

Committee of the Whole (1) Report

DATE: Tuesday, February 04, 2020

WARD: 2

TITLE: 2602002 ONTARIO INC.

SITE DEVELOPMENT FILE DA.19.031

VICINITY OF REGIONAL ROAD 27 AND REGIONAL ROAD 7

FROM:

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

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Site Development File DA.19.031 for the Subject Lands shown on Attachment 2, to permit the development of a six-storey self-storage building with an administrative office for a total gross floor area of 12,164.90 m in two phases and served by 19 at-grade parking spaces, as shown on Attachments 3 to 6.

Report Highlights

- The Owner proposes to develop a six-storey self-storage building with an administrative office in two phases served by 19 at-grade parking spaces.
- The Development Planning Department supports the approval of the Site Development application as the development is consistent with Provincial policy, conforms to the York Region Official Plan 2010 and Vaughan Official Plan 2010, and is compatible with the existing and planned uses in the surrounding area.

Recommendation

1. THAT Site Development File DA.19.031 (2602002 Ontario Inc.) BE DRAFT APPROVED AND SUBJECT TO THE CONDITIONS included on Attachment 1, to the satisfaction of the Development Planning Department, to permit the phased development of a six-storey self-storage building with a total gross floor area of 12,164.90 m², as shown on Attachments 3 to 6.

Background

The 0.47 subject lands (the 'Subject Lands') identified on Attachment 2 are located on the east side of Regional Road 27 and north of Regional Road 7 and are municipally known as 7845 Regional Road 27 and contain an existing autobody repair shop with outdoor storage.

A Site Development Application has been submitted to permit the Development

The Owner has submitted Site Development File DA.19.031 (the 'Application') for the Subject Lands shown on Attachment 2 to permit a six-storey self-storage building with an administrative office, (the 'Development') and a total gross floor area ('GFA') of 12,164.90 m² to be developed in two phases. Phase One provides a GFA of 10,023.08m² and Phase Two is for a GFA of 2,141,82 m², served by 19 at-grade parking spaces.

Previous Reports/Authority

Not Applicable

Analysis and Options

The Development is consistent with the Provincial Policy Statement 2014

The Provincial Policy Statement 2014 ('PPS') provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides for appropriate development while ensuring that public health and safety, and the quality of the natural and built environment are protected. In accordance with Section 3(5) of the *Planning Act*, all land use decisions in Ontario "shall be consistent with" the PPS.

The Development is consistent with the PPS, specifically Section 1.3.1 which encourages planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs; providing opportunities for a diversified economic base; and ensuring the necessary infrastructure is provided to support current and projected needs.

The Subject Lands contain an autobody repair shop with outdoor storage. The Development is on an underutilized site within the employment area and is compatible with the existing uses within the surrounding employment area. The Subject Lands are located in an area where servicing and infrastructure are available for the Development. In consideration of the above, the Development is consistent with the PPS.

The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 ('Growth Plan') is intended to guide decision making on the development of land and includes encouraging compact built form, transit supportive communities, diverse land uses, and flexibility to capitalize on new economic and employment opportunities while providing certainty for traditional industries. The Growth Plan encourages the concentration of population and employment growth within settlement areas and promotes the development of complete communities that offers a mix of jobs, local stores, services and housing types. In accordance with Section 3(5) of the *Planning Act*, Vaughan Council's planning decisions shall conform to the Growth Plan.

Section 2.2.5.1 - "Employment" of the Growth Plan directs that economic development and competitiveness in the Greater Golden Horseshoe be promoted by making more efficient use of underutilized employment lands and increasing employment densities. The Subject Lands are located within an "Employment Area" by Schedule 1 - Urban Structure of Vaughan Official Plan 2010 ('VOP 2010'). The Development makes more efficient use of an existing and underutilized site within an employment area. In consideration of the above, the Development conforms to the Growth Plan.

The Development conforms to the York Region Official Plan 2010

The York Region Official Plan 2010 ('YROP 2010') guides economic, environmental and community building decision making across York Region, and describes how York Region will accommodate future growth and development while meeting the needs of existing residents and businesses.

The Subject Lands are located within the "Urban Area" by Map 1 - Regional Structure of YROP 2010, which permits a range of residential, commercial, employment and institutional uses, subject to additional policy criteria, and are identified as being within the "Strategic Employment Lands - Conceptual" by Figure 2 - York Region Strategic Employment Lands of YROP 2010. The Subject Lands are located in proximity to a "Regional Rapid Transit Corridor" (Regional Road 7) by Map 11 - Transit Network of YROP 2010. Section 4.3 of YROP 2010 seeks to protect employment lands that are designated in local municipal official plans.

The Development meets the objectives of Policy 4.3.6 of YROP 2010 as it provides an employment use that is located in a strategic employment area in proximity to an existing and planned 400-series highway (Highway 427). The Development is transit accessible, with transit on Regional Road 7 and Regional Road 27 in support of Policy 4.3.15 of YROP 2010. In consideration of the above, the Development conforms to YROP 2010.

The Development conforms to Vaughan Official Plan 2010

The Subject Lands are designated “General Employment” by VOP 2010, which permits a wide range of employment uses including industrial uses such as manufacturing, warehousing, processing and distribution uses, which may include outside storage. The Development is permitted by the “General Employment” land use designation and conforms to the policies of VOP 2010.

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

The Subject Lands are zoned “EM1 Prestige Employment Area Zone” by Zoning By-law 1-88 as shown on Attachment 2, which permits the employment use. The following site-specific zoning exceptions are required to permit the Development:

Table 1:

	By-law Standard	EM1 Prestige Employment Area Zone by Zoning By-law 1-88	Proposed Exceptions to the EM1 Prestige Employment Area Zone by Zoning By-law 1-88
a.	Minimum Interior Side Yard	10.25 m (South Interior Side Yard)	5 m (South Interior Side Yard)
b.	Minimum Number of Parking Spaces	12,164.9m ² @ 1 Parking Space Per 100m ² of GFA = 122 Parking Spaces	12,164.9m ² @ 0.15 Parking Space Per 100m ² of GFA = 19 Parking Spaces

The Development Planning Department can support the variances in Table 1 as they are minor in nature and allow for a compact development. The proposed parking variance is supported by the Transportation Study (‘Transportation Study’) prepared by

Nextrans Consulting Engineers and dated August 2019 which has been reviewed to the satisfaction of the Development Engineering ('DE') Department.

The Owner shall successfully obtain approval of a Minor Variance Application from the Committee of Adjustment (the 'Committee'), and the Committee's decision shall be final and binding prior to the execution of the Site Plan Letter of Undertaking, and the Owner shall satisfy any condition imposed by the Committee. A condition to this effect is included on Attachment 1.

The Development Planning Department supports the Development Site Plan

The Development shown on Attachments 3 to 6 is for a six-storey (23.6 m high) employment building for a self-storage facility with a total GFA of 12,164.9 m² built in two phases and served by 19 at-grade parking spaces. The Phase One GFA is 10,023.08 m² and the Phase Two GFA is 2,141.82 m². The Phase Two portion of the Development is located at the south end of the building and will not impact the street view should it be built. The main entrance faces Regional Road 27. One driveway access is provided from Regional Road 27. At-grade parking and bicycle parking is provided on the Subject Lands as shown on Attachment 3. The loading area and refuse/recycling room area are located at the north end of the building.

Landscape Plan

The Owner is proposing a 9 m wide landscape strip along Regional Road 27 that consists of a variety of deciduous and coniferous trees and shrubs, perennials and grasses, as shown on Attachment 4. A proposed 3 m wide landscape strip consisting of a variety of deciduous and coniferous trees abuts the south and east property lines and integrates a less than 1 m high stone retaining wall within the screen planting.

The Arborist and Tree Preservation Report ('TPR') prepared by MEP Design Landscape Architects and dated September 27, 2019, submitted in support of the Application identifies that a total of 14 existing trees are located on the Subject Lands' property line or on the lands of the abutting landowners to the north at 7867 Regional Road 27 and to the south at 101 Ashbridge Circle. The Development will result in the removal of seven trees. Three of the existing trees are located on the lands to the north and one tree is located on the north property line. One existing tree is located along the south property line. The Owner will require written consent from the abutting landowners to the north and to the south prior to the removal of the trees.

Compensation tree planting for these proposed tree removals will be provided through the new tree plantings in accordance with City's Tree Protection Protocol.

Two of the existing trees for removal are located within the Regional right-of-way (Regional Road 27) to accommodate a right-in/right-out access to the Development. York Region advise that compensation for the tree removals will be provided through the replacement plantings within the Regional Road 27 right-of-way to the satisfaction of York Region.

Building Elevations

The proposed building elevations include a colour combination of light and dark grey blue composite metal paneling, grey brick, spandrel glass and bird-friendly vision glazing on the façades. The Development will be constructed in two phases with the final elevations shown on Attachment 5. The interim south and east elevations of Phase One, which will become interior walls when Phase Two is constructed, will have composite metal paneling without any windows and with similar colour finishes as Phase Two. The elevations for the main entrance feature a vision glass entry. The rooftop mechanical units are screened. Prior to the execution of the Site Plan Letter of Undertaking, the interim and final building elevations must be approved by the Development Planning Department.

Signage/Lighting

The building signage shown on Attachment 5 and a proposed 3.65 m high pylon sign shown on Attachment 6 will be visible from Regional Road 27. Lighting is provided on the building and on the landscaped area near the parking area. Prior to the execution of the Site Plan Letter of Undertaking, the final signage and lighting details must be approved by the Development Planning Department.

Sustainability Performance Metrics

The Development has an overall application score of 30 points. The Development is in proximity to transit stops at the intersection of Regional Road 7 and Regional Road 27 and the intersection of Regional Road 27 and Zenway Boulevard. The Development has a sustainable transportation feature with the provision of bicycle spaces. The Development achieves sustainable lighting standard and bird friendly design features. The Development is required to achieve a minimum application performance level score of 31 points. The Owner has been advised of potential areas for increasing the application score. Prior to the execution of the Site Plan Letter of Undertaking, the Owner shall revise the Sustainability Performance Metrics to achieve the minimum application performance level score of 31 points to the satisfaction of the Development Planning Department.

The Development Planning Department is satisfied with the Development shown on Attachments 3 to 6, subject to the above comments. Prior to the execution of the Site

Plan Letter of Undertaking, the final site plan, building elevations, landscape plan, landscape details, landscape cost estimate, tree preservation plan, signage details, lighting plan, sustainability performance metrics and TPR must be approved to the satisfaction of the Development Planning Department. A condition to this effect is included on Attachment 1 to this report.

The Subject Lands are cleared of any concern for archaeological resources

The Subject Lands are cleared of any concern for archaeological resources. Standard conditions to this effect are identified on Attachment 1 to this report and shall be included in the implementing Site Plan Letter of Undertaking.

The Development Engineering Department ('DE') has no objection to the Development, subject to the conditions in this report

The DE Department has no objection to the Development subject to the Owner addressing the conditions on Attachment 1 to this report.

Sanitary Servicing

Sanitary servicing is proposed for the Subject Lands by a 150 mm diameter sanitary service connection from the building to an existing maintenance hole at the property line to service the Development. The existing sanitary service connection fails to meet the minimum size requirement of a 200 mm diameter connection as determined by the City's Design Criteria for Industrial-Commercial-Institutional ('ICI') Developments.

The Functional Servicing and Stormwater Management Report ('FSR') prepared by NexTrans Consulting Engineers and dated September 2019 states that the flows generated by the Development will be minimal and sufficient capacity is available within the existing 150 mm diameter service connection to service the Development. The Owner may reutilize the existing service connection conditional upon a condition assessment report and closed-circuit television inspection video to the satisfaction of the City.

Water Supply

The Subject Lands are located within Pressure District 5. The Owner proposes to service the Development with an ICI water connection as per City standards (fire and domestic) connecting to the existing 300 mm diameter watermain within Ashbridge Circle. The DE Department confirms that the Owner has completed a hydrant flow test and provided supporting calculations and test results to confirm domestic and fire flow availability for the Development.

Storm Sewer System and Stormwater Management

Stormwater servicing to the Subject Lands is proposed by an internal storm sewer to drain the proposed parking lot and grassed area towards the existing Regional Road 27 ditch complete with a proposed orifice tube. The Owner proposes to install an oil-grit separator unit to provide stormwater quality control for the Subject Lands prior to discharge to the regional ditch. Stormwater discharge requirements shall be subject to review and approval from York Region.

Erosion and Sediment Control

Erosion and sediment control mitigation measures are to be implemented during construction to minimize silt laden runoff discharge from the Subject Lands in accordance with *Erosion and Sediment Control Guideline for Urban Construction, December 2006*.

Transportation

Access to the Subject Lands is from Regional Road 27 and requires York Region approval. The Owner is required to provide median details and traffic signage to the satisfaction of York Region. The Development provides 19 parking spaces (0.15 parking space per 100m² of GFA) whereas Zoning By-law 1-88 requires 122 parking spaces (1 parking space per 100m² of GFA) for a warehouse use. The Parking Study concludes that the proposed parking supply is sufficient for the Development's specific requirements based on the supporting analysis provided. The DE Department agrees with the conclusions and has no objection with the proposed parking supply.

Environmental Site Assessment

The Owner has submitted Phase I and II Environmental Site Assessments ('ESA') Reports prepared by Forward Engineering and Associates Inc. and dated April 2017, and the associated reliance letters. The documentation concludes that the Subject Lands are suitable for the Development, which is acceptable to the DE Department.

Development Charges are applicable to the Development

The Financial Planning and Development Finance Department requires that the Owner pay all applicable development charges in accordance with the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board Development Charge By-laws. A standard condition to this effect is included in the implementing Site Plan Letter of Undertaking.

The Environmental Services Department, Waste Management Division has no objection to the Development, subject to conditions

The Environmental Services Department, Waste Management Division has no objection to the Development subject to the waste storage room increasing to a

minimum size of 3 m by 5 m to accommodate the collection bins and room to maneuver. The Owner is also required to revise and resubmit the Waste Collection Design Standards Submission to include the number and sizes of bins to the satisfaction of the Environmental Services Department. A condition to this effect is included in Attachment 1.

Cash-in-Lieu of Parkland Dedication is required

The Real Estate Department has confirmed that cash-in-lieu of the dedication of parkland equivalent of 2% of the value of the Subject Lands, in accordance with the *Planning Act* and City of Vaughan Policy, is required. A standard condition to this effect is included in the implementing Site Plan Letter of Undertaking.

The Parks Development Department has no objection to the Development, subject to conditions

The Parks Development Department has no objection to the Development subject to the Owner paying cash-in-lieu of the dedication of parkland and submitting a revised Parkland Dedication Summary Chart, to the satisfaction of the City. A condition to this effect is included in Attachment 1.

The Forestry Operations Division has no objection to the Development, subject to conditions

The Forestry Operations Division of the Transportation Services, Parks and Forestry Operations Department has no objection to the Development subject to the Owner informing the Forestry Operations Division once the tree protection measures have been installed for inspection and approval according to City specifications.

The Fire and Rescue Services Department has no objection to the Development

The Fire and Rescue Services Department has no objection to the Development, subject to the adequate provisions for fire safety and protection being provided in accordance with the Ontario Building Code.

NavCanada has no objection to the Development subject to the condition in this report

NavCanada has no objection to the Application subject to the Owner notifying NavCanada once the Development is constructed.

The various utilities have no objection to the Development, subject to conditions

Hydro One, Enbridge Gas, Alectra Utilities Corporation, Bell Canada, Rogers Communications and Canada Post have no objections to the Development, subject to the Owner coordinating servicing connections, easements and locates with the note utilities prior to the commencement.

Financial Impact

Not Applicable

Broader Regional Impacts/Considerations

York Region has no objection to the Development, subject to the Owner revising the FSR, Grading Plan, and Erosion and Sediment Control Plan and providing a cost estimate for all works within the Regional right-of-way (Regional Road 27). A condition to this effect is included on Attachment 1.

Conclusion

Site Development File DA.19.031 has been reviewed in consideration of the applicable Provincial policies, the policies of YROP 2010 and VOP 2010, the requirements of Zoning By-law 1-88, comments from City Departments and external public agencies and the surrounding area context. The Development shown on Attachments 3 to 6 is consistent with Provincial policy and conforms to the YROP 2010 and VOP 2010. The Development Planning Department is satisfied that the Development is appropriate and compatible with the existing and permitted uses in the surrounding area. The required Committee of Adjustment Minor Variance Application for the exceptions to Zoning By-law 1-88 shall be final and binding prior to final approval of the Development.

Accordingly, the Development Planning Department supports the approval of Site Development File DA.19.031. Should Council approve the Application, conditions of approval are included in the Recommendation section of this report and Attachment 1.

For more information, please contact: Judy Jeffers, Planner, at extension 8645.

Attachments

1. Conditions of Site Plan Approval
2. Location Map
3. Site Plan
4. Landscape Plan
5. Elevations
6. Pylon Sign

Prepared by

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