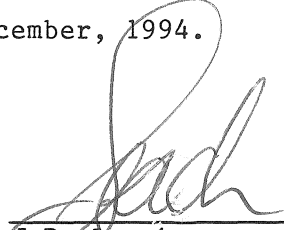


I, JOHN D. LEACH, Clerk of The Corporation of  
the City of Vaughan in the Regional Municipality of York,  
do hereby certify that the attached is a true copy of  
Amendment Number 453 to the Official Plan of the Vaughan  
Planning Area, as effected by the Ontario Municipal Board  
(O 940041) on the 20th day of December, 1994.



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J.D. Leach  
City Clerk  
City of Vaughan

DATED at the City of Vaughan  
this 1st day of February, 1995.

# *THE CITY OF VAUGHAN*

# BY-LAW

## BY-LAW NUMBER 31-95

A By-law to designate an Official Plan Amendment Number for an amendment to the Official Plan of the Vaughan Planning Area, as effected by the Ontario Municipal Board.

The Council of the Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT the Official Plan Amendment of the Vaughan Planning Area, as effected by an Order of the Ontario Municipal Board, dated the 20th day of December, 1994 (O 940041), is hereby designated as Official Plan Amendment Number 453 and is attached hereto.

READ a FIRST, SECOND and THIRD time and finally passed this 30th day of January 1995.

"M. Di Biase"

M. Di Biase, Acting Mayor

"J.D. Leach"

J. D. Leach, City Clerk



DB #	104	FOLIO #	179
ORDER ISSUE DATE			
DEC 20 1994			
OB #	19447	FOLIO #	184



Ontario

Ontario Municipal Board

Commission des affaires municipales de l'Ontario

Z 930169  
O 940041  
M 940098

At the request of Keeleview Centre Holdings Limited, the Minister of Municipal Affairs has referred to the Ontario Municipal Board under subsection 22(10) of the Planning Act, R.S.O. 1990, c. P.13, Council's refusal or neglect to enact a proposed amendment to the Official Plan for the City of Vaughan to redesignate land South of Highway No. 7, on the northeast corner of Keele Street and Jardine Drive from "Commercial Area" to Office and Retail uses including a gas bar  
Ministry's File No. 19-OP-1500-A53  
OMB File No. O 940041

Keeleview Centre Holdings Limited has appealed to the Ontario Municipal Board under subsection 34(11) of the Planning Act, R.S.O. 1990, c. P. 13, proposed amendment to Zoning By-law 434-88 of the City of Vaughan to rezone land respecting 7575 and 7577 Keele Street to permit additional uses to the restricted commercial (C1) zone to permit a proposed development of a service commercial project  
OMB File No. Z 930169

Keeleview Centre Holdings Limited has referred to the Ontario Municipal Board under subsection 41(12) of the Planning Act, R.S.O. 1990, c. P. 13, determination and settlement of details of a site plan for lands respecting 7575 and 7577 Keele Street, in the City of Vaughan  
OMB File No. M 940098

COUNSEL: -

Gary A. McKay

for Town of Vaughan

- 2 -

Jeffry Davies

for Keeleview Centre Holdings Limited  
(EMC Group Limited)  
John Schmied - Concord West  
Ratepayers Association (Inc)

**DECISION delivered by D. W. MIDDLETON AND ORDER OF THE BOARD**

The lands that are the subject of this appeal are located in Concord, in the Concord area of the Town of Vaughan, on the east side of Keele Street, south of Highway 7 at the northeast corner of Keele Street and Jardine Drive. The site is an 'L' shaped parcel of land with approximately 90 metres of frontage on Keele Street, 46 metres of frontage on Jardine Drive and 46 metres of frontage on Southview Avenue. As a result, the site is surrounded by existing roads on three sides. The site contains an area of 1.67 acres (6,794 square metres).

David Matthews, a planner, was retained by Keeleview Centre Holdings Limited, and presented the case for the applicant in this hearing. Mr. Matthews provided for the Board an overview of the proposal at the commencement of the hearing. This area of Vaughan is generally known as the Concord Community and the area exhibits a predominantly commercial character with major industrial districts north, southeast and west of the site. The main CN classification yards are located a little further to the west. The residential component of the area is basically the original community of Concord. It fronts generally on Highway 7 and partially on Keele Street.

The Board was advised by the residents that there are approximately 200 homes in the area and that there are plans for perhaps an additional 15 units at the eastern limit of the residential area.

It is recognized that Keele Street and Highway 7, which is a short distance to the north, are the main transportation arteries in this area. Keele is acknowledged to be a heavily travelled arterial road and provides the primary access to the Concord industrial area. Additionally, Highway 407 is under construction to the south of the subject site

and a full movement interchange is being constructed at the intersection of Keele and Highway 407. It is acknowledged at this hearing that on completion of the interchange and the opening of Highway 407 in 1996, traffic on Keele Street will significantly increase.

The site is currently designated in the Official Plan as a commercial area and this designation was accomplished by way of Amendment 276, approved by the Ontario Municipal Board June 20, 1989, by the Board differently constituted. That site specific amendment provided for business and professional offices only to a gross maximum floor area of 3,105 square metres of which 15% of the gross floor area could be devoted to commercial uses on the ground floor of one of the buildings proposed. Commercial uses were restricted to bank or financial uses or a pharmacy.

The zoning, as approved by the Board in the same hearing, provided for C1 uses with the same type of restrictions as described in the Official Plan Amendment 276. A site plan for the development of the site, in conformity with the designation and the zoning, was approved for the site on July 11, 1990.

In 1989 neither the proponent, the Town or the Board could have contemplated that the supply of office commercial would have restricted demand as a result of the economic turndown. It is for that reason that the proponent is before the Board on this occasion, seeking to vary the permitted uses that were provided for in Amendment 276 and By-law 324-88.

The revised plan came before Council in 1992 and that provided for a gas bar in association with other commercial uses on the main floor in association with the more northerly building proposed on the site. That proposal, with its three entrances failed to meet with approval of the planning staff, the Council or the Region of York with respect to access to Keele Street.

The proposal before the Board in this hearing shows a relocated gas bar in association with the more southerly building and orienting itself to the south west and

totally obscured from the residential areas because of the buildings that are proposed behind the gas bar. Additional uses are being sought by the proponent in this hearing based on the C1 uses permitted by Council in their meeting of July 5, 1993 would have included bank or financial, business and professional offices, professional service shop, photography studio, retail store, service or repair shop, video store, eating establishments including a convenience and take out. The eating establishments restricted to a maximum of 296 square metres in building B. The applicant, or proponent, was not in agreement with the deletion of automotive retail store, health club or health centre, laboratory and gas bar facility.

During negotiations prior to this hearing the proponent agreed to delete the health club or health centre, that any laboratory uses would only be permitted as an accessory use to a medical facility, and the automotive retail would be limited to such services as mobile phones. The proponent felt that if the proposal was to succeed, the gas bar was a use that must be provided. Although the planning staff of Vaughan had rejected the gas bar in the original application in 1992, they now are in support of the gas bar as a permitted use because it conforms to the City's Automobile, Gas Bar and Service Station Policy in OPA 424. The reason for the staff support of the gas bar uses are set out in their report which include the gas bar will be screened from the community by the building; vehicular movements to the gas bar will be screened by the building and will not impact the residential community and that the traffic to the gas bar will not infiltrate the residential community due to traffic impediment device at Baldwin, and staff were satisfied that the proposed on site traffic circulation is appropriately designed and satisfactory, a conclusion which they had not found on the earlier proposal.

The Board then heard the concerns of the ratepayers association and individuals that were in attendance at the hearing. Cathy Ferlici expressed concerns with the gas bar for fear of an explosion as a result of activities at the station and she indicated that in her opinion there were sufficient gas stations in the area. A second concern was expressed that such operations are the subject of robberies on occasion and that any

altercation that might follow such a robbery could infiltrate into the residential area and put the community at risk. She raised also a concern that people who do not know the area sometimes view Southview Drive as an alternative to avoid the Keele traffic to Highway 7 in an easterly direction and that they turn into that area not knowing that there is no access to Highway 7. It was suggested in the hearing that perhaps the entrance to Southview could be signed with an indication that there is no access to Highway 7 East from Southview.

Tina Leonardis also objects to the gas bar use and the donut shop. Counsel for the proponent indicated that under the existing Official Plan and Zoning By-law that there could have been a more intensive use made of the subject property and Mrs. Leonardis also had concerns as to the quality of the landscape. It should be recognized that the landscaping is the one area in which the site plan has ultimate control and is subject to an agreement between the proponent and the Town.

Mr. Schmied is the representative of the Concord West Ratepayers Association, an incorporated ratepayers group. The issues he had identified on behalf of the ratepayers included increased traffic noise, the infiltration of overflow parking into the residential area and he expressed concerns for the potential for 24 hour operation of the gas bar and the proposed donut shop. He also felt that there would be conflict with local traffic and with traffic on Keele Street for ingress and egress from the subject property. He acknowledged that Council were neither for or against the proposal before the Board. He expressed concern that the maximum square footage was not stated in the by-law. The Board would observe however, that the Official Plan in this matter is very specific. He was not satisfied that the parking requirements for the site were adequate, particularly in consideration of the donut shop proposal. Mr. Schmied was concerned with traffic movement on the site though it appeared in discussion with the witness and counsel that his concerns were more directly related to traffic movement on the earlier proposal which put the gas bar closer to the north limit of the site rather than a southwest orientation. He questioned the fact that the Region of York had in fact closed

the Southview access to Keele Street in order to reduce traffic movement conflict on Keele Street and then this proposal would provide for access in almost the same location Southview had existed.

The Board would observe however, the difference is when Southview was closed there was full access to Keele Street both north and south. It is probably this conflict that the Region sought to overcome and it should be noted that the access to Keele from this site will be right in and right out. There are 14 gas bars or gas stations within three kilometres of the site and he held that if one looked at the development along Highway 7 in this area, there is no need for additional neighbourhood convenience stores.

A number of his complaints were based on the earlier proposal and that his concerns in part were related to a different location of the gas bar with respect to traffic movement and with respect to impedance of traffic on Keele Street because of the extension of the existing median, there would be no opportunity for a full movement onto Keele from the site. He acknowledged to counsel for the proponent that he now recognized that a laboratory would only be permitted in association with a medical facility and that the automotive retail was now limited in the extent of the use.

Bernice testified that she wanted no gas bar and no donut shop. In her opinion these uses do not conform to the Official Plan's intent that uses in locations like this should be transitional and should not have an impact as she foresaw on the residential area. She directed the Board's attention to a letter from a group of residents in which there were complaints and suggestions that the gas bar would provide for increased car fumes in the area because of vehicles being left running. The residents were concerned about the commercial lighting infiltrating the residential area and put simply the residents want peace in their area.

Under cross-examination by Mr. Davies she acknowledged that any signage of the property would not be affecting the interior lots and she also acknowledged that the buildings as proposed would appear in residential character from the north to the north



and to the east and that as the landscaping matured there would be less and less impact on the residential area.

Christina Lamonica expressed the view that she shared the concerns with many of her neighbours with the additional concern of odours that might emanate from the cooking processes of the donuts and she was particularly concerned with the 24 hour operation, providing a potential for the donut shop to become a local hangout for undesirables. She also expressed concern that having chosen this neighbourhood, she did not want to have to give up her privacy and that if things did not work out as the evidence had been led in this hearing that she might well have to sell her home at a reduced value because of the changing environment.

Marilena Antonini expressed the view that the community had already compromised enough by the industrial development that has been permitted on Jardine to the south. She supported her neighbours in the view that she was not happy with the proposed gas bar.

The Board heard evidence from a panel of witnesses made up of Ken Sharp and Ed Aru from the Olco Petroleum Company and Gary Mark, the Manager of Real Estate for Country Style Donuts. The witnesses advised the Board that leases were entered into with the developer for 10 years, that is five plus five for the gas company and for five plus five plus five for the donut shop and the leases are interdependent, that is if there is no donut shop there won't be any gas bar or vice versa. The witnesses testified that the association of donut shops and gas bars have become a national phenomenon. It was their combined evidence that this location just north of Highway 407 represented a prime location for a gas bar and donut shop. It is a "go home" location and there is virtually little or no north-south competition on the east side of Keele Street, there only being two other gas bars.

The Board was also advised that current provincial standards require new controls on venting and there are now provisions for the recovery of the fumes that exit the

storage tanks back into the truck that is making the delivery. It was also advised that the company uses outside carriers, so they do not necessarily directly control the drivers of gas delivery trucks with respect to leaving them running, although provincial requirements make it illegal to discharge gas or to receive gas while a vehicle is running. They pointed out to the Board that there is no delivery activity at the rear of the site and so there will be no noise from such activity impacting the residential area. They also advised the Board that the site is not large enough to accommodate a car wash at a future date, but that this will be a full serve operation.

On the issue of litter, there is obviously very little, if any, from gas sale operations and that the donut shop takes the usual precautions to maintain the site as a result of any litter that could be created by the dispensing of donuts. Mr. Mark advised the Board that odours are controlled by filters on the exhaust system and he confirmed that in his opinion that this was an ideal site and that the site plan was appropriate for the donut shop.

The Board was also advised that the architecture and the lighting are an integral part of the lease agreement and therefore, in addition to the site plan there are obvious controls on the proponent to build for the lessee what is proposed in the site plan. The Board raised a question with respect to the delivery of gas on the site and the impact it might have on parking and the Board was advised that the delivery would be on a drive through basis, likely entering at Jardine and exiting onto Keele in a northbound direction.

David Matthews, the planner, was recalled to give additional supporting evidence for the proponents proposal of this mixed commercial office use, including a gas bar and donut shop. He advised the Board that 80 parking spaces were being provided on the site. The by-law actually requires 79 spaces. He then directed the Board's attention to Official Plan Amendment 424 of the Town of Vaughan, and the purpose of this amendment is to set appropriate policies and criteria for the evaluation of development applications for automobile gas bar and service station uses. This Official Plan

Amendment is not yet approved but is the general criteria under which locations are being assessed. The amendment sets out in Section 3, Location, these words:

"Automobile, gas bar and service station uses may be permitted to locate at major intersection locations (i.e. intersection of two arterial roads or two provincial highways or an arterial road and a provincial highway) up satisfactorily addressing the criteria for compatibility identified in paragraph 4 'Compatibility'."

When we look to Section 4 on Compatibility, there are a number of criteria but the one that became the issue in this hearing was Section D,

"Where automobile, gas bar and service stations uses are permitted to locate at the intersection of two arterial roads or two provincial highways or an arterial road and a provincial highway, such uses shall be encouraged to be designed and incorporated as part of larger building developments that can minimize possible negative visual impact to surrounding lands, types of materials, colours, lighting and signage shall relate to the main building."

The interpretation of this section was one of the issues relied on by the Town of Vaughan to object to this location for a gas bar. It was the Town's position that Jardine does not meet the criteria of any of the roads described in the Official Plan Amendment. It was the position of the proponent and Mr. Matthews, on their behalf, that this was the first developable location north of Highway 407 and therefore, in the opinion of the planner the location did conform because it was at the junction of a provincial highway and an arterial road.

In reviewing the other sections of Official Plan Amendment 424, the Board is persuaded that all other criteria as set out in the site plan and the Zoning By-law are met with respect to this development. In particular, the development presents itself to the residential area with residential architecture. Traffic movement will not impact the residential area and any activities of the gas bar that might impinge on the residential

developments quiet enjoyment of their properties is screened from the residential area by the buildings that are a part of this development.

The limitation on the restaurant size also provides for minimal impact on the residential area and it was Mr. Matthews position that the landscaping as proposed is more than adequate to screen the development from the residential area. In his opinion the Official Plan Amendment before the Board is appropriate and provides for an appropriate use of the subject site. The Official Plan Amendment fully implements the development proposal.

With respect to the by-law before the Board, it is Mr. Matthews opinion that the by-law is appropriate as it appears in Tab 14 of Exhibit #13. The only change that needs to be made is that in the text of the by-law the brackets should be removed from the list of permitted uses, gas bar. In his opinion the by-law before the Board conforms with the Official Plan Amendment 453, set out in Tab 13 of Exhibit #13.

Cross-examination of the witness by Mr. McKay elicited the information that the City did not request studies of market need, or traffic or to noise. It is acknowledged that this is a market driven application, but as Mr. Matthews confirmed good planning should take cognisance of the market or we will develop properties in manners that will result in their abandonment or conversions to uses that are less desirable to the community.

In addition to the evidence of Mr. Matthews, the Board also heard from John Stevens, Planning Commissioner for the City of Vaughan. He confirmed for the Board that it was the Planning Department's decision that the gas bar was appropriate and that they recommended to Council that it be approved. In the light of the public discussions and the reticence of Council to approve it, the witness was asked if he still approved the gas bar and he confirmed that he did. In his opinion, the project before the Board represents good planning and appropriate use of the subject lands.

The Board directed a question to Mr. Stevens with respect to any questions he might have with respect to community impact of donut shops and any reports within the

City of Vaughan where they have become hangouts for undesirables. Mr. Stevens indicated to the Board that he was not aware of any such complaints within the Municipality.

Counsel for the Municipality, Mr. McKay, called no evidence with respect to the planning merits before the Board. The arguments of the lawyers, the arguments of Council, followed the evidence which they have led. Mr. Davies held that the planning evidence says it is good planning. The only issue with the City is the gas bar and any other uses that were deemed inappropriate by the City and the planning staff have been withdrawn. Mr. Davies directed the Board to consider the new policies for service stations in OPA 424 and reminded the Board that this replaces nothing in the existing Official Plan, it simply is an amendment to meet current problems, and in fact, if one looks at this Official Plan Amendment, it simply reflects common sense with respect to development of service stations.

Mr. Davies asked the Board to recognize that in the configuration as shown on the site plan, this is an obvious place for a gas bar. Close to the exit from Highway 407 and on an arterial road with only right in and right out access so that there will be a minimum of conflict with the existing traffic on Keele Street. He suggested to the Board that the issues raised by the public were mostly in the nuisance category and that many of these concerns were perceived and the evidence led by the proponent should satisfy the Board that all of these issues have been considered.

The evidence shows there will be no odour problem and the parking as provided is deemed to be adequate by the City, the Board should be satisfied that there is need when they look at the number of service stations that are available on Keele Street in this area and that it should be obvious that there is enough traffic to support this business and that the combination in consideration of today's public acceptance that the donut shop and gas bar facility are appropriate and he reminded the Board that profit often by itself is not necessarily bad planning. He requested the Board to approve the Zoning By-law and to approve the Official Plan Amendment 453.

Mr. McKay, on behalf of the Town, indicated that there have been two gas bar applications with respect to this site. Council said no to the first one and failed to approve the second one. Mr. McKay directed the Board's attention to Official Plan Amendment and he held in argument that this location cannot qualify because in his opinion it is not at the junction of an arterial road and a provincial highway or two arterial roads.

Mr. Schmied in summary says that he is concerned with property values and he is concerned with the performance of the site plan. In reply, Mr. Davies indicated that the issue of turning lanes on Keele Street will be discussed with the Region and he reminded the Board that the privacy of the neighbours will be enhanced by the buildings and it should create a diminution in the infiltration of traffic noise from Keele Street into the residential area.

At the end of the hearing, the Board is faced with the perceived impacts as expressed by the residents and the planning evidence as led by the proponent. The Board does not diminish the genuine concerns of the residents as they face a change in their community that they would otherwise prefer not to have, but in this hearing as in the previous hearing of the Board, this location is found not to be suitable for residential use. The Board therefore, within the context of the evidence must look for an appropriate use. Taken in the balance and based on the planning evidence presented by two planners the Board is persuaded that the proposal before the Board is appropriate.

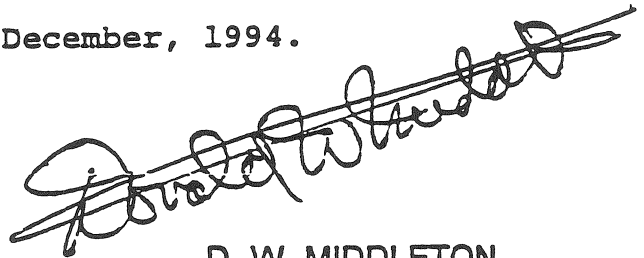
Although it may not meet every transitional quality that the neighbourhood would prefer, it does, in the opinion of the Board, based on the evidence, represent an appropriate use of the property with a minimum of impact on the residential community.

The Board therefore, will approve Official Plan Amendment 453, as set out in Tab 13 of Exhibit #13. The Board will allow the appeal and amend the Zoning By-law as set

out in Tab 14 of Exhibit #13, subject to the change by removing the brackets around gas bar and the Board so orders.

With respect to the site plan, although the Board had considerable opportunity to see it within the context of the hearing, the Board was asked not to deal with the site plan because there had not been sufficient opportunity for the Town staff and the proponent to reach an agreement. The Board therefore, will adjourn this hearing sine die with respect to the site plan and if the City has not acted to achieve an agreement on the site plan and development agreement by January 1, 1995 the Board may be spoken to for the provision of a date when this hearing may continue for the limited purpose of dealing with any conflict in the site plan.

DATED at TORONTO this 20th day of December, 1994.

A handwritten signature in black ink, appearing to read "D. W. Middleton", written over a horizontal line.

D. W. MIDDLETON  
MEMBER

**AMENDMENT NUMBER 453  
TO THE OFFICIAL PLAN  
OF THE VAUGHAN PLANNING AREA**

The following text constitutes Amendment Number 453 to the Official Plan of the Vaughan Planning Area.

Also attached hereto, but not constituting part of the Amendment are Appendices "1" and "2".



## I PURPOSE

The purpose of this Amendment to the Official Plan is to provide for a site specific amendment to Amendment Number 276 to the Official Plan of the Vaughan Planning Area in order to permit the development of two retail commercial buildings with second floor offices.

## II LOCATION

The subject lands are located on the northeast corner of Keele Street and Jardin Drive being part of Lot 4, Concession 3, part of Lot 44, Plan 2468 in the City of Vaughan, municipally known as 7575 and 7577 Keele Street, part of the Southview Drive road allowance and Block D, Plan M-1811. The subject lands comprise a lot area of approximately 6,794 m<sup>2</sup> (1.67 acres) with approximately 90 m of frontage on Keele Street. The Amendment applies specifically to the area shown as "Area Subject to Amendment No. 453" on Schedule "1" attached hereto.

## III BASIS

The decision to amend the Official Plan is based on the following:

1. The subject lands are designated "Commercial Area" by Official Plan Amendment Number 276. Official Plan Amendment Number 276 limits the uses for the subject site to business and professional offices and limited accessory commercial uses. An Amendment to the Official Plan is required because the proposed uses are not permitted.
2. At a Public Hearing held on July 5, 1993, Council considered a staff report (Appendix 1) which made recommendations for the approval of the subject Official Plan Amendment basing their recommendations on compatibility with surrounding industrial properties, impact of abutting major arterial road, impact of future 407 traffic, and the buffering the proposal provides for existing residential lands through the building configuration and design.

#### IV DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

Amendment Number 276 to the Vaughan Official Plan of the Vaughan Planning Area is hereby amended by:

a) Deleting Section IV b)(i) and (ii) and substituting the following sub-paragraph:

"i) permitted uses on the lands shall be restricted to business and professional offices, retail commercial, service commercial and eating establishment uses and a gas bar to be specifically defined in the implementing by-law.

ii) The total gross floor area of the two buildings shall not exceed 1,480 m<sup>2</sup>."

#### V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the subject lands shall be implemented by way of an Amendment to the Vaughan Zoning By-law.

#### VI INTERPRETATION

The provisions of the Official Plan of the Vaughan Planning Area as amended from time to time regarding the interpretation of that Plan shall apply with respect to this Amendment.

## APPENDIX 1

The subject lands are located on the northeast corner of Keele Street and Jardin Drive being part of Lot 4, Concession 3, part of Lot 44, Plan 2468 in the City of Vaughan, being municipally known as 7575 and 7577 Keele Street, part of the Southview Drive road allowance and Block D, Plan M-1811. The subject lands comprise a lot area of approximately 6794 m<sup>2</sup> (1.67 acres) with approximately 90 m of frontage on Keele Street.

At the July 5, 1993 Council Public Hearing, Council considered Official Plan Amendment Application OP.12.93 and Zoning By-law Amendment Application Z.23.93 (Keeleview Centre Holdings Ltd.) for which the following motion was adopted:

THAT Official Plan Amendment (OP.12.93) and Zoning By-law Amendment (Z.23.93) Applications (Keeleview Centre Holdings Ltd.) BE APPROVED, subject to the following conditions:

1. That the Official Plan Amendment shall provide for:
  - a) a total maximum gross floor area of 1,480 square metres for both buildings;
  - b) permitted uses limited to business and professional offices, retail commercial, service commercial, and eating establishment uses, to be specifically defined within the implementing by-law;
  - c) that the building and landscape design, including adequate buffering and setback, be of a residential nature.
2. That the Zoning By-law Amendment shall provide for:
  - a) a maximum total gross floor area within Buildings "A" and "B" as stated in 1(a) above and defined by building envelopes;
  - b) the following permitted uses:
    - bank or financial institution
    - business and professional office
    - personal service shop
    - photography studio
    - retail store
    - service or repair shop
    - video store
    - eating establishments, including convenience and take-out eating establishments, restricted to 296 sq.m of Building "B";
  - c) parking to be provided at a ratio of 3.5 spaces/100 sq.m for second storey office uses and 6.0 spaces/100 sq.m for all other uses (minimum 80 spaces);
  - d) a 6.0 m landscape strip adjacent to Keele Street and a minimum of 3.0 m landscape strip abutting all other lot lines;
  - e) a maximum building height of two-storeys for Building "A" and one-storey for Building "B";
  - f) that any basement or attic area shall be used for storage purposes only;
  - g) any minor exceptions required to implement the Council approved site plan.
3. That prior to the enactment of the implementing by-law, Council shall have approved the required site development application.

# EXISTING LAND USE

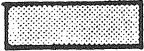
OFFICIAL PLAN AMENDMENT NO. 453  
CITY OF VAUGHAN

PART OF LOTS 4 AND 5, CONCESSION 3

### LEGEND



INDUSTRIAL



RESIDENTIAL

DATE : OCTOBER 13, 1994

SCALE : 0 500 FT.



HIGHWAY NO. 7

DONEY CRESCENT PLAN R-3162

KEELE STREET

HIGHWAY NO. 407

SNIDERCROFT ROAD PLAN RS-401

AREA SUBJECT TO AMENDMENT NO. 453

