2</sup> building (the “Development”), to be used for business and professional offices, as shown on Attachments #3 to #5.

### ***Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol***

On October 13, 2017, a Notice of Public Hearing was circulated to all property owners within 150 m of the Subject Lands. A copy of the Notice of Public Hearing was also posted to the City's website at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed along the Keele Street frontage, in accordance with the City's Notice Signs Procedures and Protocols.

The Public Hearing was held on November 7, 2017, to receive comments from the public and the Committee of the Whole. The recommendation of the Committee of the Whole to receive the Public Hearing report of November 7, 2017, and to forward a comprehensive report to a future Committee of the Whole meeting and to require a community meeting with Local and Regional Councillors, the Owner, staff and residents, was ratified by Vaughan Council on November 21, 2017. The following individuals made a deputation at the Public Hearing or submitted written correspondence regarding the Development.

- a) F. Saponara and D. Horgan, Owner and agent
- b) R. DePrisco, representing Concord West Ratepayers Association
- c) P. Li Preti and C. Kapoor, neighbouring property owners
- d) C. Ferlisi, Concord West Ratepayers Association, Communication C7
- e) N. Zuccaro, EMC Group, Communication C10

### **Previous Reports/Authority**

[November 7, 2017, Committee of the Whole Public Hearing \(Item 6, Report No. 40\)](#) as approved by Council on November 14, 2017.

In accordance with the Council direction from the Public Hearing, a Ward 4 Sub-Committee Meeting was held on January 15, 2018. The following comments were made at the Public Hearing and Ward 4 Sub-Committee Meeting by the owners of the neighbouring properties and the Concord West Ratepayers Association. The Development Planning Department offers the following responses to the comments made at the meetings below and in the relevant sections of this report:

#### **Transportation**

The residents commented that vehicle turning movements from the Subject Lands onto Keele Street could result in traffic infiltration onto Rockview Gardens. They also made comments about the extent of late afternoon on-site vehicular queuing from vehicles trying to exit the Subject Lands. Other transportation issues discussed at the meeting include; a possible future center median on Keele Street; a potential signalized intersection at Rockview Gardens and Keele Street (subject to York Region approval); the potential collaboration among the commercial property owners on Keele Street for a

rear laneway; and, the potential for commercial parking to overflow onto Southview Drive.

### Response

Keele Street is a York Region arterial road and future Regional upgrades are planned to provide additional lanes and a center median. York Region requires that access to Keele Street to be limited to right-in/right-out movements only. The property owners north and south of the Subject Lands had discussions with York Region about a possible a traffic signal at Keele Street and Rockview Gardens to help with left turns onto Keele Street.

The possibility of a rear laneway connection between the commercial properties on the east side of Keele Street was discussed and the Development is designed to accommodate a future laneway connection should the commercial property owners agree to shared access through their properties. On-street parking on City streets is regulated by the City's Parking By-law, which permits parking for 3 hours, unless parking restrictions have been approved by Council. "No Parking" restrictions for Southview Avenue would require Council's approval and would also prevent residents and their guests from parking on Southview Avenue.

### Building Height and Views

The residents commented that there may be views into the yards of the adjacent residential properties from the office building and asked about the City's shadow study requirements. The residents suggested a building height of 2-storeys would be appropriate with a landscape buffer at the rear of the Subject Lands that includes trees species which do not drop leaves into the adjacent residential yards. There are several existing mature trees at the rear property line which require removal due to their deteriorated condition.

### Response

Vaughan Official Plan 2010 ("VOP 2010") permits a maximum building height of 5-storeys along this portion of Keele Street. The Development conforms to the VOP 2010 height policies, including the 45-degree angular plane and setbacks from adjacent residential properties. Shadow studies are typically not requested for a 4-storey building, which is considered low-rise development. Redevelopment along this section of Keele Street for office use was originally planned as a transitional use between the industrial uses on the west side of Keele Street and the existing Concord West residential community to the east, and approved in 1996 through Official Plan Amendment #467. Several properties along the east side of Keele Street between Regional Road 7 and Highway 407 have redeveloped with office uses and the VOP

2010 “Low-Rise Mixed-Use” designation continues to permit the development of these properties for uses which include office buildings.

#### Location of Mechanical Equipment

The neighbouring resident on Southview Drive requested clarification from the Owner regarding the proposed locations of the carbon dioxide (CO<sub>2</sub>) vent for the underground parking garage and the mechanical room, and suggested the Owner use internal mechanical systems rather than a rooftop system, to mitigate a potential noise source.

#### Response

The Owner verified that the CO<sub>2</sub> vent is located adjacent to Keele Street, which satisfied the resident. The Owner has confirmed that alternate mechanical systems were investigated by a Mechanical Engineer, to mitigate impacts on the adjacent residential uses. The re-examination concluded that the proposed mechanical equipment, which is proposed to be located within a roof-top mechanical room which will house the cooling tower, boilers and the top of the elevator system, is typical and the best quality system for this type of building. The rooftop mechanical room is located closer to Keele Street and 25m from the rear property line to mitigate noise impacts on the adjacent residential dwellings. A Noise Feasibility Study, prepared for this Development indicates that the sound levels will meet the Ministry of Environment and Climate Change (“MOECC”) guidelines. The Development Engineering Department concurs with the conclusion in the Noise Feasibility Study.

#### Redevelopment potential of adjacent properties

The residents inquired about the future redevelopment plans for the commercial properties adjacent to the Subject Lands and recommended that the City study the area and require a built form like the developments in the Keele Street and Major Mackenzie Drive area, which mimics residential development.

#### Response

The Owners of the adjacent commercial properties indicated they have no immediate plans to redevelop, and confirmed any future redevelopment will occur in accordance with the maximum building height and density permissions of the “Low-Rise Mixed-Use” policies in VOP 2010. The City established the appropriate land uses, building heights and densities for development in this area through the City’s comprehensive review that resulted in the approval of VOP 2010. York Region has commenced the Municipal Comprehensive Review for the York Region Official Plan. The City will be undertaking an Official Plan review and staff anticipate this review to be completed in 2021 and culminate in the adoption of an updated Official Plan. Further study at this time is not

necessary as VOP 2010 provides the policy framework to guide development in this area.

The Keele Street and Major Mackenzie Drive area is located within a designated Heritage Conservation District and the redevelopment within the area is also guided by the Village of Maple Heritage Conservation District Plan. The planning context of the two areas along Keele Street differs, as one is a designated Heritage Conservation District and the other is located adjacent to an established employment area and the applicable VOP 2010 policies guiding development reflect these contexts.

On May 24, 2018, a Courtesy Notice advising of this Committee of the Whole meeting was mailed to these individuals and others on file, having requested notice of further meetings regarding this Development.

## **Analysis and Options**

### ***The proposed land use is consistent with the Provincial Policy Statement (“PPS”) 2014***

Section 3 of the *Planning Act*, requires that all land use decisions in Ontario “shall be consistent” with the *Provincial Policy Statement, 2014* (“PPS”). The PPS provides policy direction on matters of provincial interest related to land use planning and development. The key objectives of these policies are building strong, healthy and resilient communities, while protecting the environment, public safety and facilitating economic growth. The PPS policies state (in part) that:

- a) Section 1.1.1 - promotes efficient development and land use patterns to sustain the long term financial well-being of municipalities and the province and accommodates an appropriate range of residential, employment, institutional, recreation, park and open space use, and other uses;
- b) Section 1.1.3 - supports settlement areas as the focus of growth and development and promotes their vitality and regeneration;
- c) Section 1.1.3.2 - promotes densities and a mix of land uses which are transit-supportive, are appropriate and efficiently use the infrastructure available; and
- d) Section 4.7 - that the official plan identify provincial interests and implement the PPS to ensure comprehensive, and integrated long-term planning for communities.

The proposed Development is for an office building located within a settlement area, which promotes economic development and competitiveness within the community, by providing for a range and choice of suitable sites for employment uses to provide for the needs of existing and future businesses in the community. The Subject Lands are located opposite an established employment area and will utilize the existing infrastructure in the Concord area. The proposed business and professional office uses conforms with the “Low-Rise Mixed-Use” land use designation and policies of VOP 2010 and is a permitted use by the City’s Zoning By-law. The Development is consistent with the *PPS*.

***The proposed office use conforms to the Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan)***

The *Provincial Growth Plan for the Greater Golden Horseshoe (2017)* (the “Growth Plan”) guides decisions on a range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides an overall framework to manage growth within the Greater Golden Horseshoe including: providing directions for where and how municipalities grow; the provision of infrastructure to support growth; and concentrating intensification in areas where there is transit infrastructure investment to support growth. Council’s planning decisions are required by the *Planning Act* to conform, or not conflict with the Growth Plan.

The Subject Lands are located within the built boundary of the Growth Plan and are located in close proximity to a Primary Intensification Corridor identified in VOP 2010. This area is well served by existing and planned infrastructure to support the Development. VOP 2010, while identifying specific land use and densities for development in this area of Keele Street, maintains a separation in land use between the stable low-rise residential community area to the east, and the manufacturing and warehouse uses in the business park on the west side of Keele Street. The proposed office use is consistent with the policy framework of the Growth Plan and the built form would utilize the Subject Lands more efficiently, and make efficient use of existing infrastructure which is supportive of the Growth Plan objectives, specifically:

- a) Section 2.2.1- directing growth in settlement areas and locations with existing or planned higher order transit;
- b) Section 2.2.5- promoting economic development and competitiveness by directing retail and office uses to locations that support active transportation and have existing or planned transit

The Development shown on Attachments #3 to #5 provides for business and office uses within a settlement area. The Subject Lands are also located in proximity to existing and planned higher order transit, along Regional Road 7, Highway Bus Service along Highway 407 and a Regional Transit Priority Network along Keele Street. In consideration of the above, the Development conforms to the relevant policies and objectives of the Growth Plan.



***The proposed office use conforms to the York Region Official Plan 2010 (“YROP”)***

The YROP provides guidance on community building, economic and environmental decisions, and outlines the overall “Regional Structure”. The Subject Lands are located within the “Urban Area” on Map 1 - “Regional Structure” of the YROP. This section of Keele Street between the Regional Road 7 –“Regional Corridor” and Highway 407 is well served by the existing transportation, transit and rail infrastructure. The YROP includes policies to diversify and strengthen the Region’s economic base, provide employment opportunities for residents and a competitive advantage for businesses. Section 4.1.2 and 4.1.3 of the YROP promotes the creation of high quality employment opportunities for residents and the creation of vibrant and healthy communities that attract and retain a skilled labour force and quality employers.

The Subject Lands are in close proximity to the Regional Road 7 a “Regional Corridor” where VOP 2010 has identified areas for intensification. The Regional transit infrastructure exists in this corridor to serve and support the proposed office use. VOP 2010 recognizes that the land use, building type, the density and built form of Development along this section of Keele Street south of Regional Road 7, is appropriate for low-rise mixed-use development and is compatible with the adjacent sable low-density residential community to the east. The proposed Development will also buffer that community from the employment uses on the west side of Keele Street. The Development conforms to the YROP.

***The Development conforms to the Vaughan Official Plan 2010 (“VOP 2010”)***

The Subject Lands are designated “Low-Rise Mixed-Use” by VOP 2010, which permits residential units, home occupations, small scale hotels, retail uses and office uses, subject to the “Low-Rise Buildings” policies of Section 9.2.3.4, which permits a maximum building height of 5-storeys. The policies of Section 9.2.3.4 also require a 7.5m minimum building setback from the adjacent residential property line and requires that the building height be contained within a 45-degree angular plane measured from that adjacent residential property line.

The Development maintains a 13m rear yard setback. The rear section of the proposed building is stepped back so that the 4-storey the building and the roof of the mechanical penthouse remain within a 45-degree angular plane. The parapets on the rear wall of the third and fourth floor of the building protrude into the angular plane. Parapet walls are not defined as part of the roof height within the City’s Zoning By-law and as such, the Development Planning Department recognizes that the building height meets the intent of the 45-degree angular plane policies in VOP 2010.

This area of Keele Street is identified as a “Regional Transit Priority Network” on Schedule 10 of the VOP 2010, which recognizes that transit vehicles, high occupancy vehicle lanes, dedicated transit lanes, transit signal priority and other transit priority measures will operate within the right-of-way. York Region’s Keele Street improvements are discussed in the Broader Regional Impacts/Considerations section of this report.

**Amendments to Zoning By-law 1-88 are required to permit the Development**

The Subject Lands are zoned “R1V Old Village Residential Zone” (“R1V Zone”) by Zoning By-law 1-88, as shown on Attachment #2. Business and Professional Office Uses are not permitted in the R1V Zone. The Owner is proposing to rezone the Subject Lands to “C1 Restricted Commercial Zone” with the following site-specific amendments to Zoning By-law 1-88, to permit the Development:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>C1 Restricted Commercial Zone Requirement</b>	<b>Proposed Exceptions to the C1 Restricted Commercial Zone Requirement</b>
a.	Permitted Uses	Commercial uses as identified in Section 5.2 of Zoning By-law 1-88	Permit only Business and Professional Office Uses on the Subject Lands.
b.	Minimum Lot Depth	60 m	43 m (existing)
c.	Minimum Front Yard Setback (Keele Street)	9 m	0.64 to 3 m (front wall of building)
d.	Minimum Rear Yard Setback (East Property Line)	15 m	<ul style="list-style-type: none"> <li>• 13.97 m (main building)</li> <li>• 3.3 m (parking garage stairs)</li> </ul>
e.	Minimum Setback from a Residential Zone (East Property Line)	9 m	3.3 m (parking garage stairs only)
f.	Minimum Front Yard Setback to	1.8 m	0 m to 3 m (along Keele Street)

	<b>Zoning By-law 1-88 Standard</b>	<b>C1 Restricted Commercial Zone Requirement</b>	<b>Proposed Exceptions to the C1 Restricted Commercial Zone Requirement</b>
	Below Grade Garage		
g.	Maximum Lot Coverage	50%	55.5%
h.	Parking Requirements	4,484.48 m <sup>2</sup> @ 3.5 spaces/100 m <sup>2</sup> of Gross Floor Area (GFA) = 157 parking spaces	4,484.48 m <sup>2</sup> @ 2.22 spaces/100 m <sup>2</sup> of GFA = 100 spaces provided
i.	Maximum Building Height	11 m	19.5 m (to top of building, excludes mechanical penthouse)
j.	Minimum Landscaped Strip Width (Along Keele Street)	6 m	3 m
k.	Minimum Driveway Width	7.5 m	6.24 m
l.	Minimum Number of Loading Spaces	2 loading spaces	1 loading space

The Development Planning Department has reviewed and supports the proposed site-specific zoning exceptions for the following reasons:

a) Proposed Rezoning to C1 Zone and Permitted Uses

The Owner proposes to rezone the Subject Lands to permit an office building to be used as the head office for the Owner's home building company and the surplus GFA is to be leased to other business and professional offices. The Owner is proposing to limit the uses of the building to business and professional office uses only. This restriction ensures that the uses are appropriate for the "Subject Lands" and is compatible with residential uses to the east and is consistent with the mixed-use development along this area of Keele Street.

b) Minimum Building Setbacks and Lot Depth

The properties on this section of Keele Street (Jardin Drive to Regional Road 7) were originally part of the residential subdivision to the east. A number of the properties fronting onto Keele Street were rezoned "C1 Restricted Commercial Zone" (Attachment #2) and redeveloped as commercial uses. The exception for lot depth recognizes the existing configuration of the Subject Lands and is consistent with adjacent commercial properties.

The Development includes a reduced front yard setback, which allows the building to be located closer to the York Region right-of-way ("ROW") for Keele Street, and provides an attractive and pedestrian centered streetscape. Landscaping (including trees) will be provided within the ROW, and on the Subject Lands, to comply with the requirements of the Concord West Urban Design Framework and Streetscape Plan ("CWUDFSP") for Keele Street to enhance the pedestrian realm. The width of the ROW is sufficient to sustain healthy tree growth.

A reduction to the rear yard setback from 15m is proposed. The Development abuts two residential lots and the proposed rear wall of the building is setback 13.9m from the property line, and steps back further on the fourth floor, which mitigates visual impacts the views into the adjacent properties. The Development meets the intent of the VOP 2010 policies for building height, angular plane and building setbacks (7.5 m) to residential uses.

The Development includes an underground parking garage with an access stairway setback 3.3 m from the Residential Zone. The underground garage is setback a minimum of 0m (along Keele Street). Although York Region requires the dedication of a 3 m wide strip of land across the frontage of the Subject Lands for the future Keele Street widening, the actual road widening will not be constructed up to the property line and York Region has no objection to the reduced setback to the underground garage along Keele Street.

c) Lot Coverage

A lot coverage of 55.5% is proposed whereas Zoning By-law 1-88 permits 50%. The Development conforms to the VOP 2010 policies which regulate the density of development through building height, angular plane and setbacks to residential uses.

d) Parking Requirements

A total of 157 parking spaces are required for the Development based on the Zoning By-law 1-88 requirement of 3.5 spaces per 100m<sup>2</sup> of GFA. A total of 47 surface and 53 underground parking spaces are proposed, including above and below ground accessible parking spaces. Keele Street is a Regional Transit Priority Network, and is well served by transit, which provides alternatives to vehicular trips to the proposed development. The Development Engineering Department concurs with the conclusions in the Parking Assessment Study justifying the parking supply of 100 spaces.

Other Zone Exceptions

The proposed 19.5m building height conforms to the “Low-Rise Mixed-Use” policies of the VOP 2010, which allows buildings up to 5-storeys in height subject to the angular plane setback policy discussed above. The amendment for building height can be supported.

One loading space is provided for the proposed building, whereas Zoning By-law 1-88 requires two spaces. This loading area will accommodate loading and truck turning movements.

In consideration of the above, the Development Planning Department is satisfied that the proposed amendments to the Zoning By-law will facilitate the Development, which conforms to the VOP 2010, is appropriate and will permit an office development that is compatible with the existing and planned uses for this area along Keele Street.

***The proposed Site Plan is satisfactory, subject to the conditions in this report***

The site plan shown on Attachment #3 includes a 4-storey office building, adjacent to Keele Street, with a two-way vehicular driveway providing access to the parking area at the rear of the Subject Lands and in the underground parking garage. The first floor of the building is raised to accommodate an appropriate vertical clearance for typical and service vehicles. The ramp to the underground parking area is located under the building and the stairs to the underground are located at the northeast corner of the site. Landscaping is provided to enhance the streetscape along the Keele Street frontage and along the rear property line as a separation between the residential and commercial uses. Narrow landscape strips separate the commercial properties to the north and south.

York Region has requested that the parking areas at the rear of the commercial buildings (7635, 7625, 7615, 7577 and 7575 Keele Street) be linked. The site design for

the Subject Lands allows for a future laneway connection to the adjacent properties. The future laneway can be implemented at such time as the properties to the north and south redevelop in accordance with the provisions of VOP 2010. A clause will be included in the Site Plan Agreement requiring the Owner of the Subject Lands to grant an easement in favour of the adjacent lands to the north and south when their sites develop, to protect for a future laneway connection. A similar requirement will be placed on the adjacent lands to grant an easement in favour of the Subject Lands. A condition to this effect is included in the Recommendations of this report.

### Building Elevations and Access

The main building façade, including the entrance fronts onto Keele Street. The proposed elevations shown on Attachment #5 show a flat roof building with a maximum height of 19.5 m and a roof-top mechanical room. The main building materials include architectural precast with smooth bands and reveals, composite aluminum panels, and tinted thermal glazing. The proposed building height conforms to the height, setback and angular plane policies of the VOP 2010.

The City requires that the glazing on the main façade provide protection for birds by treating the exterior glazing, up to the first 16 m above the ground with a denser pattern of visual markers on the glass at a spacing of 50 mm X 50 mm.

A right-in/right-out driveway provides site access from Keele Street, which is subject to York Region approval, described later in this report.

### Concord West Urban Design Framework and Streetscape Plan ("CWUDFSP")

The CWUDFSP outlines the streetscape requirements for this section of Keele Street. The proposed landscape plan, shown on Attachment #4, shall include landscaping in accordance with the CWUDFSP and shall be approved to the satisfaction of York Region and the Vaughan Development Planning Department.

A total of 21.5% of the Subject Lands's lot area is dedicated to landscaping. A 3m landscape strip and a 1.8 m high privacy fence will be provided at the rear of Subject Lands to buffer and screen the office building and associated parking from the residential properties. A bio-swale is located in portions of the landscape strip to accommodate storm water run-off.

A Tree Inventory, prepared by The Urban Arborist Inc. dated July 21, 2017, and updated April 4, 2018, identifies the trees to be retained and removed. The City will require tree compensation for the removals in accordance with the City's Tree Compensation Protocol prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

***The Urban Design and Cultural Heritage Division of the Development Planning Department are satisfied with the Development***

The Subject Lands are located within the CWUDFSP. The Urban Design and Cultural Heritage Division staff support the Applications, and the final Landscape Plan shall be approved to the satisfaction of York Region and the City. A condition to this effect is included in the Recommendations of this report.

***Policy Planning and Environmental Sustainability Department have no objections to the Development***

The Policy Planning and Environmental Sustainability Department has requested that bird friendly glazing be incorporated in the building design.

***The DE Department has no objection to the Development***

The DE Department has no objection to the approval of the Applications. However, the final grading and servicing plan, sediment and erosion control plans must be to the satisfaction of the DE Department. A condition is included in the Recommendations of this report to this effect. The following reports were reviewed and the DE Department concurs with the conclusions of the following reports submitted in support of the Applications:

Traffic Impact Study and Parking Assessment Study

The DE Department concurs with the conclusions in the Traffic Impact Study and a Parking Assessment Study, prepared by Candevcon Limited, dated July 31, 2017, and updated on February 12, 2018.

Environmental Site Assessment

The DE Department is satisfied with the Environmental Site Assessment (ESA) documents, the Letter of Reliance and the technical memorandum entitled "Salt Impacted Soil at 7615 and 7625 Keele Street", prepared by Sirati & Partners Consultants Ltd., dated February 9, 2018, February 13, 2018, and March 21, 2018, respectively.

Environmental Noise Study

An Noise Feasibility Study, prepared by HGG Engineering Limited, dated February 12, 2018, analyzed the potential noise impact of the Development and concluded that the Development is feasible and sound emissions generated from the building will be within the limits of the Ministry of Environment and Climate Change ("MOECC") guidelines at the adjacent residences and do not require mitigation. The DE Department concurs with the conclusions in the Noise Feasibility Study.

### ***Environmental Services Department, Solid Waste Management Division***

The City's Waste Management Policy requires a 4.5 m vertical clearance for safe vehicle access for waste management trucks to provide waste collection. The building elevations, shown on Attachment # 5, illustrate the location of the driveway under the south end of the building, which provides the required clearance. The Environmental Services Department also requires that where a proposed truck route is located over the underground parking area, a qualified Professional Engineer must certify that the parking garage can support a fully loaded (35,000kg) collection vehicle.

### ***Cash-in-Lieu of the Dedication of Parkland is required for the Development***

The Real Estate Department has advised that the Owner is required to pay to the City of Vaughan by way of certified cheque, a Cash-In-Lieu of Parkland Dedication equivalent to 2% of the value of the Subject Lands, prior to 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 Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment. A condition in this regard has been added to the Recommendations of this report.

### ***Canada Post has no objection to the Development***

The Development includes an internal mailroom to address the requirements of Canada Post

### ***The following Agencies/utilities have no objection to the Development***

The Ministry of Transportation Ontario ("MTO"), Toronto and Region Conservation Authority ("TRCA"), Enbridge, Alectra Utilities Corporation have no objections to the Applications.

### **Financial Impact**

None

### **Broader Regional Impacts/Considerations**

The York Region Community Planning and Development Services Department has no objections to the Development, subject to the conditions in the Recommendation of this report. York Region is protecting for a 43 m right-of-way on Keele Street to accommodate future transit improvements and requires the conveyance of a strip of land along the entire frontage of the property, for the widening of Keele Street. The Development provides for the required 3 m future conveyance. The proposed access will be limited to a right-in/right-out access which must be designed to York Region's standard. The final site servicing, site grading, erosion control drawings shall be to the satisfaction of York Region. A condition is included in the Recommendations of this report.



## **Conclusion**

The Development Planning Department has reviewed Zoning Amendment File Z.17.029 and Site Development File DA.17.063 in consideration of the policies of the PPS, the Growth Plan, YROP and VOP 2010, the requirements of Zoning By-law 1-88, comments from City Departments, external public agencies, the public and the surrounding area context. The Development Planning Department is satisfied that the proposed rezoning of the Subject Lands to permit a 4-storey office building to be used for business and professional offices, as shown on Attachments #3 to #5, conforms to VOP 2010, and is compatible with the existing and planned uses in the surround area. The Development Planning Department supports the approval of the Zoning By-law Amendment and the Site Development applications, subject to the conditions included in the Recommendations of this report.

**For more information**, please contact: Laura Janotta, Planner, extension 8634.

## **Attachments**

1. Context Location Map
2. Location Map
3. Proposed Zoning and Site Plan
4. Proposed Landscape Plan
5. Proposed Building Elevations

## **Prepared by**

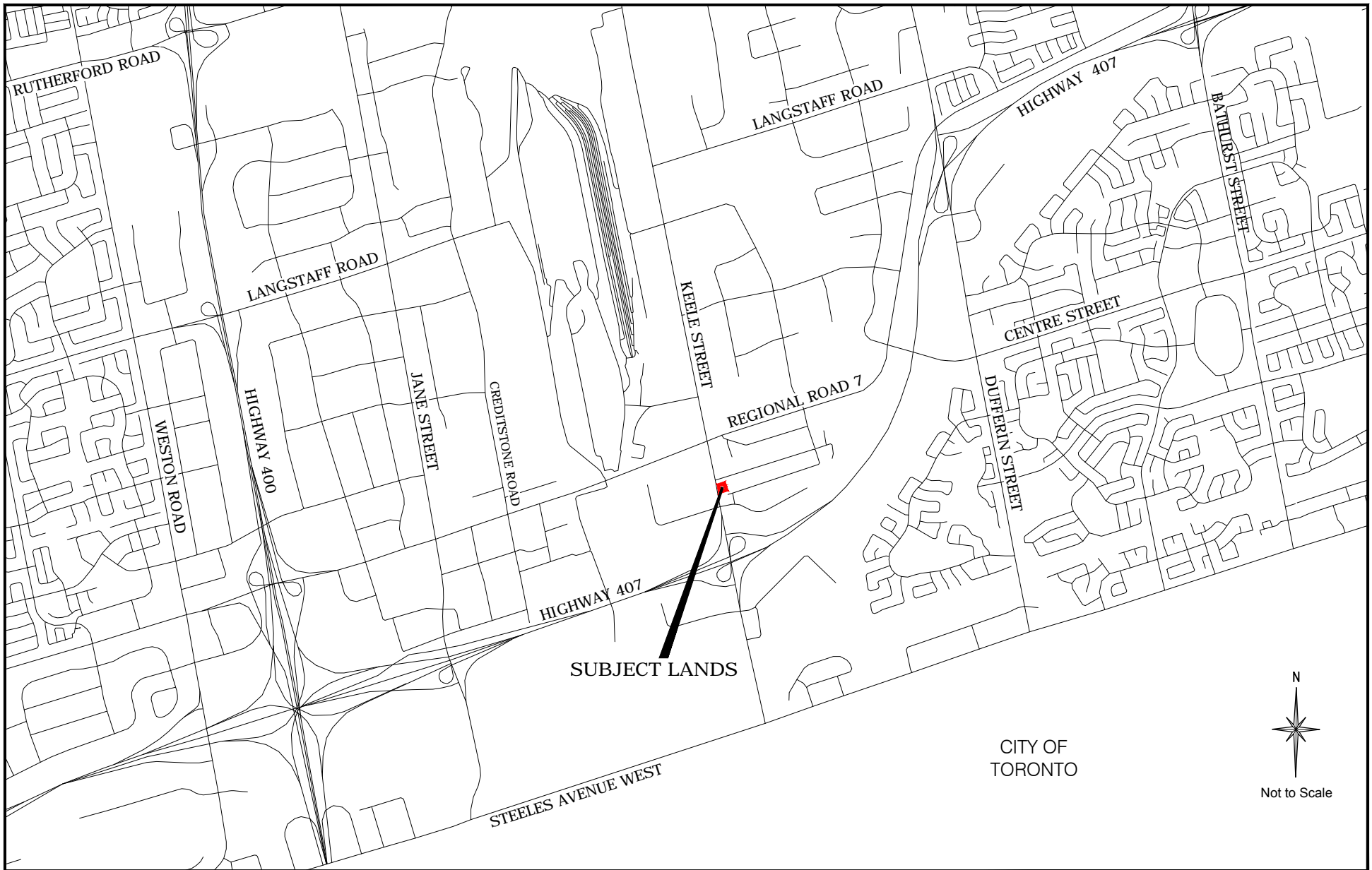
Laura Janotta, Planner, 8634

Stephen Lue, Senior Planner, extension 8210

Carmela Marrelli, Interim Senior Manager, extension 8791

Mauro Peverini, Director of Development Planning, extension 8407

/CM



# Context Location Map

Location: Part of Lot 5,  
Concession 3

Applicant:  
Linmar Properties Inc.

N:\GIS\_Archive\Attachments\Z\z.17.029da.17.063.dwg

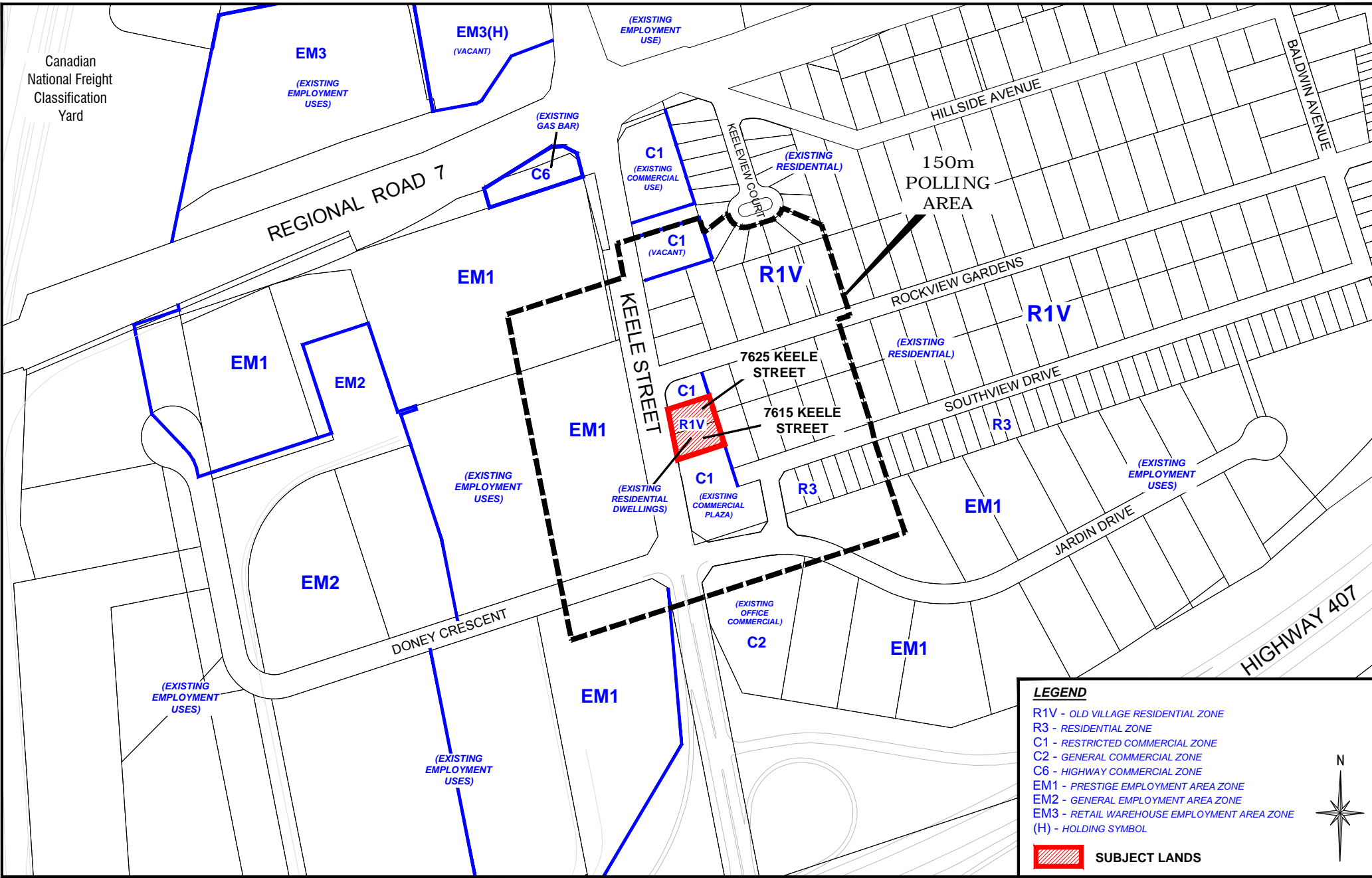


# Attachment

Files: Z.17.029 and  
DA.17.063

Date:  
June 5, 2018

# 1



**LEGEND**

- R1V - OLD VILLAGE RESIDENTIAL ZONE
- R3 - RESIDENTIAL ZONE
- C1 - RESTRICTED COMMERCIAL ZONE
- C2 - GENERAL COMMERCIAL ZONE
- C6 - HIGHWAY COMMERCIAL ZONE
- EM1 - PRESTIGE EMPLOYMENT AREA ZONE
- EM2 - GENERAL EMPLOYMENT AREA ZONE
- EM3 - RETAIL WAREHOUSE EMPLOYMENT AREA ZONE
- (H) - HOLDING SYMBOL

 **SUBJECT LANDS**



# Location Map

Location: Part of Lot 5,  
Concession 3

Applicant:  
Linmar Properties Inc.

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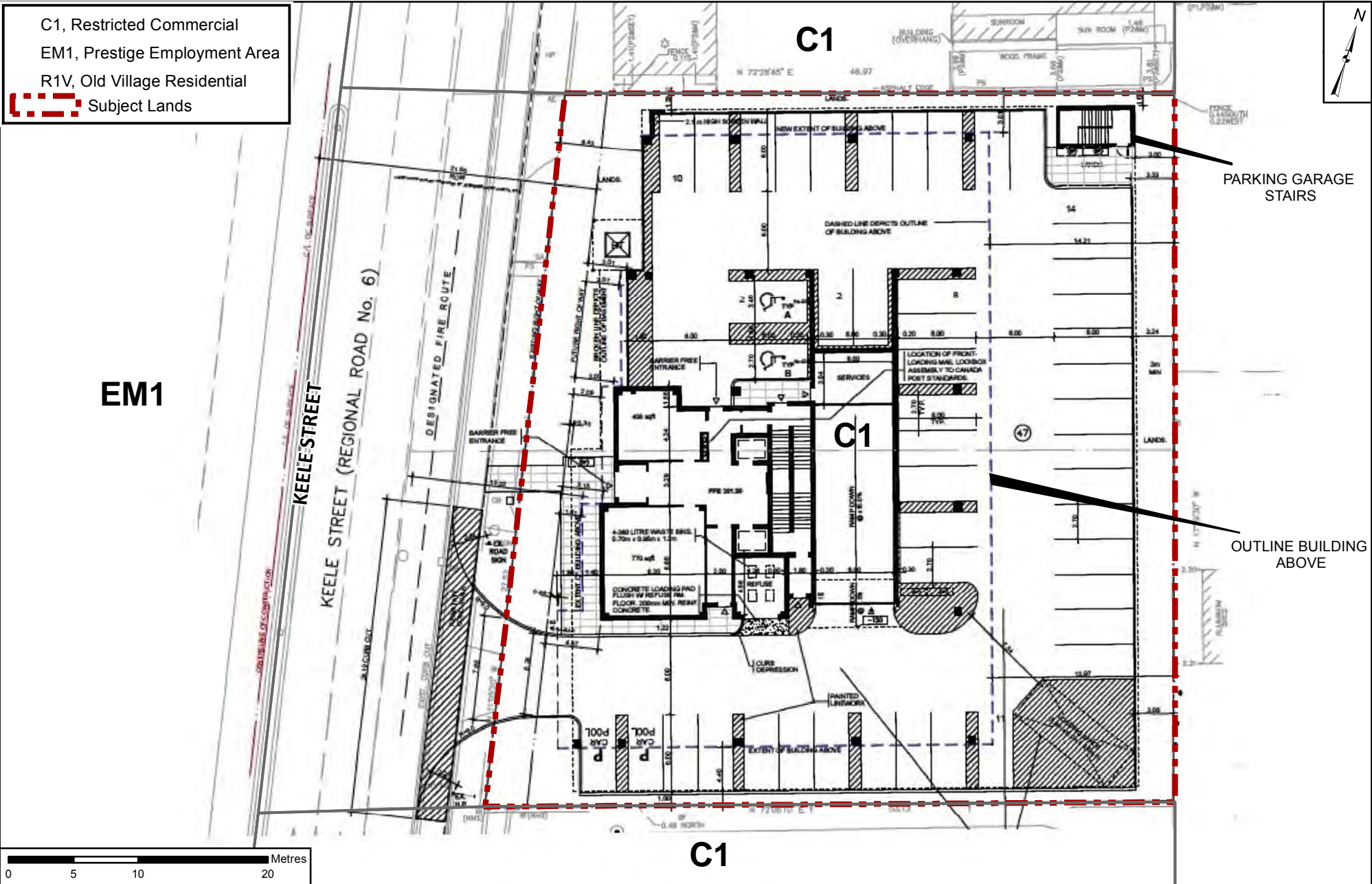


# Attachment

Files: Z.17.029 and  
DA.17.063

Date:  
June 5, 2018

# 2



# Proposed Zoning and Site Plan

# Attachment

**LOCATION:**  
Part Lot 5, Concession 3

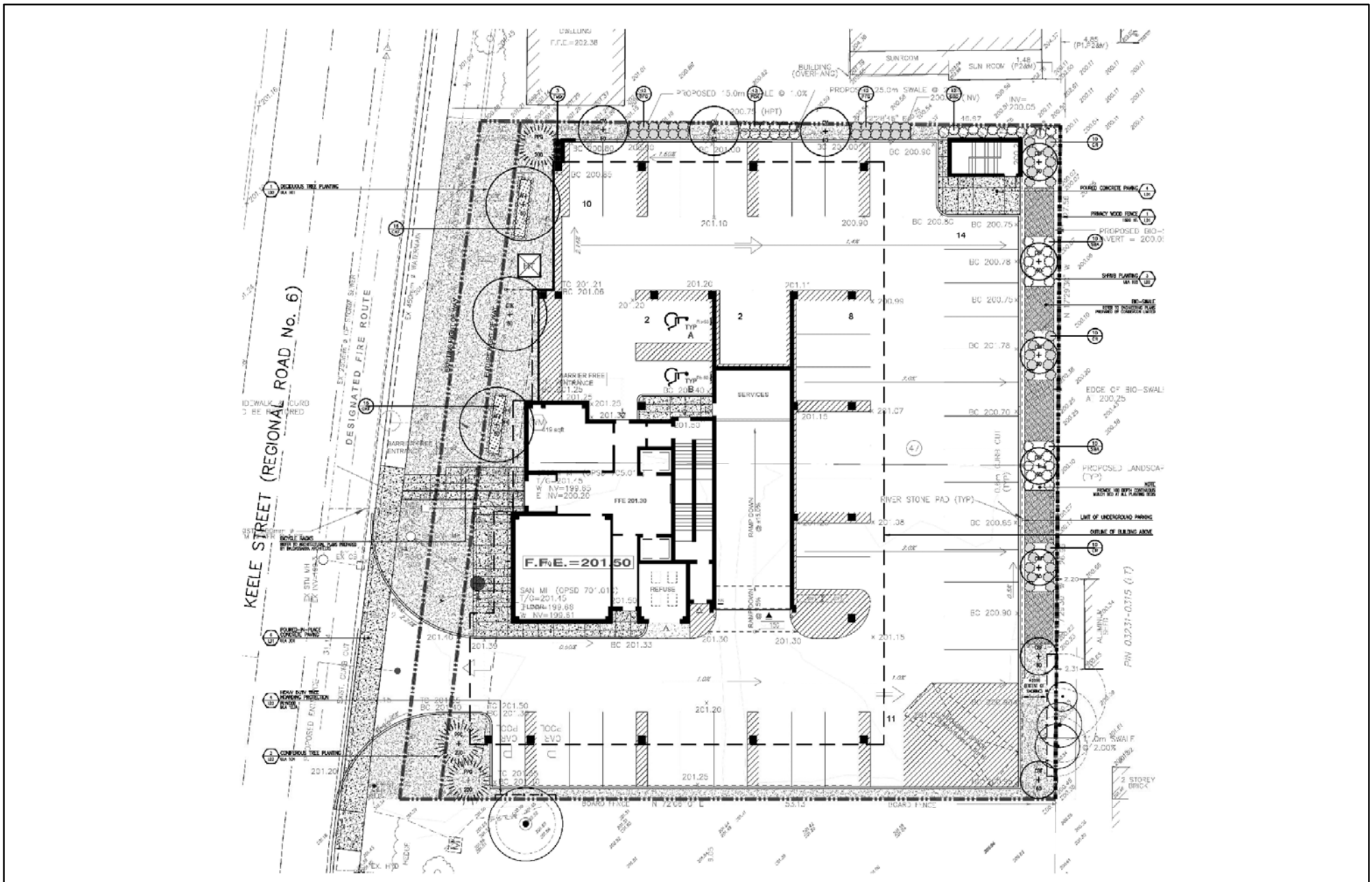
**APPLICANT:**  
Linmar Properties Inc.



**FILES:**  
DA.17.063, Z.17.029

**DATE:**  
June 5, 2018

**3**



# Landscape Plan

**LOCATION:**  
Part Lot 5, Concession 3

**APPLICANT:**  
Linmar Properties Inc.

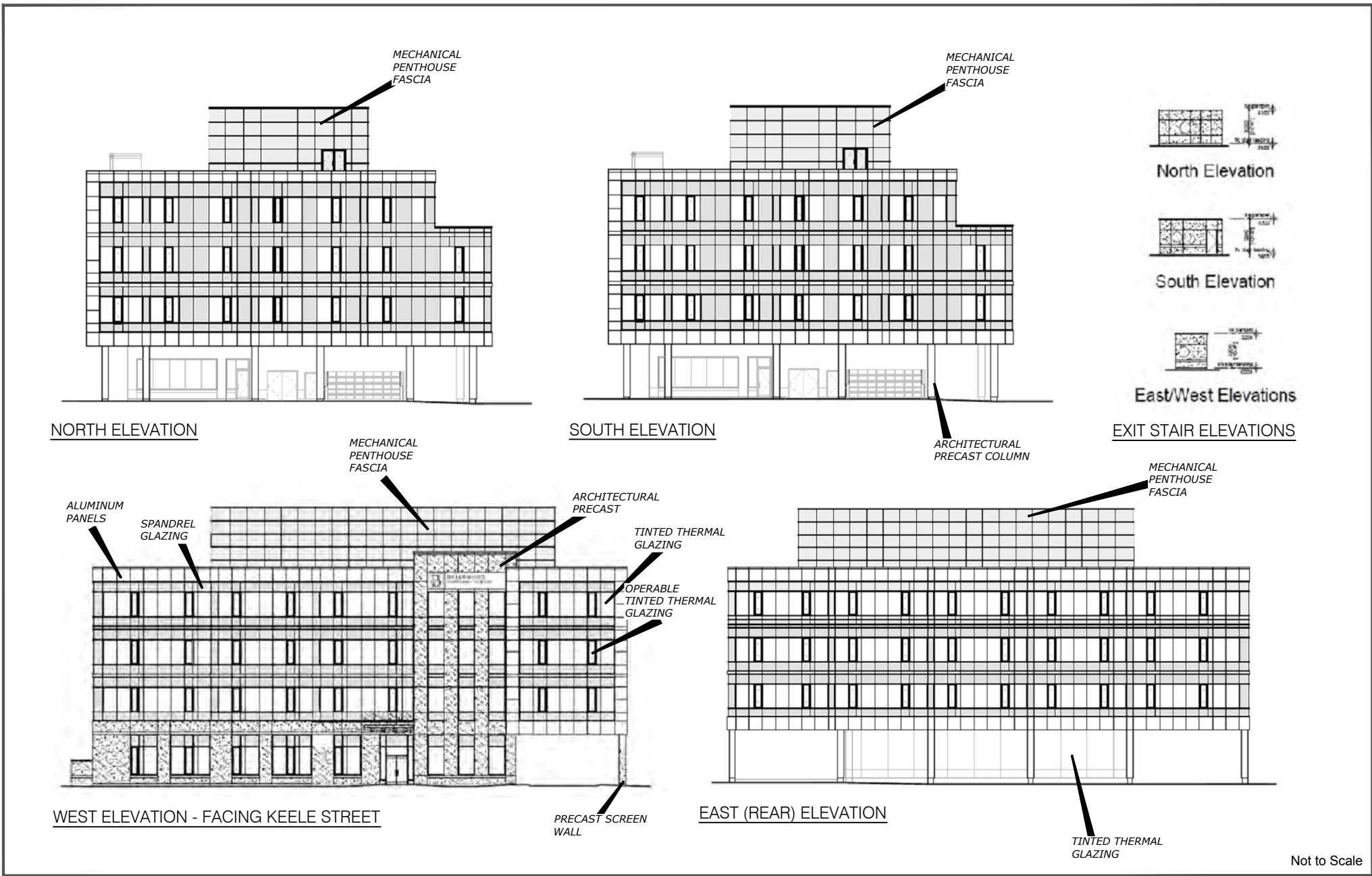


# Attachment

**FILES:**  
DA.17.063, Z.17.029

**DATE:**  
June 5, 2018

4



# Proposed Building Elevations

Location: Part of Lot 5,  
Concession 3

Applicant:  
Linmar Properties Inc.



# Attachment

Files: Z.17.029 and  
DA.17.063

Date:  
June 5, 2018

# 5

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