

**CITY OF VAUGHAN  
COMMITTEE OF THE WHOLE  
ADDENDUM AGENDA**

**(NOTE: ADDENDUMS WILL REQUIRE A TWO-THIRDS VOTE OF THE MEMBERS  
PRESENT TO BE ADDED TO THE AGENDA)**

Tuesday, June 5, 2018

11:00 a.m.

Council Chamber

2nd Floor, Vaughan City Hall

2141 Major Mackenzie Drive

Vaughan, Ontario

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Item:



## Committee of the Whole Report

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

**WARD:** 4

**TITLE: SITE DEVELOPMENT FILE DA.17.015  
ICONA HOSPITALITY INC.  
VICINITY OF REGIONAL ROAD 7 AND INTERCHANGE WAY**

**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 for Site Development File DA.17.015 for the Subject Lands shown on Attachments #1 and #2 to permit the development shown on Attachments #3 to #12 consisting of the following:

- East and West Towers: 2 residential buildings (1,256 units), 55-storeys, connected by a 5-storey podium with ground floor retail, amenity area and 8 at-grade 2-storey townhouse units; and,
- South Tower: 46-storey mixed-use building comprised of 8 at-grade 2-storey townhouse units, 17-storeys for a hotel (260 rooms), a convention centre and 29-storeys for residential uses (377 apartment units).

**Report Highlights**

- The Owner proposes to develop the Subject Lands with a high-rise mixed-use development including 1649 residential units, a hotel and a convention centre all served by 6 levels of underground parking in the Vaughan Metropolitan Centre ("VMC").
- Minor Variances are required to permit the development.
- The Development Planning Department is satisfied that the proposed land uses conform to the Official Plan and that the Development is appropriate and compatible with the existing and permitted uses in the VMC.
- The Owner has requested an increase in the permitted building height (for the south portion of the site) in return for community benefits, pursuant to Section 37 of the *Planning Act*, including \$1.2 million towards public art; and \$391,000 towards the first iconic pedestrian bridge in the Edgeley Pond and Park.

## **Recommendation**

1. THAT Site Development File DA.17.015 (Icona Hospitality Inc.) BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS, to the satisfaction of the City, to permit two 55-storey residential towers (1264 units), a 46-storey mixed-use building including 17-storeys for a hotel and 29-storeys (385 units) for residential uses and a convention centre, as shown on Attachments #3 to #12:
  - a) that prior to the execution of the Site Plan Agreement and final approval of the site plan drawings to be attached thereto:
    - i) the Development Planning Department shall approve the final site plan, building elevations, landscape plan and cost estimate, signage design sun/shadow study; and wind tunnel model analysis;
    - ii) the Owner shall successfully obtain approval from the Vaughan Committee of Adjustment and/or the Local Planning Appeal Tribunal, to:
      - a). vary Zoning By-law 1-88 to permit the development of the Subject Lands, together with the site-specific development exceptions identified in Tables 1 and 2 of this report, including the increase in building height for the South Tower, which approval shall be subject to conditions of approval in relation to Section 37 community benefits pursuant to subsection 45(9) of the *Planning Act*; and
      - b). permit the bonussing for increased building height in return for the following community benefits, pursuant to Section 37 of the *Planning Act*, the policies of VOP 2010, and the City of Vaughan's "Guidelines for the Implementation of Section 37 of the Planning Act":
        - i. a \$391,000 contribution towards an off-site community benefit regarding the first iconic pedestrian bridge in the Edgeley Pond and Park; and
        - ii. a \$1.2 million contribution towards an on-site public art budget for the creation of a public art piece consistent with the principles of Site 10 - Private Development, as outlined in the City's VMC Culture and Public Art Framework;
    - iii) the Owner shall enter into a Section 37 Density Bonusing Agreement (the "Section 37 Agreement") with the City as a condition of minor variance and/or Local Planning Appeal Tribunal approval, if the increase in building height for the South

Tower described in Condition a) ii) a) above is approved. The Section 37 Agreement will be executed by the Mayor and the City Clerk, pursuant to Section 37 of the *Planning Act*, to permit the bonussing for increased building height for the South Tower shown on Attachments #3 to #12 in return for the following community benefits, pursuant to Section 37 of the *Planning Act*, the policies of VOP 2010, and Guidelines for the Implementation of Section 37 of the *Planning Act*:

- a) an on-site public art contribution with a budget of \$1.2 million consistent with the principles of Site 10 - Private Development, as outlined in the City's VMC Culture and Public Art Framework, to the satisfaction of the City; and
- b) \$391,000 contribution towards an off-site community benefit regarding the first iconic pedestrian bridge in the Edgeley Pond and Park, to the satisfaction of the City.

Payment of the Section 37 amount, in the form of \$391,000 (off-site contribution) and \$1.2 million (on-site contribution) shall occur prior to the execution of the implementing Site Plan Agreement. The \$1.2 million Letter of Credit shall be transferred to the agreement identified in Condition iv) below (the "Public Art Agreement") upon the execution of the Public Art Agreement. Furthermore, the Owner shall pay to the City the Section 37 Agreement surcharge fee in accordance with the Tariff of Fees By-law 018-2018 for Planning Applications for the preparation of the Section 37 Agreement;

- iv) the Owner and the City shall execute a Public Art Agreement that will include a requirement for the Owner to submit a Letter of Credit to the City, to address the details to commission and install a permanent piece of public art as a public art contribution with a budget of \$1.2 million consistent with the principles of Site 10 - Private Development, as outlined in the City's VMC Culture and Public Art Framework, to the satisfaction of the City. The Owner shall develop a public art program that follows the approved process outlined in the City-wide Public Art Program, to the satisfaction of the City. The Public Art Agreement shall also include a requirement that the Owner shall own and maintain the public art piece(s);
- v) the Owner shall submit to the City the final 3D digital model of the Development, which shall include accurate geo-referenced digital data, as outlined in the final VMC Submission Protocol, to the satisfaction of the Development Planning Department. If the 3D digital model of the Development has not been completed by the

Owner and provided to the City prior to the execution of the Site Plan Agreement, the Owner shall provide a separate Letter of Credit in a format satisfactory to the City in the amount of \$20,000.00 to guarantee the completion of the 3D digital model;

- vi) the Development Engineering Department shall approve the final site servicing and grading plan, sediment control plan, utility plan, geohydrology assessment, air quality study, geotechnical report, noise and vibration feasibility study, transportation impact study, functional servicing and stormwater management report, exterior street and site lighting plan, and dewatering plan;
- vii) the Development Engineering Department shall approve the final construction management plan that identifies such matters as staging, phasing, building material storage, contractor parking and construction access, and the Owner shall enter into an Encroachment Agreement with the City;
- viii) the Owner shall enter into a Development Agreement, if required, to advance the necessary servicing, road improvements on Interchange Way from Regional Road 7 to the terminus point at Interchange Way and provisions for the future east-west and north-south roads. The Agreement may include but not be limited to the requirement for front-end financing, cost-sharing, land acquisition, detailed design and construction of all facilities as identified in the ultimate road cross section of the VMC Secondary Plan. The Owner may be eligible for some cost recoveries through the City's Development Charges fund, to the satisfaction of the City;
- ix) the Owner shall satisfy all the requirements of the Environmental Services Department, Solid Waste Management Division. Upon a successfully completed Application, site inspection and executed Agreement as determined by the City, the future Condominium Corporation will be eligible for municipal waste collection services. Should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the future Condominium Corporation;
- x) the Owner shall satisfy all requirements of Alectra Utilities Corporation;
- xi) the Owner shall satisfy all requirements of York Region;
- xii) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority;

- xiii) the Owner shall satisfy all requirements of the Ministry of Transportation; and
    - xiv) the Owner shall satisfy all requirements of Canada Post;
  - b) that the implementing Site Plan Agreement shall include the following provisions:
    - i) The Owner shall pay to Vaughan, by way of certified cheque, cash-in-lieu of the dedication of parkland for high-density residential at a fixed rate per unit in accordance with the *Planning Act* and the City's Cash-in-Lieu Policy and 2% shall be paid for the commercial component in accordance with Section 42 of the *Planning Act*. The Owner shall submit an appraisal of the Subject Lands, for the commercial component 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;
    - ii) The Owner shall pay to Vaughan all applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board, prior to the issuance of any Vaughan Building Permit;
    - iii) Should archeological resources be found on the property during construction, the Owner must cease all construction activities and notify the Ontario Ministry of Tourism, Culture and Sport and the Development Planning Department, Urban Design and Cultural Heritage Division;
    - iv) In the event human remains are encountered during construction, the Owner must cease all construction activities and contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer Services and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division;
    - v) The submission of an Record of Site Condition acknowledged by the Ministry of the Environment and Climate Change shall be required prior to the issuance of a Building Permit;
- 2. THAT prior to the issuance of any Vaughan Building Permit(s) the Owner shall pay or post securities to the City for the applicable Area Specific Charges related to the VMC West Interchange Sanitary Sewer Improvements, VMC SE Doughton

Sanitary Sewer Improvements, and the VMC-Interchange SWM Pond Retrofit Works to the satisfaction of the City.

3. THAT Vaughan Council adopt the following resolution for allocation of water and sewage servicing capacity:

“IT IS HERBY RESOLVED THAT Site Plan Development File DA.17.015 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 1,649 residential units (3,658 persons equivalent).”

4. THAT prior to the execution of the Site Plan Agreement, the Owner shall agree to resolve their appeal (Appeal #164) to Vaughan Official Plan 2010, to the satisfaction of the City Solicitor.

### **Background**

The 1.17 ha Subject Lands (“the Subject Lands”) are located at the southeast corner of Regional Road 7 and Interchange Way (3201 Regional Road 7) as shown on Attachments #1 and #2, and are developed with a 6-storey hotel (Hilton Garden Inn).

***The Owner has appealed Vaughan Official Plan 2010 (“VOP 2010”) as it applies to the Subject Lands and therefore, OPA #500 (Vaughan Corporate Centre Plan, as amended), is in-effect on the Subject Lands.***

The Owner on September 7, 2016, submitted an Appeal (File No. 111184) to the then Ontario Municipal Board (“OMB”), now the Local Planning Appeal Tribunal (the “LPAT”), pursuant to Section 17 (40) of the Ontario *Planning Act* for the Approval Authority’s (York Region) failure to make a decision within 180 days on the Vaughan Official Plan 2010 (“VOP 2010”), specifically the Vaughan Metropolitan Centre Secondary Plan (the “VMC Secondary Plan”) regarding the Subject Lands. The appeal has not been resolved to date, as such the Application is subject to the in-effect policies of OPA #500 (Vaughan Corporate Centre Plan), as amended by OPA #663 (The Avenue 7 Plan).

Should Council approve the Application, the Owner is required to resolve their Appeal #164 to VOP 2010 regarding the Subject Lands to the satisfaction of the City Solicitor. A condition of approval is included in the Recommendations to this effect.

### ***A Site Development Application has been submitted to permit the Development***

The Owner has submitted Site Development File DA.17.015 (“the Application”) on the Subject Lands shown on Attachments #1 and #2 to permit the Development (“the Development”) shown on Attachments #3 to #12 consisting of the following:

- East and West Towers: 2 residential buildings (1256 units), 55-storeys, connected by a 5-storey podium with ground floor retail, amenity area and 8 at-grade 2-storey townhouse units; and,

- South Tower: 46-storey mixed-use building comprised of 8 at-grade 2-storey townhouse units, 17-storeys for a hotel (260 rooms), a convention centre and 29-storeys for residential uses (377 apartment units).

## **Previous Reports/Authority**

N/A

## **Analysis and Options**

### ***The Development is consistent with the Provincial Policy Statement (2014)***

The Provincial Policy Statement (the “PPS”) 2014, provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong communities, a strong economy and a clean, safe, liveable, and healthy environment. Part V – “Policies” of the PPS states (in part) the following:

1.1.1 Healthy, liveable and safe communities are sustained by (in part):

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and*
- d) *promoting cost-effective Development patterns and standards to minimize land consumption and servicing costs.*

1.1.3.1 Settlement Areas (in part):

*The vitality of settlement areas is critical to the long term economic prosperity of communities. It is in the interest of all communities to use land and resources efficiently, to promote efficient Development patterns, protect resources, and ensure effective use of infrastructure.*

1.1.3.1 *Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

1.1.3.2 *Land use patterns within settlement areas shall be based on:*

- a) *densities and a mix of land uses which:*
  - i) *efficiently use land and resources;*



- ii) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- iii) *support active transportation;*
- iv) *are transit-supportive, where transit is planned, exists or may be developed; and*
- b) *a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

**1.1.3.3** *Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

#### *Housing (in part)*

- 1.4.3.** *planning authorities shall provide for an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents of the regional market area by:*
- c) *directing the Development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
  - d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.*

The Development is located in the VMC, an identified intensification area where municipal services are available and planned to accommodate high density development that supports population and employment growth projections in the City. The Development includes 1649 residential units that consists of one, two and three-bedroom units and townhouses within residential apartment buildings at a density that efficiently uses land, infrastructure and services and contributes to the overall range of housing options that would meet Vaughan's housing needs. The Development utilizes the Subject Lands more efficiently, takes advantage of existing and protects for planned infrastructure within the built-up area, and reduces land consumption and servicing costs and efficiently utilizes land and resources within a designated Urban Growth

Centre (a “UGC”) that supports surrounding higher-order transit investments. The Development is consistent with the policies of the PPS and contributes to a healthy, livable and safe community.

***The Development conforms with the Growth Plan for the Greater Golden Horseshoe (2017)***

The *Provincial Growth Plan for the Greater Golden Horseshoe* (the “Growth Plan”) is intended to guide the development of land; encourage compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and, direct growth to settlement areas that offer municipal water and wastewater systems. The Growth Plan states that a focus for transit and infrastructure investment to support future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types.

*Managing Growth (in part)*

*Policies 2.2.1.1 and 2.2.1.2 of the Growth Plan state that the forecasted population and employment growth identified will be used for planning and managing growth to the horizon of the Growth Plan, and the forecasted growth will be allocated based on the following (in part):*

- c) within settlement areas, growth will be focused in:*
  - i) delineated built-up areas;*
  - ii) strategic growth areas;*
  - iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv) areas with existing or planned public service facilities;*

*Policy 2.2.1.4 further states that the Growth Plan will support the achievement of complete communities that (in part):*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards; and*

- g) *integrate green infrastructure and low impact development.*

Urban Growth Centres (in part)

*Policy 2.2.3.1 states that Urban Growth Centres will be planned:*

- a) *as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
- b) *to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;*
- c) *to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) *to accommodate significant population and employment growth.*

The Development is located within the VMC, the City's planned downtown and a designated UGC. The Development supports the UGC designation by providing a mix of uses that are located adjacent to Bus Rapid Transit on Regional Road 7 and approximately 185 m from the VMC Subway Station. The residents of the Development would be well-served by a full range of uses, including retail, hotel, convention centre and an eating establishment.

The Development would contribute to achieving a complete community by providing a range of residential apartment unit types with at-grade retail uses that are convenient and accessible to the residents of the VMC. High-quality building design and streetscape would promote a high-quality of life where the demand of vehicles is reduced because of the proximity of the Subject Lands to higher-order transit and existing and planned land uses.

The Development conforms with the Growth Plan as it makes more efficient use of the Subject Lands and existing infrastructure, is located adjacent to existing higher-order transit and provides housing options and commercial/retail uses that support the transportation investments in the VMC.

***The Development conforms to the York Region Official Plan 2010***

The Subject Lands are designated "Urban Area" by the York Region Official Plan 2010 (the "YROP") and located within a "Regional Centre."

*Policy 5.4.5 states that development within Regional Centres and Corridors be of an urban form and design that is compact, mixed-use, oriented to the street, pedestrian- and cycle-friendly, and transit supportive. Policy 5.4.9 states that all new buildings shall front onto streets with main entrances designed to face a public street and provide a pedestrian-friendly urban form.*

*Policy 5.4.19 states that the Regional Centres will contain a wide range of uses and activities, and be the primary focal points for intensive development, that concentrates residential, employment, live-work, mobility, investment, and cultural and government functions. Policy 5.4.20 further identifies that the planning and implementation of Regional Centres will provide the following:*

- a) the greatest intensity of development within the Region;*
- b) a diverse mix of uses and built form, to create vibrant and complete communities including living, working, shopping, and entertainment opportunities; and*
- c) mobility choices and associated facilities for all residents and employees for walking, cycling, transit, and carpooling, which shall be supported through the preparation of a mobility plan.*

The Development consists of 1,649 residential units that range from one to three-bedrooms and includes 16 townhouses which contribute to a diverse housing stock in the Region. The Development is located immediately adjacent to higher-order transit, which would provide transit opportunities and choices (i.e. subway, bus stop, and rapid transit along Regional Road 7) for the future residents to meet their mobility needs. The Development is urban and compact in form. The buildings are oriented and designed to include the main entrances with access to Regional Road 7, to provide a pedestrian-friendly urban form that integrates with, and is enhanced by, the high-quality streetscape.

The Development conforms to the YROP as it includes a mix of residential unit types and contributes to a range of housing choices in the City and commercial/retail uses. It also supports an urban and integrated transportation system within a Regional Centre as a focus of economic activity and culture, and contributes to a high-quality and sustainable community in the VMC.

***The Development conforms to the in-effect Official Plan, being OPA #500 (the “Vaughan Corporate Centre Plan”), as amended***

- a) Vaughan Corporate Centre Plan (OPA #500), as amended

The Subject Lands are designated “Corporate Centre Node” and are identified as a “Gateway Site” by in-effect OPA #500 (Vaughan Corporate Centre Plan) as amended by OPA #663 (Avenue 7 Plan). This designation permits hotels, convention centres, civic uses, all types of retail, medium and high density residential uses and townhouse and apartment dwelling units, together with unlimited building height at a “Gateway Site” and no Floor Space Index (“FSI”) limit on any individual site.

The Vaughan Corporate Centre Plan envisions a 100 m x 100 m road and block pattern within the Corporate Centre Node, identifies Interchange Way as a minimum 26 m wide collector road and protects for two future 17 m to 20 m wide local roads along the south and east property lines of the Subject Lands. Retail uses are encouraged within all developments within the Corporate Centre Node and buildings shall be designed so that all elevations facing a street present “a front” elevation.

The Development conforms to the use, height, density and design policies of the Official Plan and protects for a 33 m wide right-of-way for Interchange Way and two future 22 m wide local roads along the south property line (east-west) and along the east property line (north-south), as shown on Attachments #3 to #6.

b) Vaughan Official Plan 2010, Volume 2, Section 11.12 Vaughan Metropolitan Centre Secondary Plan

The Subject Lands are designated Station Precinct with a maximum Floor Space Index (“FSI”) of 5.0 times the area of the lot and a maximum building height of 30-storeys by the VMC Secondary Plan, which was partially approved by the then OMB in June 2017. The Station Precinct permits hotels, conference facilities, all types of retail, service commercial, public uses and residential dwellings.

The VMC Secondary Plan identifies Interchange Way as a 28-33 m major collector street and protects for two future 20-22 m wide local roads along the south and east property lines. All streets in the Plan shall be built with pedestrian zones (including sidewalks) on both sides, street trees and vehicular and pedestrian scale lighting. The VMC Secondary Plan encourages, but does not require retail along Interchange Way and the future east-west road.

Public Art is encouraged and considered an important element of the public realm, adding culture, beauty and interest. The VMC Secondary Plan enables increases in building height and or density in accordance with Section 37 of the *Planning Act* in return for the provisions of community benefits.

High-rise buildings are most appropriate in the Station Precinct and may contain a range of uses. High-rise buildings generally shall take a podium (3-6 storey maximum) and tower form with minimum of 25 m distance between towers. All buildings in the VMC should be finished with high quality materials, incorporate green roofs, include internal loading and services areas and underground parking.

The Development shown on Attachments #3 to #12, contains a range of permitted uses in a podium and tower built form including apartment and townhouse residential dwelling units; at-grade retail along Regional Road 7; and a hotel and convention centre with a lounge, restaurant and an at-grade patio on Interchange Way and the future east-west road. The podium is 5-storeys and the towers are spaced greater than 25 m apart and are designed with high quality materials and green roofs.

The Development protects for the widening of Interchange Way to 33 m and the two future 22 m wide local roads which are designed with pedestrian zones, trees and street lighting. The Development will be served by internal loading and service areas and 6 levels of underground parking. The Owner has retained a Public Art Consultant to develop a Public Art Program with a budget of \$1.2 million and will enter into a Section 37 Agreement with the City to secure community benefits.

Although, the Owner has submitted an appeal to the LPAT respecting the VMC Secondary Plan policies as they apply to the Subject Lands and the Application is being reviewed under the Official Plan policies of OPA #500, as amended, the Development has considerable regard for and conforms to the use, street network, streetscape, public art, built form, massing, tower setback, design and parking policies of the VMC Secondary Plan.

***A Minor Variance Application(s) for site-specific zoning exceptions to the C9 Corporate Centre Zone standards is required to permit the Development***

The Subject Lands are zoned C9 Corporate Centre Zone by Zoning By-law 1-88 and further subject to site-specific Exception 9(957). The Subject Lands are identified as a “Landmark Location” along the full frontage (Regional Road 7) and up to 50m along the flankage (Interchange Way) by the C9 Corporate Centre Zone, which does not place a cap on the maximum building height and permits a full range of residential and commercial uses, including apartment dwelling units, townhouse units, hotel and convention centre and mixed-use buildings. The Subject Lands are also subject to the provisions of By-law 144-2009, which establishes a minimum building height of 16.5 m for most properties on the north and south sides of Regional Road 7 between the CN Railway Classification Yard and Ansley Grove Road. The following exceptions to the C9 Corporate Centre Zone standards (Table 1) and By-law 144-2009 (Table 2) are required to facilitate the Development:

Table 1

	<b>By-law Standard</b>	<b>C9 Corporate Centre Zone, Exception 9(957) Requirement</b>	<b>Proposed Exception to C9 Corporate Centre Zone, Exception 9(957)</b>
a.	Minimum Gross Floor Area (“GFA”) at the Ground Floor Level Devoted to Commercial Uses for Buildings Fronting onto Regional Road 7	60% of the total GFA	19% of the total GFA

	<b>By-law Standard</b>	<b>C9 Corporate Centre Zone, Exception 9(957) Requirement</b>	<b>Proposed Exception to C9 Corporate Centre Zone, Exception 9(957)</b>
b.	Maximum Building Height for Residential and Non-Residential Uses Located Outside of a Landmark Location	25 m	152.2 m south tower
c.	Minimum Parking Space Dimension	2.7 m x 6 m	2.6 m x 5.7 m
d.	Minimum Parking Requirements	<p>761 units (1 bedroom) @ 0.7 space/unit = 533 parking spaces</p> <p>737 units (2 bedroom) @ 0.9 space/unit = 664 parking spaces</p> <p>135 units (3 bedroom) @ 1 space/unit = 135 parking spaces</p> <p>16 Townhouse units @ 1 space/unit = 16 parking spaces</p> <p>Visitor Parking @ 0.15 space/unit (1,649) = 248 parking spaces</p> <p>260 Hotel Rooms @ 0.75 space/room = 195 parking spaces</p> <p>375 m<sup>2</sup> Eating Establishment @ 6 spaces/100m<sup>2</sup> = 23 parking spaces</p>	<p>Total Residential Parking Proposed:</p> <p>1649 units @ 0.82 spaces/unit = 1353 parking spaces</p> <p>Total Residential Visitor 1649 units @ 0.15 spaces/unit = 248 parking spaces</p> <p>Total Residential Hotel 260 Rooms @ 0.75 spaces/unit = 195 parking spaces</p>

	By-law Standard	C9 Corporate Centre Zone, Exception 9(957) Requirement	Proposed Exception to C9 Corporate Centre Zone, Exception 9(957)
		<p>1,074m<sup>2</sup> Banquet Area @ 3 spaces/100m<sup>2</sup> = 33 parking spaces</p> <p>1,043m<sup>2</sup> Retail Area @ 2 spaces/100m<sup>2</sup> = 21 parking spaces</p> <p>3,230m<sup>2</sup> Convention Centre @ 3 spaces/100m<sup>2</sup> = 97 Parking Spaces</p> <p>Total Parking Required = 1,965</p>	Total Parking Provided = 1796 spaces
e.	Minimum Number of Loading Spaces	9	4
f.	Minimum Loading Space Dimension	3.5 m x 9 m with a vertical clearance of 4.2 m	3.5 m x 9 m with a vertical clearance of 4 m (only 1 of 4 proposed loading spaces)
g.	Minimum Front and Exterior Side Yard Setbacks to Below Grade Structure	1.8 m	<ul style="list-style-type: none"> <li>Front - Regional Road 7 - 0 m</li> <li>Exterior Side Yard - 0 m (Interchange Way and the future north-south road)</li> </ul>
h.	Minimum Landscape Strip Width	3 m	<ul style="list-style-type: none"> <li>2.1 m (Regional Road 7)</li> <li>2.4 m (future North-South Road)</li> </ul>
i.	Location of Non-Residential Uses	0 - 3 m maximum from major streets and other streets	<ul style="list-style-type: none"> <li>3.7 m - West Tower (Interchange Way)</li> </ul>



	<b>By-law Standard</b>	<b>C9 Corporate Centre Zone, Exception 9(957) Requirement</b>	<b>Proposed Exception to C9 Corporate Centre Zone, Exception 9(957)</b>
	<p>Within the Build-to-Zone Measured from the Street line(s) to the Podium</p> <p>Location of Non-Residential Uses Within the Build-to-Zone Measured from the Street line(s) to the Tower(s)</p>	0 - 3 m maximum from major streets and other streets	<ul style="list-style-type: none"> <li>▪ 3.7 m - West Tower (Regional Road 7)</li> <li>▪ 5.4 m - South Tower (Interchange Way)</li> <li>▪ 4.2 m - South Tower (future east-west road)</li> </ul>
j.	<p>Location of Residential Uses Within the Build-to-Zone Measured from the Street line(s) to the Podium</p> <p>Location of Residential Uses Within the Build-to-Zone Measured from the Street line(s) to the Tower(s)</p>	<p>3 - 6 m maximum from major streets and other streets</p> <p>3 - 6 m maximum from major streets and other streets</p>	<ul style="list-style-type: none"> <li>▪ 2.6 m - East Tower Townhouses (future north-south road)</li> <li>▪ 2.2 m - East Tower (future north-south road)</li> <li>▪ 2.4 m - South Tower Townhouses (future east-west road)</li> <li>▪ 2.5 m - South Tower Townhouses (future north-south road)</li> </ul>

Table 2

	<b>By-law 1-88 Standard</b>	<b>By-law 144-2009 Requirement</b>	<b>Proposed Exception to By-law 144-2009 Requirement</b>
a.	Minimum Building Height	16.5 m	<ul style="list-style-type: none"> <li>▪ 6.5 m (west townhouses)</li> <li>▪ 7.8 m (east townhouses)</li> </ul>

***The Development Planning Department supports the proposed site-specific zoning exceptions in Table 1 and 2***

The Owner has submitted a Transportation Impact Study prepared by BA Group in support of the proposed parking supply, the dimensions of a parking and loading spaces, reduced setback to the below grade parking area and the location of the surface parking spaces. The Development Engineering Department has reviewed the study and concurs with its recommendations and analysis. Accordingly, the Development Planning Department can support these zoning exceptions.

The proposed landscape strip widths and the various increases and the site-specific building setbacks of the podium and tower locations within the build-to-zone implements the streetscape and public realm policies of OPA #500, as amended, and the VMC Secondary Plan to create pedestrian zones.

The Subject Lands are identified as a "Landmark Location" along the full frontage of Regional Road 7 and up to 50m along the Interchange Way flankage by the C9 Corporate Centre Zone. The south tower (46 storey / 152.2 m) does not comply with the C9 Corporate Centre Zone maximum residential building height requirement of 25 m, as it is located outside of the "Landmark Location" as shown on Schedule A2 of Zoning By-law 1-88.

The proposed building height for the south tower can be supported by the Development Planning Department as it implements the in-effect policies of OPA #500, as amended by OPA #663, which identifies the whole of Subject Lands as a "Gateway Site", and which permits unlimited building height. In addition, OPA #500, as amended, establishes a block and road pattern of 100 m x 100 m streets, and permits the City to consider variations to the grid if the development proposal satisfies the overall objectives of the Plan. The Subject Lands have a 106 m frontage along Regional Road 7 and a 123 m flankage along Interchange Way, which enables a transit oriented mixed-

use development that conforms to the objectives of OPA #500, as amended, and has regard for the VMC Secondary Plan.

As mentioned above, in-effect OPA #500, as amended, permits unlimited building height at “Gateway Sites”, whereas the VMC Secondary Plan permits a maximum building height of 30-storeys on the Subject Lands. The Owner will be required to provide community benefits pursuant to Section 37 of the *Planning Act* in return for the increase in building height for the south tower to the satisfaction of the City, as discussed in this report as a condition of approval to the pending Minor Variance Application.

The Owner shall successfully obtain approval of a Minor Variance Application(s) for the required exceptions to Zoning By-law 1-88 as identified in Tables 1 and 2 of this report, and the increase in building height for the South Tower, which will enable the Section 37 policies of VOP 2010 to be employed as a condition of any approval for the increase in building height, from the Vaughan Committee of Adjustment. A condition to this effect is included in the Recommendation of this report.

***The Development represents good planning. The Owner will provide community benefits in exchange for increased building height, pursuant to Section 37 of the Planning Act***

To permit the Development, the Owner proposes to vary the C9 Zone standards to increase the permitted building height for the south tower from 25 m to 152.2 m.

Pursuant to Section 37 of the *Planning Act*, the policies of the VMC Secondary Plan and VOP 2010, and the Guidelines for the Implementation of Section 37 of the *Planning Act*, an increase in building height may be authorized in return for the provision of community benefits. The City supports the minor variances identified in Tables 1 and 2 of this report, including the increase in building height for the South Tower, provided that certain conditions are attached to the variances. One such condition provides that any increase in height above 25 metres for the South Tower will be subject to a \$391,000 cash payment, and a \$1.2 million Letter of Credit in the form of Section 37 community benefits. The Owner has agreed to provide these community benefits in exchange for the increased building height, and the Vaughan Committee of Adjustment and the LPAT have the jurisdiction to impose such a condition pursuant to Subsection 45(9) of the *Planning Act*.

Sections 10.1.2.9 of VOP 2010 and 8.1.23 of the VMC Secondary Plan include policies to permit bonusing for increased building height in return for the provision of community benefits in the form of facilities, services or other matters provided that the following criteria are met:

a) Good Planning

The Development must represent good planning by addressing the policies of Provincial Plans and the City and Region Official Plans respecting but not limited to urban design, public realm, infrastructure and built form.

The Development is consistent with the Provincial Policy Statement and conforms to the Growth Plan and the York Region Official Plan. The Development conforms to the use, height, density and design policies of the in-effect OPA 500, as amended, and protects for a 33 m wide right-of-way for Interchange Way and two future 22 m wide local roads along the south property line (east-west) and along the east property line (north-south).

The Development contains a range of permitted uses in a podium and tower form including: apartment and townhouse residential dwelling units; at-grade retail along Regional Road 7; and a hotel and convention centre with a lounge, restaurant and an at-grade patio on Interchange Way and the future east-west road. The podium is 5-storeys and the towers are spaced greater than 25 m apart and are designed with high quality materials and green roof(s).

The Development protects for the widening of Interchange Way to 33 m and the two future 22 m wide local roads which are designed with enhanced pedestrian zones, trees and street lighting. The Development will be served by internal loading and service areas and 6 levels of underground parking. The Development has considerable regard for and conforms to the use, street network, streetscape, public art, built form, tower setback and parking policies of the VMC Secondary Plan.

Therefore, in consideration of the above, the Development represents good planning.

b) Community Benefits

The community benefits must bear a reasonable planning relationship to the increase in the building height of the Development. The Official Plan identifies many benefits that may qualify, including:

- Public art contributions;
- Cultural facilities, such as a performing arts centre, amphitheatre or museum;
- Special park facilities and improvements identified by the City as desirable for the area, but which are beyond the City's standard levels of service or facilities; and
- Other community facilities identified by the City as desirable for the VMC, but which are not accommodated in the City's standard levels of service.

In accordance with the City's "Guidelines for the Implementation of Section 37 of the *Planning Act*", the City and the Owner have agreed to the following community benefits:

i) Public Art (On-Site Benefit)

Public art improves the public realm and contributes to the creation of a sense of place. The Owner has retained a Public Art Consultant to develop a Public Art Program for the Development with a budget of \$1.2 million which will identify potential locations, scale, site lines, prominence, safety, ownership and maintenance of the public art. The Public Art Program will be brought forward to a future Design Review Panel meeting and subsequently to Vaughan Council for their consideration.

In accordance with the policies of the VMC Public Art Framework ("PAF") the Owner will be required to execute a separate Agreement that will include a requirement for the Owner to submit a Letter of Credit to the City, to address the details to commission and install a permanent piece of public art as a public art contribution consistent with the principles of Site 10 - Private Development, as outlined in the VMC PAF to the satisfaction of the City. The Owner shall develop a Public Art Program that follows the approved process outlined in the City-wide Public Art Program, to the satisfaction of the City. The Agreement will include a requirement for the Owner to own and maintain the public art piece.

ii) Edgeley Pond and Park (Off-Site Benefit)

Community benefits may include specific capital facilities that benefit the area where the development is located such as open spaces, which are intended to maintain or improve quality of life in the area.

The development of social infrastructure (e.g. schools, parks, emergency services, places of worship, etc.) is as important as the development of buildings as a contributor to place making to enhance the character and identity of the VMC and ensure that the community is supported by these necessary amenities and facilities.

"The Guidelines for the Implementation of Section 37 of the *Planning Act*" identifies that a reasonable planning relationship between the community benefit and the Development refers to geographic proximity. The highest priority would be for community benefits in the immediate vicinity of the Subject Lands, and then within the local area.

Therefore, the off-site contribution as part of this Development is being prioritized for facilities in the City's first publicly-owned open space in the downtown, the Edgeley Pond and Park which is approximately 500 m from the Subject Lands. The Owner has agreed to contribute \$391,000.00 towards this off-site community benefit which is expected to open in 2021. The first iconic pedestrian bridge, which provides support for active transportation and connectivity in the VMC, is currently underfunded and consequently has been deferred to later phases of the park development. This contribution would advance this critical and high priority park feature and would benefit the community and its emerging social infrastructure.

c) Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of the VMC through provisions for adequate infrastructure that support the increase in building height. The infrastructure improvements through the existing regional bus network, the Spadina Subway extension, the YRRTC Bus Terminal and the VivaNext BRT that are currently built or under construction, are infrastructure improvements that support the Development.

The Owner's Section 37 contribution to the Edgeley Pond and Park would benefit the future residents of the Development and others in the VMC, and the visitors to the VMC. The City's goal is to achieve a true mixed-use downtown.

Should the Application be approved, the Owner and the City shall execute a Section 37 Agreement to permit an increase in the maximum permitted building height, prior to the execution of the site plan agreement. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance with the Tariff of Fees By-law 018-2018 for Planning Applications. A condition to this effect is included in the Recommendations of this report.

***Vaughan Development Planning Department, Urban Design and Cultural Heritage Division supports the Development subject, to the conditions in this report***

a) Site Plan Review

The site plan shown on Attachments #3 and #4 includes two, 55-storey residential apartment buildings (east and west towers) along Regional Road 7, connected by a 5-storey podium, with retail and amenity uses at grade and 8 grade related 2-storey townhouses. The south tower consists of a 17-storey hotel (260 rooms) and 29-storeys of residential units with an eating establishment at grade and a convention centre on the second floor spanning over the access onto the future east-west public road connecting to the 8 grade related 2-storey townhouses.

One of the main entrances for the east and west towers is proposed on the north elevation facing Regional Road 7 through to a second courtyard entrance with a pick-up and drop-off area. The south tower will include separate entrances for the hotel and residential uses located on the north elevation facing the courtyard and a pick-up and drop-off area.

The Subject Lands will be served by a right-in/right-out access onto Regional Road 7 and Interchange Way and a full moves access onto the future east-west and north-south 22 m wide public road. The plan provides for a total of 1788 parking spaces comprised of 17 spaces at grade and 1771 spaces within 6 levels of underground parking and independent loading areas and parking ramps are integrated into each building to minimize visibility from all public roads.

b) Landscape Plan

The landscape plan shown on Attachments #5 and #6 includes a generously planted courtyard, main entrance, outdoor amenity terraces and perimeter planting with the use of coniferous and deciduous trees, shrubs and ornamental grasses. Green roof planting will be provided on levels 2 and 3 of the south tower over the convention centre and townhouse units and on level 2 of the west tower podium. Hardscaped pedestrian connections are provided throughout the site, to and from the main entrances, the courtyard, parking areas and the local and arterial road network.

c) Building Elevations

The building elevations shown on Attachments #7 to #12 consist of clear vision glass for the podium and dark grey stone at the base with red and purple glass accents over the main entrance along Regional Road 7, along the roof line of the east and west towers and between the hotel and residential floors of the south tower. The convention centre will be clad with woven white and dark grey metal panels. The grade related townhouse units will be designed with clear vision glass, wood and dark grey stone.

The Development Planning Department is satisfied with the Development as shown on Attachments #3 to #12, subject to the conditions included in the Recommendations section of this report.

d) Design Review Panel ("DRP")

The Design Review Panel ("DRP") on November 24, 2016, considered the first iteration of the proposed development and provided the following comments on the overall site organization and massing:

- Maintaining the existing hotel building is resulting in huge trade-offs for the project, and lost opportunity costs for the overall development;
- Explore alternative options for relocating the hotel uses and providing built form frontage along the local roads;
- Develop a stronger relationship to the surrounding context and planned vision for the neighbourhood, including future public street frontages, mid-block connections, parks and open spaces;
- Provide a more human scale through the design of the Regional Road 7 podium massing and streetscape treatment; and
- Reconsider tower massing to minimize the slab presence.

The DRP on April 27, 2017, considered the second iteration of the proposed development which addressed the Panel's earlier comments and provided additional comments on the refined design based on the following themes:

- Surface parking is to be reduced or eliminated;
- Greater at-grade amenity in the courtyard is required, servicing areas should be reduced, public art should be included and a strong mid-block landscape connection should be created;
- The bus stop should be relocated to accommodate a central access and mid-block connection;
- Consider transferring some density to the south-west corner in a different form, like townhouses to create a full perimeter building the frames a true courtyard;
- Strengthen the north-south pedestrian connection.

Following a series of design workshops to prioritize design matters raised by both the DRP and Staff, the Department is satisfied that the Owner has addressed the comments of the DRP for the Development, subject to the Recommendations in this report.

e) VMC Culture & Public Art Framework

Chapter 3 of the VMC Culture & Public Art Framework (the “VMC PAF”) identifies the Subject Lands as a private development site appropriate for public art. The public art must be distinctive and publicly accessible within the development, and must be in a prominent location(s) such as a major entrance or setback area of the street. The intent is to create a culturally rich public realm that is both beautiful and engaging. The Owner has retained a Public Art Consultant to develop a Public Art Program with a budget of \$1.2 million which will identify potential locations, scale, site lines, prominence, safety, ownership and maintenance. The Public Art Program will be brought forward to a future Design Review Panel meeting and subsequently to Vaughan Council for their consideration.

In accordance with the policies of the VMC PAF the Owner will be required to execute a separate Agreement that will include a requirement for the Owner to submit a Letter of Credit to the City, to address the details to commission and install a permanent piece of public art as a public art contribution consistent with the principles of Site 10 - Private Development, as outlined in the VMC PAF to the satisfaction of the City. The Owner shall develop a public art program that follows the approved process outlined in the City-wide Public Art Program, to the satisfaction of the City. The Agreement will include a requirement for the Owner to own and maintain the public art piece. A Condition to this effect is included in the Recommendations of this report.

f) 3D Digital Model

The Owner is required to submit a 3D digital model of the development with accurate geo-referenced digital data as outlined in the final VMC Submission Protocol to the satisfaction of the Development Planning Department. If the 3D digital model is not completed by the Owner and provided to the City prior to the execution of the Site Plan Agreement, the Owner shall provide a separate Letter of Credit in a format satisfactory



to the City in the amount of \$20,000.00 to guarantee the completion of the 3D digital model. A condition to this effect is included in the Recommendations of this report.

g) Cultural Heritage Division

In areas that have been cleared of concern for archeological resources, the Owner is advised that:

- i) Should archeological resources be found on the property during construction, the Owner must cease all construction activities and notify the Ontario Ministry of Tourism, Culture and Sport and the Development Planning Department, Urban Design and Cultural Heritage Division; and,
- ii) In the event human remains are encountered during construction, the Owner must cease all construction activities and contact the York Regional Police Department, the Regional Coroner, the Registrar of the Cemeteries and Crematoriums Regulation Unit of the Ministry of Government and Consumer Services and the City of Vaughan Development Planning Department, Urban Design and Cultural Heritage Division

A condition to include these clauses in the implementing Site Plan Agreement is included in the Recommendations of this report.

***Draft Plan of Condominium Application(s) will be required to establish the condominium tenure for the Development***

Should Council approve the Application, the proposed condominium tenure for the Development on portion(s) thereof, inclusive of the common elements, will be created through a future Draft Plan Condominium Application(s), which is subject to Council approval.

***The Vaughan Development Engineering ("DE") Department supports the Development, subject to the conditions in this report***

The Development Engineering ("DE") Department has provided the following comments on the Development:

a) Road Network and Access

The Subject Lands have excellent access to public transit infrastructure, a bus stop on Interchange Way, Bus Rapid Transit ("BRT") on Regional Road 7, and the VMC Subway Station. The BRT provides east-west travel opportunities within Vaughan and beyond in York Region and service is expected to expand to Light Rail Transit ("LRT") in the future.

The Subject Lands are located 185 m, a 3-minute walk, from the VMC Subway Station at Millway Avenue, providing excellent access to the Toronto-York Spadina Subway

Extension. The Subject Lands have access to several transit routes including bus service on Interchange Way, and access to the future SmartCentres Place Bus Terminal, which is located north of the VMC Subway Station and is scheduled to open in the Summer of 2018.

Adequate access is proposed to serve the Development for both the interim and ultimate condition. For the interim, the Subject Lands will be served by two right-in/right-out ("RIRO") accesses, including one access on Interchange Way and the other on Regional Road 7.

To help expedite the planned road network of the VMC Secondary Plan and provide better access to the site, the Owner has agreed to provide the ultimate cross section on Interchange Way from Regional Road 7 to Interchange Way. The road widening will include a four-lane cross section with a centre-median, sidewalks and bicycle facilities and auxiliary lanes at intersections. The design will accommodate midblock U-turn pockets at two separate locations to improve porosity and access to the Subject Lands and the overall road network.

Enhancements to the existing pedestrian and cycling network are proposed. Currently, there are no bicycle facilities on Interchange Way, however through the road improvements mentioned above enhanced facilities will be provided for both pedestrians and cyclists in the form of wider sidewalks and cycling facilities separated from the vehicular traffic. These pedestrian and bicycle facilities will be provided for the entire segment of Interchange Way and will connect with the Regional cycling facilities on Regional Road 7 and beyond.

With the realization of the ultimate road network, the interim Regional Road 7 RIRO access will be relocated to the future north-south local road straddling the east property line. Protection for a 3<sup>rd</sup> access has also been secured through the site design for a driveway to be located on the future east-west local road straddling the south property line.

The overall parking requirement as mentioned in Table 1 is 1,965 spaces, whereas 1,796 spaces are proposed. This results in a parking deficiency of 177 spaces or a 9% deficiency. Any parking reduction below 10% is considered to be a minor deficiency and is acceptable without the need of a parking justification study. Several opportunities exist for the Subject Lands to support the minor parking reduction such as shared parking between the various uses on the Subject Lands. For example, the parking demand for the restaurant and retail may be alleviated by the future home owners or hotel guests attending events at the convention centre.

The Transportation Demand Management ("TDM") Plan recommends measures to reduce automobile reliance by encouraging alternative modes of travel through the physical design and construction of the Subject Lands, as well as programs after construction through the following 'hard' and 'soft' TDM measures: slightly reduced parking supply, shared parking for uses proposed on the Subject Lands, long and short-

term bicycle parking; bike repair stations; car-share program; transit information centre; and pre-loaded PRESTO cards.

Prior to the execution of the Site Plan Agreement, the Owner shall enter into a Development Agreement, if required, to advance the necessary servicing, road improvements on Interchange Way from Regional Road 7 to the terminus point at Interchange Way and provisions for the future east-west and north-south roads. The Agreement may include, but not be limited to, the requirement for front-end financing, cost-sharing, land acquisition, detailed design and construction of all facilities as identified in the ultimate road cross section of the VMC Secondary Plan. The Owner may be eligible for some cost recoveries through the City's Development Charges fund. A condition to this effect is included in the Recommendations of this report.

b) Municipal Servicing

The Owner has submitted a Functional Servicing and Stormwater Management Report prepared by Schaeffers & Associates Ltd. in support of the Application. The report has been reviewed by the DE Department and the Owner shall revise the report and plans to address comments respecting; sanitary sewer analysis; maximum ponding depth on the green roofs; design of the storm service connection; groundwater discharge facilities; and the proposed sewer design for the future local roads.

c) Hydrogeological and Geotechnical Report

The Owner has submitted a Hydrogeological Report prepared by Mc Clymont & Rak Engineers Inc. The DE Department has reviewed the report and concurs that dewatering requirements be implemented in the Development. The Owner shall provide details for the sub-floor Private Water Drainage System ("PWDS") design for the Development.

The Owner has also submitted a Supplementary Geotechnical Report prepared by Mc Clymont & Rak Engineers Inc. The DE Department has reviewed the report and requires the Owner to provide an addendum letter to include the recommended pavement structure for the Interchange Way widening and future local roads including mitigation measures in the event that non-ideal conditions are encountered during road construction.

d) Sewage and Water Servicing Allocation

On February 21, 2018, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City. Accordingly, servicing capacity for the Development (Site Development File DA.17.015) is available and unrestricted. A resolution to allocate servicing capacity to the Development is recommended for Council's approval, and is included in the Recommendations of this report.

e) Development Agreement / Encroachment Agreement

The Owner shall enter into Development Agreement, to satisfy all conditions, financial or otherwise, of the City with regard to such matters the City may consider necessary.

The Owner shall pay Area Specific Development Charge ("ASDC") for the VMC West Sanitary Trunk Sewer and Interchange Pond Retrofit Works as identified in the Recommendations of the approved Vaughan Metropolitan Centre Master Servicing Plan or provide financial security based on the City's latest available cost estimates for the required infrastructure improvements and secured through the Development Agreement, to the satisfaction of the City.

The Owner shall also enter into an Encroachment Agreement to satisfy all conditions, financial or otherwise, of the City regarding the shoring system, hoarding, construction access, crane swing and dewatering.

f) Environmental Site Assessment, Air Quality Study and Noise and Vibration Study

The Owner has submitted a Phase One Environmental Site Assessment prepared by Mc Clymont & Rak Engineers, an Air Quality Study prepared by Amec Foster Wheeler and a Noise and Vibration Feasibility Study prepared by HGC Engineering in support of the Application. The DE Department concurs with the findings of these reports and has no objection to the Development, subject to clauses being included in the implementing Site Plan Agreement respecting a Record of Site Condition ("RSC") acknowledged by Ministry of the Environment and Climate Change ("MOECC"); air quality mitigation measures and standard warning clauses and noise control mitigation measures.

***Vaughan Environmental Services Department, Solid Waste Management Division has no objection to the Development***

The Solid Waste Management Division has reviewed the Application, which includes a tri-sorting waste management system on every floor and a waste storage room for the 16 townhouse units. The final waste management plan and waste collection design standards submission shall be approved to the satisfaction of the Division. Upon a successfully completed Application, site inspection and executed Agreement as determined by the City, the future Condominium Corporation will be eligible for municipal waste collection services. Should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the future Condominium Corporation(s). Conditions to this effect are included in the Recommendations of this report.

***Office of the City Solicitor, Real Estate Department requires a condition to be included in the Site Plan Agreement***

The Real Estate Department provided the following condition to be included in the Site Plan Agreement:

“For high-density residential development, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at a fixed rate per unit in accordance with the *Planning Act* and the City’s Cash-in-Lieu Policy and 2% shall be paid for the commercial component in accordance with Section 42 of the *Planning Act*. The Owner shall submit an appraisal of the Subject Lands, for the commercial component prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Division, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

***The Owner shall satisfy all requirements of the Ministry of Transportation (“the MTO”)***

The MTO has advised that the Subject Lands are located within the MTO Permit Control Area and as such, a MTO Building and Land Use Permit is required prior to the commencement of any on-site construction or work, and a MTO Sign Permit maybe required for any proposed signage that is located within 400 m and visible from of the Controlled-Access Highway. The Owner shall satisfy all requirements of the MTO respecting engineering plans and traffic. A condition to this effect is included in the Recommendations of this report.

***Toronto and Region Conservation Authority (the "TRCA") has no objection to the Development, subject to the conditions identified in this report***

The TRCA has advised that given that the Subject Lands do not discharge directly into a watercourse, are not located within the TRCA regulated area and are considered relatively small in area, the final review and approval of the stormwater management design and erosion and sediment details are deferred to the Vaughan DE Department. The TRCA has no objection to the Development subject to the Owner addressing minor comments respecting groundwater management and sediment control details. The Owner shall address the requirements of both the Vaughan DE Department and the TRCA. Conditions to this effect are included in the Recommendations of this report.

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

Canada Post has advised that it is the Owner’s responsibility to contact Canada Post to discuss a suitable mailbox/mailroom location and ensure that Canada Post’s specifications are met. The Owner is required to supply, install and maintain a centralized mailbox facility.

***NavCanada and Bombardier Aerospace have no objection to the Development***

NavCanada, a private sector, non-share Capital Corporation that owns and operates Canada’s civil air navigation service ("ANS") and Bombardier Aerospace, owner and operator of the Toronto Downsview Airport, has advised that they have no objection to the Development.

### ***The York Region School Boards have no objection to Development***

The York Catholic and the York District School Boards have advised they have no comment or objection to the Development. The York District Board has also advised that they will not require a public elementary school site within the Development.

### ***The various utilities have no objection to the Development***

Alectra Utilities Corporation has indicated no objection to the Development. It is the Owner's responsibility to contact Alectra and discuss all aspects of the Development respecting electrical supply, transformer location and access, and minimum clearance to overhead and underground electrical distribution systems.

Enbridge Gas Distribution ("Enbridge") has no objection to the Development and has advised that it is the Owner's responsibility to contact Enbridge with respect to service and meter installation and gas main relocation and easements, if required at no cost to Enbridge respectively.

Bell Canada has no objection to the Development and has advised that it is the Owner's responsibility to contact Bell with respect to connections, easements and locates.

### **Financial Impact**

N/A

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

The York Region Community Planning and Development Services Department has advised that they have no objections to the Development, in principle. The Owner shall satisfy all requirements of York Region with respect to property requirements, streetscape encroachment, encroachment agreement(s), dewatering, erosion and sediment control, shoring, hoarding, crane swing, construction site management, median construction, access construction, boulevard restoration, fees and securities, streetscaping, a Transportation Demand Management Plan, Mobility Study, civil engineering works and construction within the Regional right-of-way and be required to enter into a Regional Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

### **Conclusion**

Site Development File DA.17.015 has been reviewed in consideration of the policies of the PPS and Growth Plan, the York Region and Vaughan Official Plans, the requirements of Zoning By-law 1-88, comments from City Departments and external public agencies and the area context.

The Development Planning Department is satisfied that the Development is consistent with the policies of the PPS, conforms to the Growth Plan and the York Region and VOP 2010, and that the proposed high-rise residential and mixed-use development for

1,649 residential units, a hotel and convention centre served by 6 levels of underground parking will contribute to the continued evolution of the Vaughan Metropolitan Centre.

The Development and required exceptions to the C9 Corporate Centre Zone are appropriate and compatible with the planned uses in the surrounding area and conform to the Official Plan. The Development Planning Department is also satisfied that the Development represents good planning for the reasons identified in this report and the Owner's contribution of community benefits are appropriate. Accordingly, the Development Planning Department can support the approval of Site Development File DA.17.015, subject to the Recommendations of this report.

**For more information**, please contact: Christina Napoli, Senior Planner at Extension 8483.

### **Attachments**

1. Context Location Map
2. Location Map
3. Site Plan: Current Road Condition
4. Site Plan: Future Road Condition
5. Landscape Plan: Current Road Condition
6. Landscape Plan: Future Road Condition
7. North Elevation
8. West Elevation
9. East Elevation
10. South Elevation
11. Perspective – North Buildings
12. Perspective – South Building

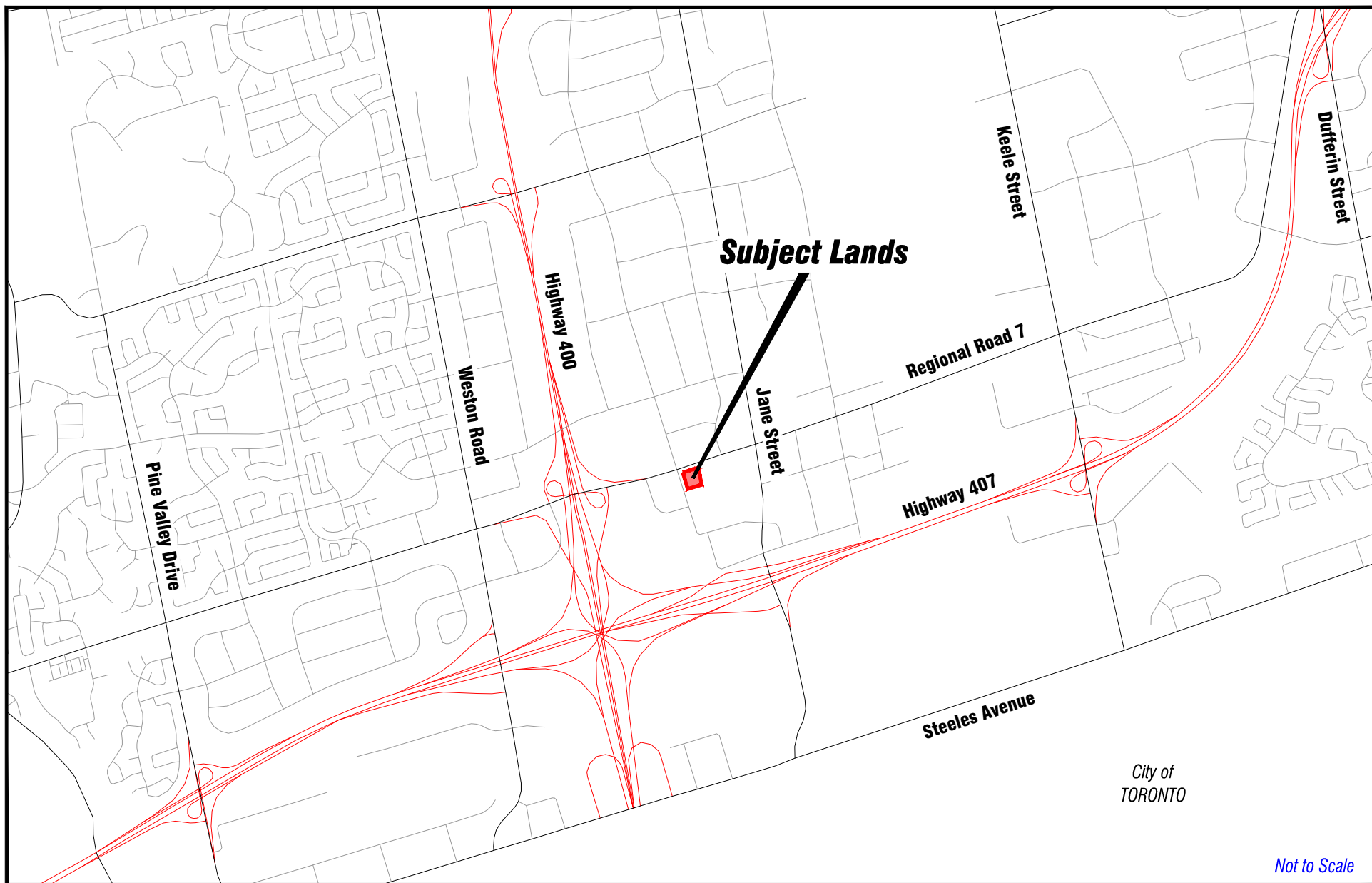
### **Prepared by**

Christina Napoli, Senior Planner, ext.8483

Carmela Marrelli, Interim Senior Manager of Development Planning, ext.8791

Mauro Peverini, Director of Development Planning, ext.8407

/CM



## Context Location Map

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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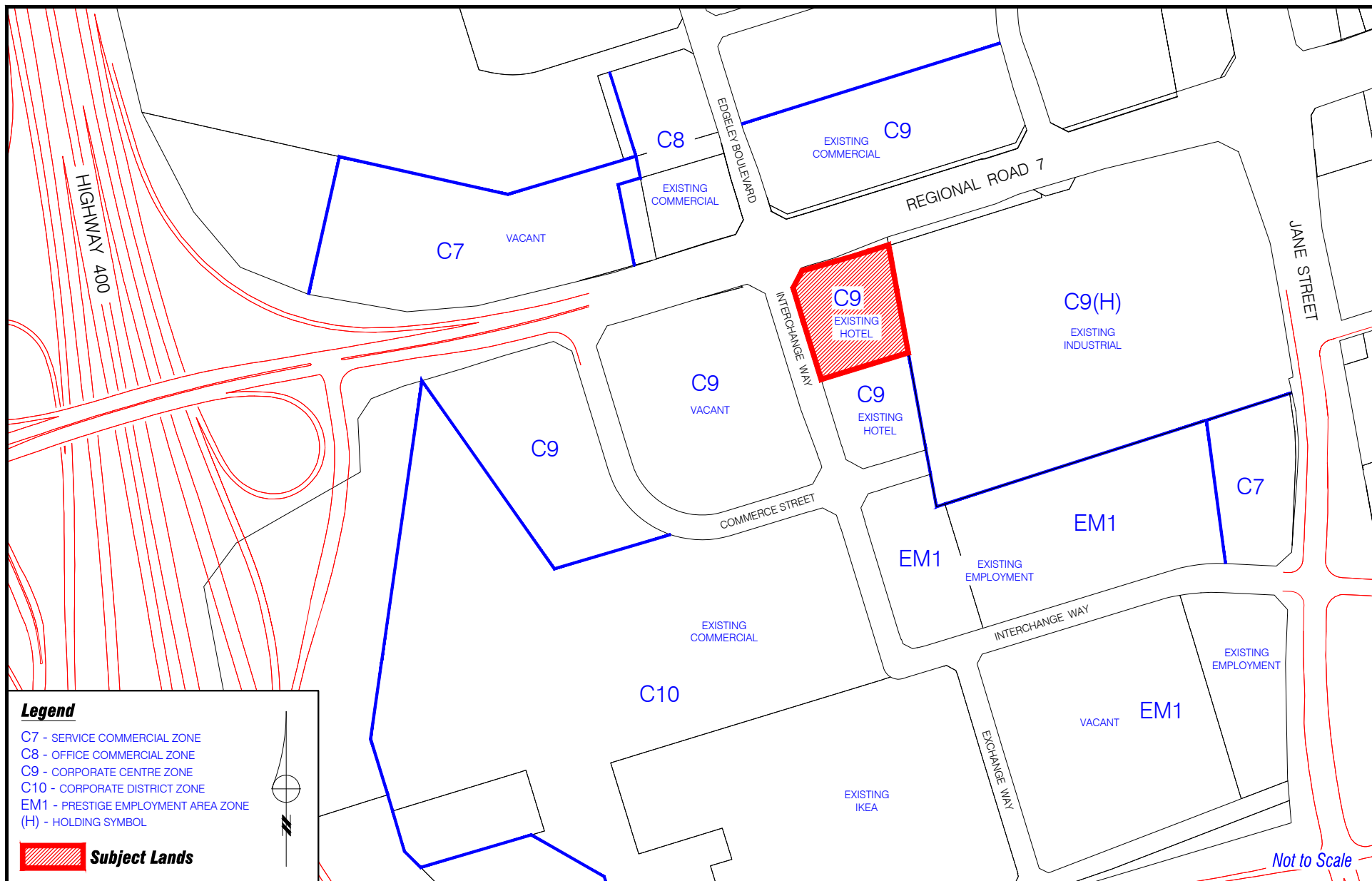


## Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018





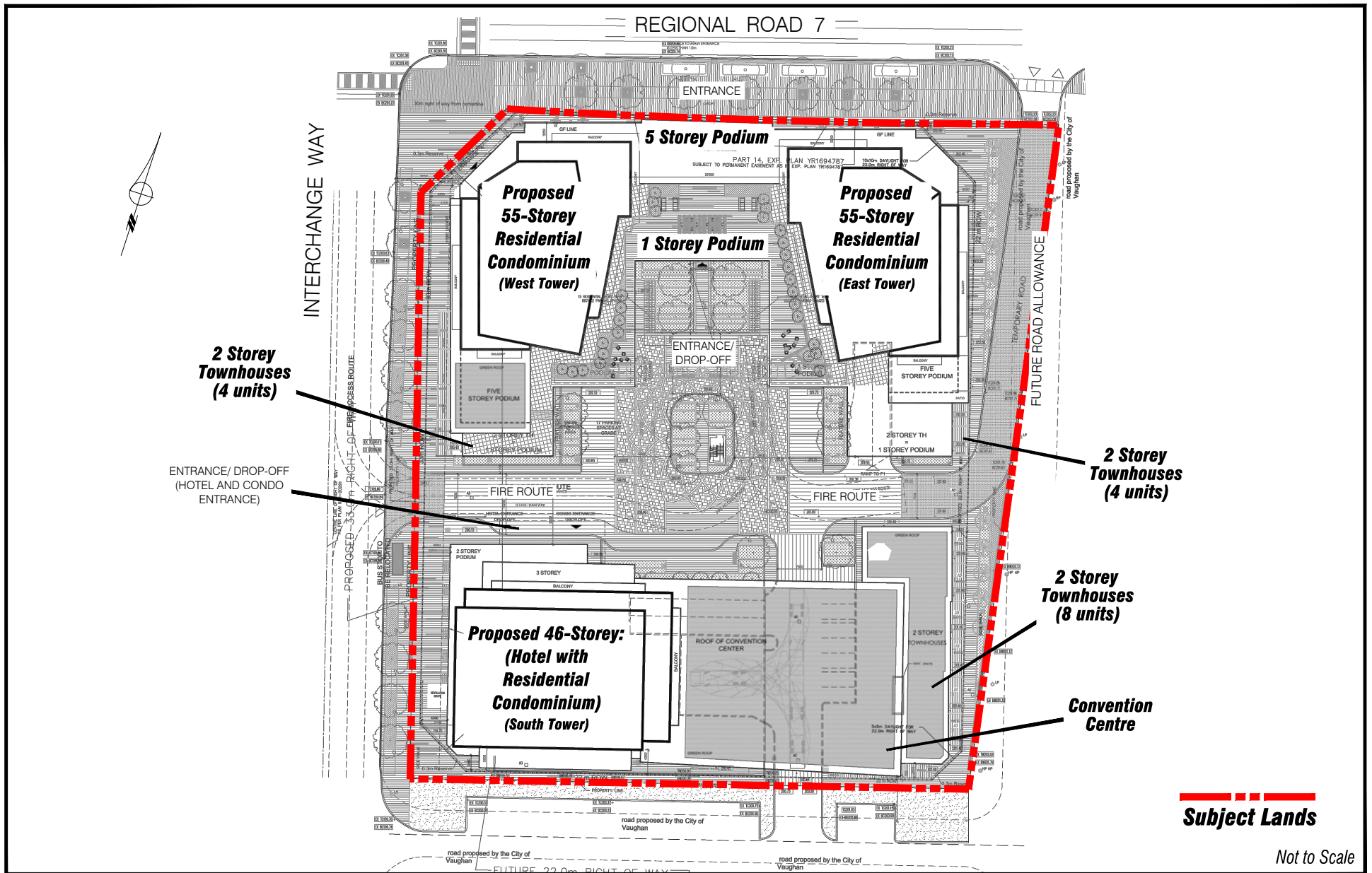
## Location Map

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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## Site Plan: Current Road Condition

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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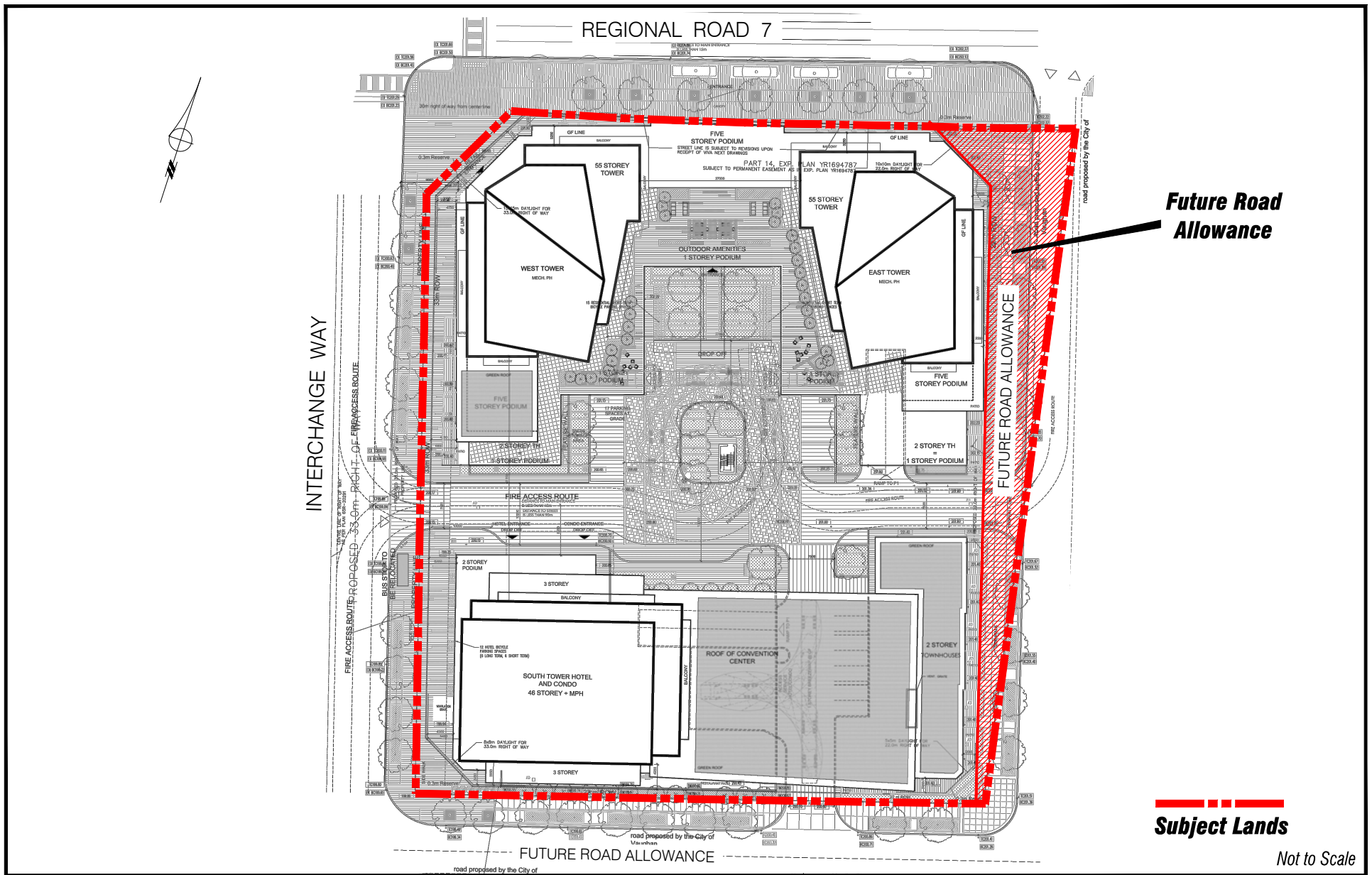


## Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

3



## Site Plan: Future Road Condition

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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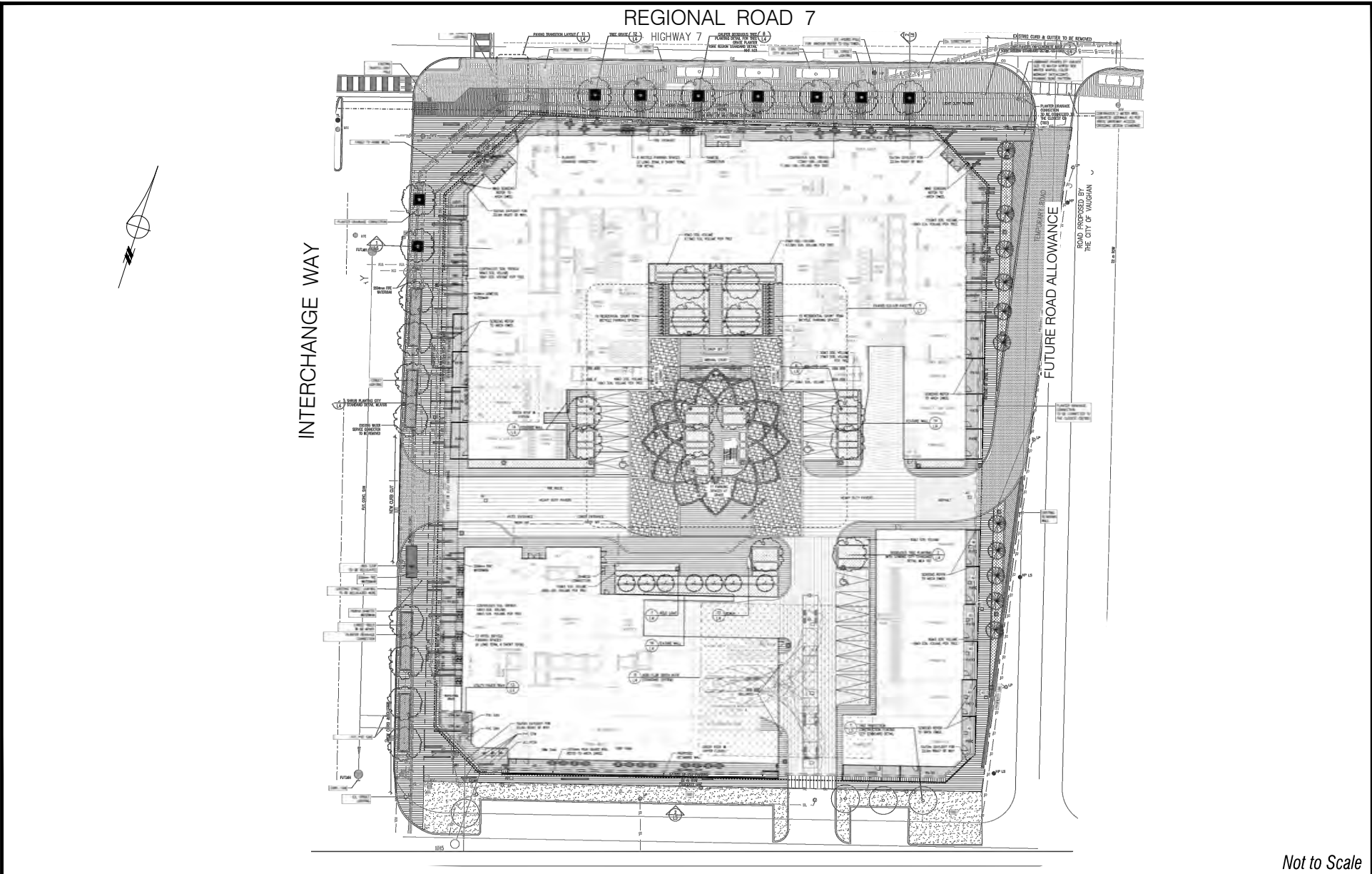
## Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

4





# Landscape Plan: Current Road Condition

APPLICANT: Icona Hospitality Inc.  
 LOCATION: Part of Lot 5, Concession 5

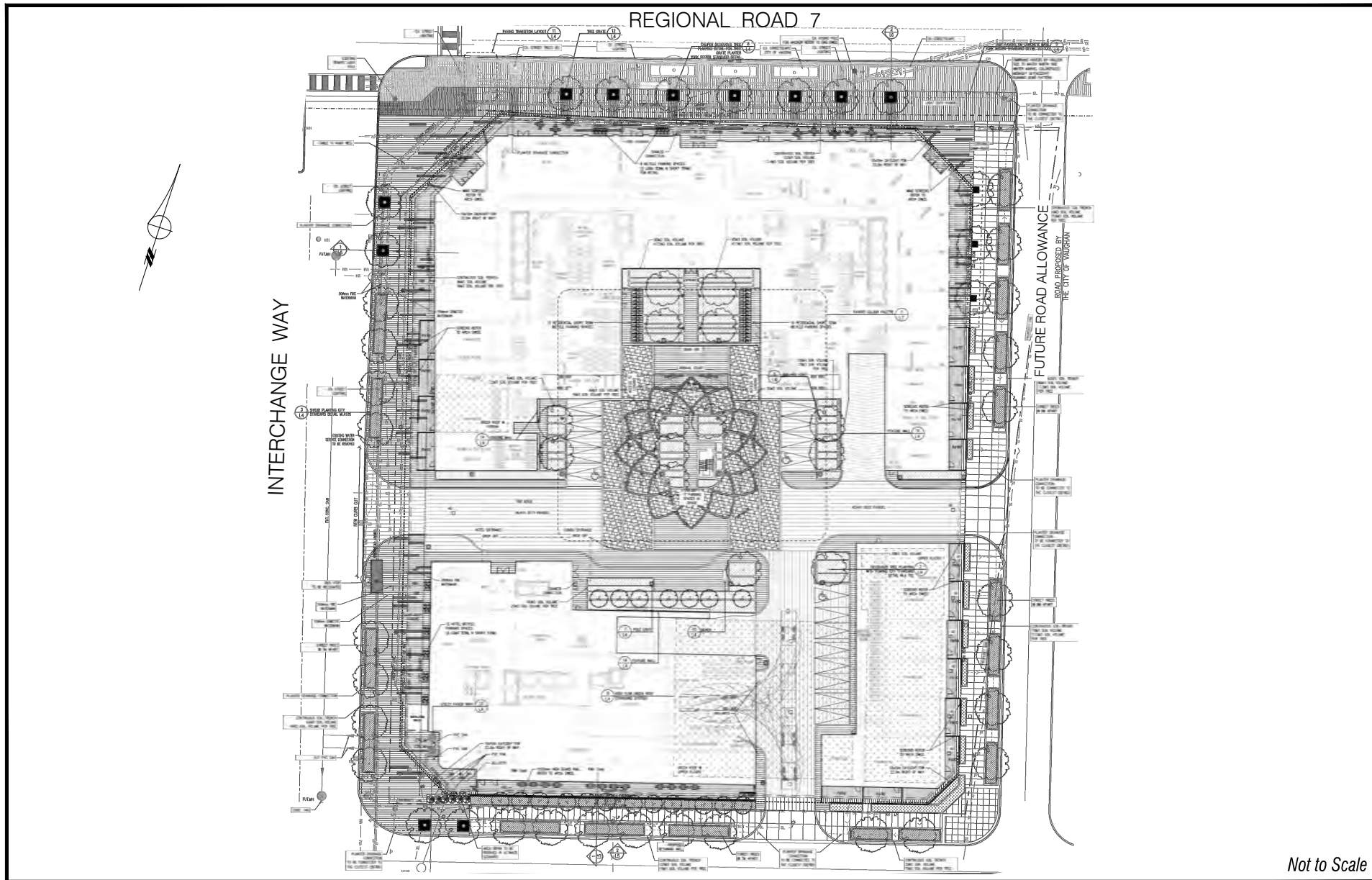


Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

5



Not to Scale

## Landscape Plan: Future Road Condition

APPLICANT: Icona Hospitality Inc.  
LOCATION: Part of Lot 5, Concession 5



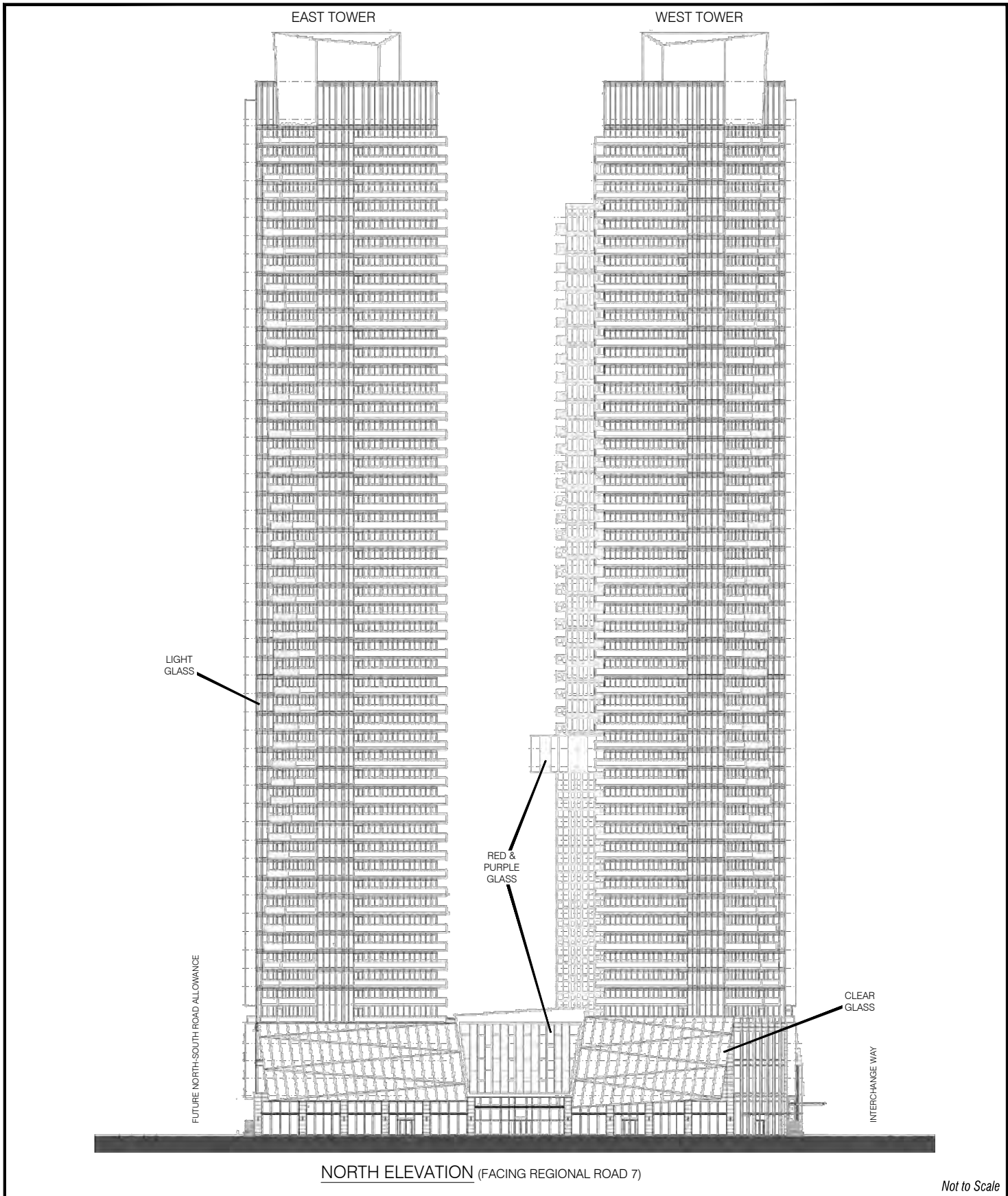
Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

6





Not to Scale

## North Elevation

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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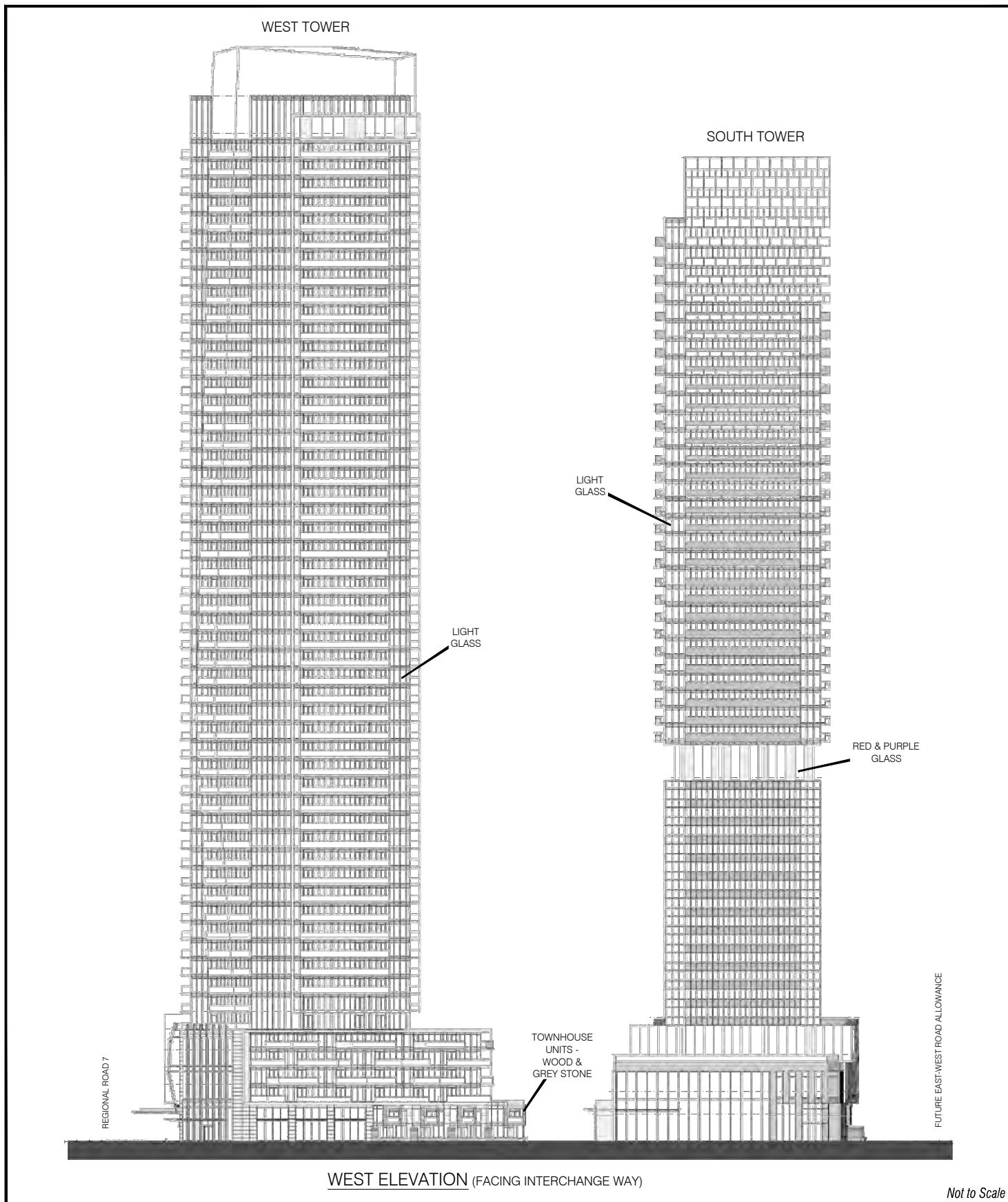


## Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

7



## West Elevation

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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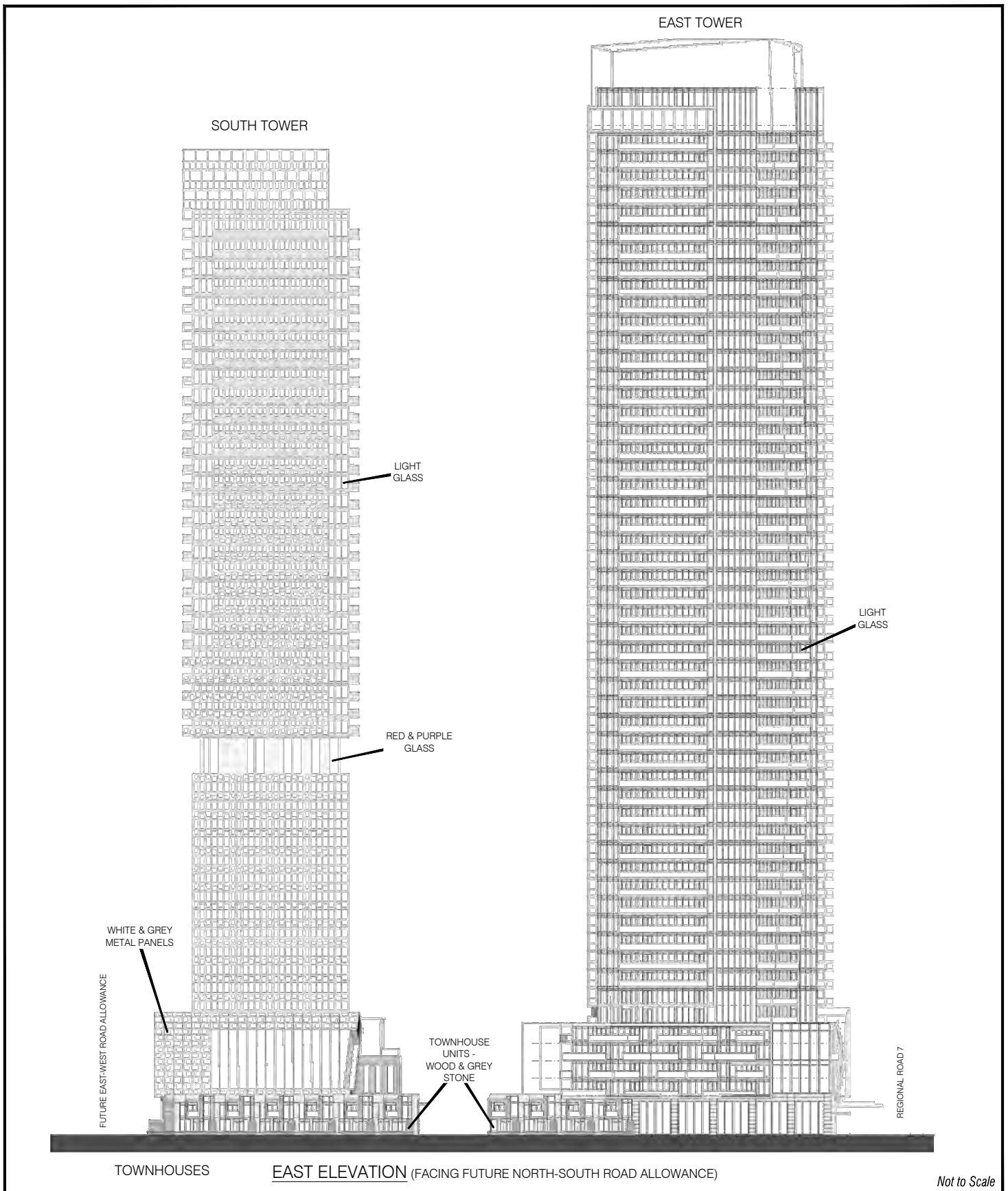


## Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

8



## East Elevation

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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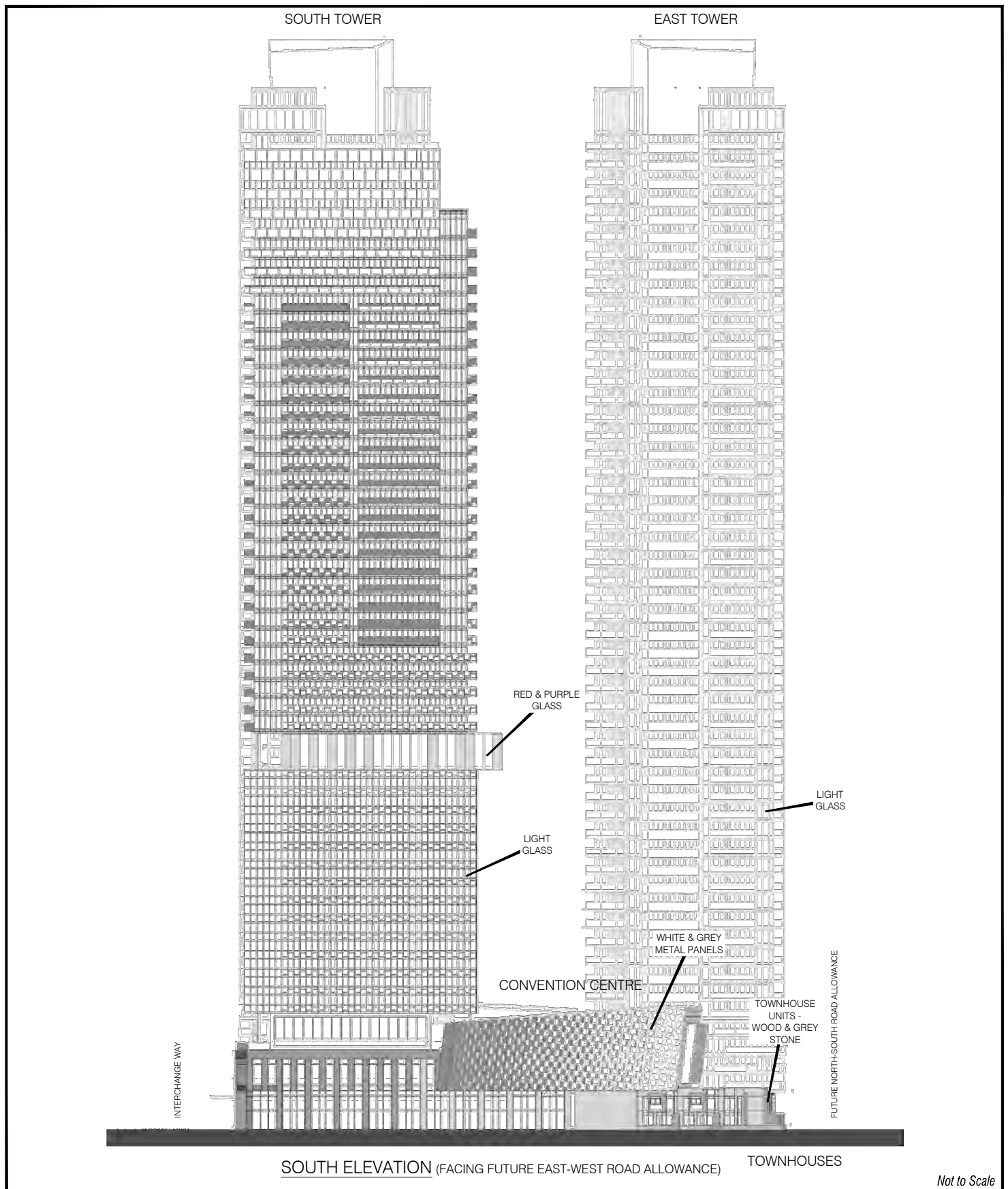
## Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

9





## South Elevation

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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## Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

10



NORTH TOWERS - VIEW FROM NORTHWEST



VIEW FROM HIGHWAY 7 SIDEWALK



PODIUM - VIEW FROM HIGHWAY 7

*Not to Scale*

## Perspective - North Buildings

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

11





SOUTH BUILDING - VIEW FROM SOUTHWEST



CONVENTION CENTRE - VIEW FROM SOUTHEAST



PODIUM - VIEW FROM EAST

Not to Scale

## Perspective - South Building

LOCATION:  
Part of Lot 5, Concession 5

APPLICANT:  
Icona Hospitality Inc.

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Attachment

FILE:  
DA.17.015

DATE:  
June 5, 2018

12

Item:



## Committee of the Whole Report

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

**WARD:** 1

**TITLE: NEW COMMUNITY AREA - BLOCK 27 SECONDARY PLAN  
STUDY FILE 26.4.1**

**FROM:**

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

**ACTION:** DECISION

---

### **Purpose**

To present the final amendments to Vaughan Official Plan 2010, as proposed through the Block 27 Secondary Plan, that provide the policies to manage land use, building heights, densities, urban design, transportation, cultural heritage, parks and open space, as well as the implementation of the Secondary Plan, as shown in Attachment #4. In addition, this report provides a summary of the final key policy components contained in the attached draft of the Block 27 Secondary Plan, as well as a summary of staff's response to comments received through the study process.

### **Report Highlights**

- To provide an overview of the Provincial, Regional, and Municipal planning context under which the Block 27 Secondary Plan was prepared.
- To identify the key revisions to the policy framework of the Secondary Plan from the March 6, 2018 Statutory Public Hearing and the Committee of the Whole meeting of June 5, 2018.
- To provide information on the related North Vaughan and New Communities Transportation Master Plan and the Kirby GO Transit Hub Sub-Study, and other related studies which are on-going.
- To provide a high-level staff response to the comments received through the study process.
- To identify the need for a future study within the Transit Hub Special Study Area.

## **Recommendations**

1. THAT the draft Official Plan Amendment to the Vaughan Official Plan 2010 (Volume 1 and Volume 2), forming Attachment #4 to this report, BE APPROVED; and that it be submitted to Council for adoption, subject to any further direction resulting from the Committee of the Whole meeting;
2. THAT the Official Plan Amendment, as adopted by Council, be forwarded to York Region for approval as an insertion into Volume 2 of Vaughan Official Plan 2010, being the incorporation of a new Section “11.13 New Community Area - Block 27 Secondary Plan” as one of the “Secondary Plans” identified on Schedule 14-A of Volume 1 of Vaughan Official Plan 2010; and
3. THAT the additional work required as an addendum to the Upper West Don Sub-watershed Study, be required to inform the future work conducted through the Master Environment and Servicing Plan for Block 27, to be completed in advance of the initiation of the Block Plan / Master Environment and Servicing Plan process for the lands within Block 27.
4. THAT staff proceed with the Kirby GO - Transit Hub Special Study to prepare a plan and policies which can form the basis for a phased development of the Kirby GO Transit Hub Special Study Area. Such plan may be implemented through the Block Plan process for the New Community Area of Block 27 or form the basis for an official plan amendment, as warranted by the outcome of the Study.
5. THAT staff report back to the Finance, Administration, and Audit Committee for Q3 2018, with a proposed work plan and budget for undertaking the Transit Hub Special Study for the lands surrounding the Kirby GO Station and the details pertaining to the financing of the study, to be funded through the 2019 Budget process.
6. THAT the City continue to work with Metrolinx and other affected transit authorities to advance the design and construction of the Kirby GO Station and its integration with the surrounding community to achieve the objectives envisioned by the Block 27 Secondary Plan.

## **Background**

The New Community Area of Block 27 is identified on Schedule 14-A of Vaughan Official Plan 2010 (“VOP 2010”), as an area subject to a Secondary Plan. The Secondary Plan Study (“Study”) (File 26.4.1) was a City-initiated Study undertaken to establish appropriate land use designations. The conclusion of the Study has resulted in

a Secondary Plan that provides a policy framework in order to guide the future development of Block 27.

Block 27 is approximately 400 hectares in area and is bounded by Teston Road to the south, Kirby Road to the north, Keele Street to the east, and Jane Street to the west, as shown on Attachment #2. Block 27 is currently comprised of primarily rural land uses, and includes the following additional land uses: place of worship; a historic cemetery; residential and commercial. Both commercial and residential uses are located in the Hamlet of Teston, within the southwest quadrant of the Block.

From a major infrastructure perspective, the TransCanada Pipeline (TCPL) traverses Block 27 in an east-west direction through the northern half of the Block, as shown on Attachments #2 and #3. The Barrie GO Rail Line also crosses through the Block in a north-south direction on the east side.

A portion of the Greenbelt Plan extends into Block 27 and includes the main tributary of the West Don River Sub-watershed. In August of 2017, the Ministry of Natural Resources and Forestry (MNRF) provided their completed evaluation of the Block 27 lands and determined there are several Provincially Significant Wetlands located within the Block as per Attachment # 3.

Existing ground related residential uses are located to the south and east of the Block, as shown on Attachment #1. Employment uses are located along Keele Street, east of the Block and south of the residential community in Block 20. Lands situated north of Kirby Road in Block 28 are outside of the Urban Boundary and predominately rural and agriculture, with some commercial uses. Lands to the west of the subject lands are located in Block 34 and are the subject of an approved Secondary Plan (Section 11.4 Highway 400 North Employment Lands Secondary Plan) in Volume 2 of VOP 2010, which is comprised mainly of employment lands.

***A Secondary Plan Study for New Community Areas is required by Vaughan Official Plan 2010.***

The Block 27 Secondary Plan Study commenced in January 2015. Schedule 14-A of VOP 2010 identified lands within Blocks 27 and 41 as “New Community Areas” requiring a Secondary Plan. Section 9.2.2.14 of VOP 2010 provides further guidance on the development of New Community Areas, noting that “**New Community Areas** are subject to one comprehensive and coordinated City-initiated Secondary Plan process unless extenuating circumstances (e.g. **GTA West Corridor**) would dictate otherwise...”.

In response to the VOP 2010 requirement for a Secondary Plan process, the Policy Planning and Environmental Sustainability Department prepared a staff report to initiate

the procurement process and issue the Request for Proposals (RFP) to retain a consultant to undertake the required work with staff. The staff report dated November 26, 2013, was adopted by Committee of the Whole and ratified by Council on December 10, 2013. The staff report provided a description of the Secondary Plan process and the two (2) individual draft Terms of References required for undertaking the Secondary Plan studies for the City's New Community Areas (Blocks 27 and 41). It also included the requirement for specific coordinated studies.

***The Block 27 Secondary Plan review has been completed and is consistent with Provincial Legislation, as well as the Regional and Municipal policy framework***

The Block 27 draft Secondary Plan policies were developed under a broader policy framework that includes the Provincial Policy Statement 2014 (PPS), the Growth Plan for the Greater Golden Horseshoe 2017 (Growth Plan), the Greenbelt Plan 2017, the York Region Official Plan (YROP), and VOP 2010, all of which establish a detailed policy direction under which the Secondary Plan Study has been undertaken.

The Provincial Policy Statement 2014 (PPS 2014)

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "... shall be consistent with" policy statements issued under the Act." (Part II: PPS 2014). This includes the PPS 2014 which "... provides policy direction on matters of provincial interest related to land use planning and development" (Part I).

The PPS 2014 recognizes that local context is important, noting that "Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld." (Part III: PPS 2014). "Land use must be carefully managed to accommodate appropriate development to meet a full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose risk to public health and safety" (Part IV: PPS 2014).

The proposed Block 27 Secondary Plan is consistent with the PPS 2014 as it addresses the following matters:

- Section 1.1.1 - Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space uses.
- Section 1.1.3.2 - Land use patterns within settlement areas based on but not limited to the following: densities and a mix of land uses which efficiently use land and resources; support active transportation; and, are transit supportive where transit is planned, exists or may be developed.
- Section 1.1.3.6 - New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

- Section 1.5.1 – Planning public realm including streets, spaces and facilities are planned to be safe, meet the needs of pedestrians, and facilitate *active transportation* and community connectivity.
- Section 1.6.5 – Co-location of public service facilities in community hubs, where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.
- Section 2.1.1 - Protection of natural features and areas for the long term.

The proposed Block 27 Secondary Plan, appended to this report as Attachment #4, provides a policy framework for the efficient development of the subject lands. The proposed policies contained in the Secondary Plan include a range and mix of housing types and densities, employment opportunities, and institutional and public uses to support the future residential community. The draft Secondary Plan emphasizes active transportation and will achieve connectivity throughout the block based on the policies requiring the implementation of a multi-use recreational trail system in support of active transportation. On this basis, the proposed Block 27 Secondary Plan is consistent with and meets the intent of the PPS 2014.

#### The Growth Plan for the Greater Golden Horseshoe (2017) (Growth Plan)

The Provincial *Places to Grow Act* is the governing legislation that implements the Growth Plan, and states that all decisions made by municipalities under the *Planning Act* “shall conform to” the Growth Plan. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including direction on; where and how to grow; the provision of infrastructure to support growth; protecting natural systems; and, cultivating a culture of conservation. Policies contained in the proposed Block 27 Secondary Plan support a number of the initiatives addressed through the Growth Plan.

The Guiding Principles of Growth Plan (2017) direct municipalities to “Support the achievement of *complete communities* that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.” (Section 1.2.1). As it relates to designated Greenfield Areas, such as Block 27, the Growth Plan (2017) states, “New *development* taking place in *designated greenfield areas* will be planned, designated, zoned and designed in a manner that: a) supports the achievement of *complete communities*; b) supports *active transportation*.” (Section 2.2.7 Growth Plan). The proposed Block 27 Secondary Plan promotes the achievement of complete communities and includes policies to support affordable housing and a wide variety of housing types, while also allowing for small-scale convenience retail uses at a minimum throughout the residential and mixed-use designations within close proximity to users to accommodate their daily needs. The Secondary Plan policies also include provisions for community facilities, such as schools and parks, within a 5 to 10-minute walk of residential uses.



In addition, the Growth Plan also provides that designated greenfield areas such as the New Community Area of Block 27, where density targets have been established in the current Regional Official Plan, "... the minimum density target contained in the applicable upper - or single-tier official plan that is approved and in effect as of that date will continue to apply to these lands until the next *municipal comprehensive review* is approved and in effect" (Section 2.2.7.4 a) Growth Plan). Based on this policy, the minimum density target of 70 jobs and people combined per hectare established in the YROP and the VOP 2010 continues to apply to the New Community Areas in Vaughan.

Through the Block 27 Secondary Plan Study process a proposed housing mix was established which informed the land use designations in support of achieving the required 70 jobs and people combined per hectare. The estimated population range is discussed further in subsequent sections of this report.

It should also be noted that, "...*Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of ... 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network*" (Section 2.2.4, Growth Plan). With the selection of the Kirby GO Station in Block 27, as one of the new GO Stations identified in the Draft 2041 Regional Transportation Plan, forming part of the Regional Express Rail (RER) expansion program, this minimum density target applies to the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk. However, the criteria to establish boundaries for the Major Transit Station Areas including the Kirby GO Station is ongoing and subject to further refinement as part of the York Region Municipal Comprehensive Review. Once the Region has completed their review the final delineated MTSA boundaries are subject to Provincial approval. The 500 metre MTSA boundary is reflected conceptually in the revised version of the proposed Block 27 Secondary Plan, as shown on Attachment #3. A portion of the lands within the 500 metre radius are located within Block 21 and 28, which are outside of the Urban Boundary, as well as Block 20 an established residential community. In support of the Growth Plan policy 2.2.4.3.c), the greatest heights and densities within the Plan are concentrated within a 500 metre radius of the proposed Station location. The Growth Plan also supports "...fostering collaboration between public and private sectors, such as *joint development projects*..." (2.2.4.9.b) within all MTSA's.

In keeping with the Growth Plan, the draft Block 27 Secondary Plan recognizes the need for a multi-modal transportation network. The concept of complete streets is defined in the Growth Plan as "*Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit users and motorists.*"

From a Provincial policy perspective, it should be noted that where there is a conflict between the PPS and the Growth Plan, the Growth Plan prevails, except where the

conflict is in reference to the natural environment or human health, in which case the more protective policies shall prevail. The Block 27 Secondary Plan policy framework is in keeping with the policies of the Growth Plan (2017).

#### The Greenbelt Plan (2017)

A portion of the lands within Block 27, outside of the “Settlement Areas” designation, was designated “Protected Countryside”, which includes Agricultural and Natural Systems by the Greenbelt Plan 2005. Similar to the Growth Plan, the Greenbelt Plan was also updated through the Provincial Policy Coordinated Review while staff were engaged in the Block 27 Secondary Plan study process.

The updated Greenbelt Plan (2017) generally maintains the same designations for all lands within Block 27. There are two areas in the southwest quadrant of the Block, where lands were removed from the “Protected Countryside” designation of the Greenbelt Plan Area and are now part of the “Settlement Areas” as shown on Attachment #3.

Other policy changes within the Greenbelt Plan, which may have implications for Block 27, include reference to Sections 4.2.1 and 4.2.3 related to the location of stormwater management facilities, and Section 3.4.4 related to Hamlets.

The Greenbelt Plan (2017) policies permit new infrastructure such as stormwater management facilities within the “Protected Countryside” designation subject to policy requirements established in Section 4.2.1 and 4.2.3. Section 4.2.1.2.f) states that “New or expanded *infrastructure* shall avoid *specialty crop areas* and other *prime agricultural areas* in that order of priority, unless need has been demonstrated and it has been established that there is no reasonable alternative” (Section 4.2.1.2.f). In instances where it has been demonstrated that infrastructure is required to cross prime agricultural areas “...an *agricultural impact assessment* or equivalent analysis as part of an environmental assessment shall be undertaken” (Section 4.2.1.2.g). The Block 27 Secondary Plan includes language requiring an Agricultural Impact Assessment be submitted through the Block Plan process, which will address the interface between development and agricultural lands, required buffers, conversion from agricultural uses to residential and compatibility. Notwithstanding the Sections identified previously, “Stormwater management systems are prohibited in *key natural heritage features*, *key hydrologic features* and their associated vegetation protection zones...” (Section 4.2.3.3 Greenbelt Plan (2017) pg. 41). The intent of this policy is maintained in the Block 27 Secondary Plan.

The Hamlet of Teston, as shown on Attachment #3, includes properties where the rear portion of the lots are located within the “Protected Countryside” designation of the Greenbelt. The Block 27 Secondary Plan proposes to redesignate a portion of these

lots outside of the Greenbelt Plan area from “Rural” to “Low-Rise Mixed-Use” subject to additional policies which will ensure the character of the Hamlet is maintained. The proposed policies provide flexibility in order to allow some adaptive reuse that is in conformity with the Low-Rise Mixed-Use designation while still maintaining the character of the Hamlet.

The Block 27 Secondary Plan policy framework meets the intent of the Greenbelt Plan (2017). Additional detailed work required through the Block Plan and Master Environment and Servicing Plan (“MESP”) will determine the final number and appropriate locations of stormwater management facilities. In keeping with the Greenbelt Plan (2017), the Secondary Plan policies also require an Environmental Assessment (EA) or equivalent study to determine the type and location of street crossings through the Greenbelt Plan.

#### The 2041 Regional Transportation Plan (Metrolinx)

In November 2008, Metrolinx adopted a Regional Transportation Plan for a 25-year horizon, entitled The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (The Big Move) to address gridlock across the Greater Toronto and Hamilton Area (GTAH). One of the initiatives of The Big Move is the Regional Express Rail (RER) which provides for the development of an integrated transit and transportation system to better move people and goods. The 15-year plan for regional rapid transit identifies all day, two-way Regional Express Rail service through Block 27. In keeping with the RER, both the YROP and the VOP 2010 identify the potential for a GO Rail Station in the vicinity of Kirby Road and Keele Street.

Metrolinx released the Draft 2041 Regional Transportation Plan (RTP) in September 2017, which is an update to “The Big Move” 2008. The Draft Final 2041 Regional Transportation Plan, dated March 1, 2018 was adopted by the Metrolinx Board of Directors at their March 8, 2018 meeting. In reference to Transit Stations, the 2041 RTP supports actions that integrate land use and transportation planning decisions.

In summary, the RTP adopts the following three goals:

- Strong Connections - “Connecting people to the places that make their lives better...”;
- Complete Travel Experience - “Designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travelers”; and
- Sustainable and healthy communities – “Investing in Transportation for today and for future generations by supporting land use intensification, climate resiliency and a low-carbon footprint, while leveraging innovation.”

### York Region Official Plan 2010 (YROP)

The YROP guides economic, environmental and community building decisions across York Region. Map 1 (Regional Structure) of the YROP designated Block 27 Urban Area and “Greenbelt Protected Countryside/Hamlet”. Map 5 (Woodlands), also designates an area within the block as “Woodlands”, and Map 8 (Agricultural and Rural Area) designates the lands within the Greenbelt Plan Area Boundary as Agricultural Area. The Transit Network on Map 11 notes a “Proposed GO Station” in the vicinity of Keele Street and Kirby Road along the Existing Commuter Rail Line.

YROP policies for the New Community Areas focus on creating sustainable communities with a pedestrian friendly, transit supportive system that will reduce reliance on automobiles. Section 1.2 of YROP establishes a framework for achieving sustainability and rethinking the way communities are designed, serviced and supported.

Section 5.6 of the YROP references New Community Areas as “...places where people interact, learn, work, play and reside. Excellence in community design is essential to creating a physical place where people have the opportunities and choices required to lead rewarding lives”. Policies in consideration of the New Community Areas are listed from numbers 5.6.1 to 5.6.18.

The proposed Block 27 Secondary Plan is consistent with the YROP, specifically by addressing the following policies:

- 5.6.3 - the New Community Area of Block 27 has been planned to meet the minimum density of 20 residential units per hectare as well as a minimum density of 70 residents and jobs combined per hectare in the developable area.
- 5.6.4 – Block 27 policies encourage a wide range and mix of housing types from single detached houses to mid-rise building ranging in height from 5 to 12 storeys. Policies have also been included respecting affordable housing.
- 5.6.5 – A community core has been established within the Kirby GO Transit Hub Centre. Elements of the Hub area including the Community Hub, Main Street, and Public Squares are within a reasonable walking distance of the most intensified land uses within the Secondary Plan Area.

### The York Region New Community Guidelines (YRNCG)

The YRNCG were created to assist local municipalities and the development industry in successfully implementing the YROP New Community Areas (Section 5.6) and Sustainable Buildings (Section 5.2) policies. As such, the YRNCG address YROP policy directives by providing specific criteria requirements in order to meet the intended policy objectives. This will ensure that the implementation of YROP policies and vision for the

New Community Areas including Block 27 are realized through the local planning process.

#### Vaughan Official Plan 2010 (VOP 2010)

VOP 2010 designates the lands within Block 27 as New Community Areas. Consistent with YROP, New Community Areas "... are part of Vaughan's *Urban Area* and are intended to develop as *complete communities* with residential and local population - serving retail and commercial uses" (Section 9.2.2.14.a).

The VOP 2010 further provides guidance on the preparation and content of Secondary Plans for New Community Areas. Policies outlined in Section 9.2.2.14 of VOP 2010 list specific objectives and describe the desired character of development for New Community Areas. The first 3 objectives contained in Policy 9.2.2.14.b are directly related to the Region's policies respecting density, housing mix and provision for a community core within proximity to the majority of the population.

It should be noted that there is an outstanding appeal of Vaughan Official Plan 2010, specifically the Natural Heritage Network policies related to Block 27.

#### ***The Block 27 Study has been informed by other studies thereby providing an integrated approach***

#### The North Vaughan and New Communities Transportation Master Plan (NVNCTMP)

A supporting Transportation Study, the NVNCTMP, was initiated in January 2015, and is being led by the City's Infrastructure Planning and Corporate Asset Management Department in consultation with the Region of York. The NVNCTMP establishes the internal transportation network that is needed to support each of the new community blocks and the Kirby GO Station within the Transit Hub designation of Block 27; the connectivity of the New Community Area blocks to the remainder of the Regional transportation network, and the required road and transit network improvements necessary to accompany the planned growth in the North Vaughan area were the main objectives of the NVNCTMP.

The NVNCTMP is also scheduled to proceed to the June 5, 2018 Committee of the Whole, under separate cover, concurrently with this Block 27 Secondary Plan Committee of the Whole report. Information regarding the NVNCTMP can be accessed through the following link: [www.nvnctmp.ca](http://www.nvnctmp.ca).

#### Kirby GO Transit Hub Sub-Study (Sub-Study) Related to the Block 27 Secondary Plan

The Sub-Study was initiated in April of 2016 following Council's approved recommendation that directed City Staff work with the Block 27 Participating Landowners' Group, York Region, and Metrolinx to prepare a Terms of Reference for a

Sub-Study. The Sub-Study area had an irregular shape and was bounded by Kirby Road to the north and Keele Street to the east, as shown on Attachment #2. The objectives set out in the Terms of Reference for the study included a conceptual design of the proposed GO Station and Kirby Road improvements; as well as to inform the future Environmental Assessment requirements for the GO Station, Kirby Road, and the ongoing Metrolinx Regional Express Rail Study.

The Sub-Study was undertaken concurrently with the Block 27 broader Secondary Plan Study and the NVNCTMP. The intention of the Sub-Study is to inform the Block 27 Secondary Plan by considering the location of the Kirby GO Station and the required station infrastructure/elements, such as parking facilities, pick-up/drop-off and access points to the station platform.

Two Public Information Centre (PIC)/meetings were held for the Sub-Study. The first meeting was held on June 9, 2016 and provided a background and an overview of the Sub-Study, and addressed how the findings of the Sub-Study would inform the Secondary Plan study. The second public event was a combined meeting with the final PIC for the NVNCTMP and the Block 27 Secondary Plan Study.

A Vision Statement, as well as a set of Guiding Principles for the Kirby GO Transit Hub, were developed based on consultation with the community. The Vision Statement builds on the Vision and Guiding Principles for Block 27 (Attachment #3 - DRAFT Block 27 Secondary Plan, Section 2.2.a. and b.).

A demonstration plan was produced as part of the Sub-Study review and recently refined **prior to finalization** to account for some elements of Metrolinx's Draft Reference Concept Design for the Kirby GO Station. The demonstration plan was developed to provide a visual illustration of one scenario of how the build-out of the Sub-Study area could potentially take place. The refined Sub-study area boundaries are reflected in the area of the final Kirby GO Transit Hub Centre.

The demonstration plan provides a three (3) phased approach to the ultimate build-out of the Kirby GO Transit Hub Centre. The key components of the demonstration plan and Sub-study work, which are characterized through policies in the Secondary Plan, include the development of a multi-modal transportation network which provides strong connections for the surrounding area and the Kirby GO Station. It also encourages and support intensification through appropriate scale, form and density in support of the Kirby GO Station.

#### York Region Water and Wastewater Environmental Assessment Process

The full build-out of the New Community Areas will be dependent upon the construction of York Region's Northeast Vaughan water and wastewater servicing solution. The

Environmental Assessment (EA) Study for these infrastructure improvements is currently underway. City staff are working closely with the Region to ensure that the City's Water/Wastewater Master Plan requirements are fulfilled through the completion of this Regional EA Study. It is anticipated that the conclusions of York Region's EA will require the construction of a large Regional Sanitary Trunk Sewer along Jane Street and water supply system improvements in order to service the full build-out of both New Community Area Blocks 27 and 41. York Region's current Capital Construction Program identifies the construction of the required infrastructure improvements by 2028.

In advance of the anticipated Regional infrastructure delivery date 2028, York Region has advised that interim servicing capacity is available within the existing Regional network for approximately 10,000 people (3,000 residential units). Although this Regional system capacity will not fulfill the ultimate water and wastewater servicing needs for both Blocks 27 and 41, initial phases of development within these areas may proceed based on available residual capacity within the City's network. However, residual local system capacity will be confirmed in conjunction with Block Plan/MESP approval. Servicing for the Kirby GO Station has been identified as a priority in the Draft Secondary Plan policies.

#### Metrolinx Transit Project Assessment Process (TPAP)

The TPAP is governed by the Transit Project Regulation under Ontario Regulation 231/08 and administered by Metrolinx, which differs from the typical Environmental Assessment (EA) framework and is intended to be a focused assessment of potential environmental effects and decision-making processes that can be completed within six months. The process focuses on a selected transit project and does not require the agency to examine the rationale and planning alternatives or alternative solutions. Recommendations from City Staff to coordinate and integrate the required grade separation of Kirby Road at the Barrie GO Rail Line with the planning and design for the proposed Kirby GO Station was adopted by Council on May 16, 2017 and submitted to Metrolinx. In the June 5, 2018 NVNCTMP Report to Committee of the Whole, City Staff further recommended that the Mayor and City Clerk be authorized to execute the necessary agreements with Metrolinx to integrate the Kirby Road grade separation into the Kirby GO Station project.

#### GO Expansion RER New Stations Business Cases

On March 8, 2018, the Metrolinx Board approved the findings of the GO Expansion RER New Stations Business Cases report. Metrolinx staff in their report recommended "THAT staff continue the delivery of all the twelve new stations identified at the Metrolinx Board meeting of June 28, 2016; subject to further policy, infrastructure and operating refinements". This expansion program includes work on the proposed Kirby GO Station. The report also noted that Metrolinx staff continue to work with municipal

officials to ensure that current policy and planning information continues to be incorporated in the next stages of the process.

On April 30, 2018, Metrolinx hosted their first public meeting related to the Kirby GO Station. The meeting provided the public with information respecting the ongoing process and conceptual design for the Kirby GO Station. The meeting included display boards for viewing and a presentation followed by a question and answer session. The Public also had an opportunity to provide written comments following the meeting. The City continues to work with Metrolinx to provide input into the TPAP process where possible, this process is discussed further in this Report (York Region New Stations Technical Advisory Committee).

#### Sub-watershed Study (SWS)

Block 27 is located within the Upper West Don Subwatershed Area. Policy 9.2.2.14.d.ii) of VOP 2010 “requires the completion of a sub-watershed study to be undertaken by the Toronto and Region Conservation Authority (TRCA) in coordination with the City, either preceding the Secondary Plan or concurrent with it.” Prior to the initiation of the Block 27 Secondary Plan Study, it was determined that the Participating Landowner’s consulting team would be responsible for the preparation of the SWS, which would then be reviewed by the required government agencies.

The SWS was circulated to all required internal and external agencies for review. The following works are required to be undertaken as an addendum to the SWS.

#### Hydrogeological Study:

Additional groundwater data is required to characterize and assess the Headwater Drainage Features (HDF) and wetlands. The installation of additional groundwater monitoring stations has been undertaken by the Participating LOG in consultation with the TRCA for the purpose of informing feature-based water balance studies for HDFs and wetlands.

#### Regional Storm Modelling:

The floodplain analysis and modelling was updated to include revised impervious values which was identified as a requirement by TRCA. The Participating LOG has provided the required modelling information to TRCA, which is currently under review.

The works related to the Hydrogeological Study and Regional Storm modelling are both underway in advance of and to inform the upcoming Block Plan and MESP process.

Safe access to the Block needs to be demonstrated. The City supports this requirement, and in response will be adding policy language to the Secondary Plan requiring safe access (see Analysis Section of this report).



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

Public Consultation has played a significant role throughout the Block 27 Secondary Plan Study process. Notification was provided for all public open house meetings, the Committee of the Whole (Working Session), the Statutory Public Hearing, and this Committee of the Whole meeting.

Notification for this Committee of the Whole Meeting

Although not required by the *Planning Act*, a Courtesy Notice was sent through an e-mail blast to those requesting additional information related to the Block 27 Secondary Plan Study process. Where an e-mail was not available, the Courtesy Notice was mailed.

Comments and Response Table

Comments received at the Public Hearing on the Block 27 Secondary Plan have been categorized based on themes and reviewed accordingly. Staff's response regarding the comments/information provided are appended to this report as Attachment 6.

Comments from members of the TAC and the LOG were also received and reviewed. Staff response to TAC and LOG comments are discussed thematically in the analysis section of this report.

***A broad and varied consultation process has been undertaken to inform the Block 27 Secondary Plan review***

The Block 27 Secondary Plan has been informed by an extensive public and stakeholder consultation process. The consultation strategy included two main platforms of advertising events/milestones as they related to the Block 27 Secondary Plan process. First, a social media campaign that included the placement of meeting notices on Vaughan Online, Twitter and Facebook (for one-way communication); the creation of a webpage devoted to New Community Areas, and a friendly Uniform Resource Locator (URL) [www.vaughan.ca/newcommunityareas](http://www.vaughan.ca/newcommunityareas).

The second method of communication included a print campaign which involved the mailing of meeting notices to stakeholders within the immediate and surrounding community. Notice of study commencement was published in the Vaughan Citizen and Liberal newspapers on March 12, 2015. Notification of public meetings was also provided to those members of the public requesting information through an e-blast (e-mail notification).

***Key participants in the consultation process include City Council, the Block 27 Technical Advisory Committee (TAC), the Block 27 Participating Landowners Group (LOG), Indigenous Communities, and residents/landowners in the surrounding communities***

Block 27 Technical Advisory Committee (TAC) and Participating Landowners Group (LOG)

City staff met with the Block 27 TAC during the initial phases of the study process, and when necessary conducted focused meetings with specific subject matter experts. The City has also met with the Block 27 LOG on an ongoing basis throughout the Study process. These meetings have included members of the TAC when discussions required the participation of subject matter experts.

York Region New Stations Technical Advisory Committee

Currently, the City and Region are working with Metrolinx as part of the Metrolinx's established York Region New Stations Technical Advisory Committee. This technical Advisory Committee was initiated to provide input respecting the two new GO stations proposed in York Region, one of which is the Kirby GO Station. City staff are providing input on the establishment of the Kirby GO Station by participating in the York Region New Station Technical Advisory Committee (TAC) which has met on a number of occasions. Prior to the initiation of the TAC, the City was meeting with the Region of York and Metrolinx as part of the Kirby GO Station Working Group.

Indigenous Communities

Initial correspondence was sent to the 13 identified Indigenous Communities. Of the 13 Communities notified, five (5) Communities have responded that they would like to receive information on the progress of the study as it becomes available.

The five (5) communities were notified of the March 6, 2018 Public Hearing and also provided a draft of the proposed Block 27 Secondary Plan. As part of the continuation of the public engagement process, further correspondence was sent to the 5 Indigenous Communities notifying them of the Committee of the Whole Meeting scheduled for June 5, 2018.

Reports to Council

A number of reports related to the New Community Areas, the Block 27 Secondary Plan, and the Kirby GO Transit Hub Sub-study, have been prepared and considered by Committee of the Whole and Council. These reports are referenced in the Previous Reports/Authority Section of this report.

## Public Forums

Four Public Open Houses and/or Public Information Centres (PICs) were held to inform interested parties of the Block 27 Secondary Plan Study and two related studies (the NVNCTMP and the Kirby GO Transit Hub Sub-Study). The Public Open House meetings took place between May of 2015 and April of 2017. Details of each meeting can be found at [www.vaughan.ca/newcommunityareas](http://www.vaughan.ca/newcommunityareas), and Attachment #5 of this report.

## **Previous Reports/Authority**

The following reports have been prepared in reference to the New Community Area of Block 27 and the Secondary Plan, and/or the related Kirby GO Transit Hub Sub-Study.

Draft Terms of Reference for the New Community Areas Secondary Plan Process, which can be found at the following link:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW1126\\_13\\_43.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1126_13_43.pdf)

Draft Terms of Reference for the New Community Areas Secondary Plan Studies – Sub-Watershed Component, which can be found at the following link:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW0603\\_14\\_1.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW0603_14_1.pdf)

New Community Area Block 27 Secondary Plan Study Status Update and Direction to Increase Scope of Work, which can be found at the following link:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW\(W0118\\_16\\_4.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(W0118_16_4.pdf)

Request for Additional Funding for the New Community Area Block 27 Secondary Plan Study and North Vaughan and New Communities Transportation Master Plan (NVNCTMP) Kirby GO Mobility Hub Sub-Study, which can be found at the following link:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Finance0404\\_16\\_2.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Finance0404_16_2.pdf)

Committee of the Whole Public Hearing Report for the New Community Area – Block 27 Secondary Plan, which can be found at the following link:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW\(PH\)0306\\_18\\_1.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(PH)0306_18_1.pdf)

It should also be noted that 4 reports related to Metrolinx work on the Regional Express Rail and the Kirby GO Station have also gone to Council.

Various updates on the Metrolinx Regional Express Rail, which can be found at the following links:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/Priorities0128\\_13\\_2.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/Priorities0128_13_2.pdf)

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW1005\\_16\\_20.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1005_16_20.pdf)

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW\(W0508\\_17\\_1.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(W0508_17_1.pdf)

Confirmation of Support for the Kirby GO Station and Metrolinx Regional Express Rail Related Studies, which can be found at the following link:

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW1101\\_16\\_11.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW1101_16_11.pdf)

## **Analysis**

### ***The Draft Block 27 Secondary Plan contains a number of policy initiatives which will allow for the creation of a complete community***

The draft Block 27 Secondary Plan is founded on the principle of creating a complete community for its future residents. VOP 2010 defines complete community as “Communities that meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.”

In consideration of the feedback received, the draft version of the Block 27 Secondary Plan attached to this report includes revisions to the original draft version initially made available to the public, and presented to Committee of the Whole (Public Hearing) on March 6, 2018. Revisions to the Block 27 Secondary Plan, other than minor edits and structural changes to the Secondary Plan, are discussed below. The Final Draft of the Block 27 Secondary Plan, can be found at the following link:

[www.vaughan.ca/newcommunityareas](http://www.vaughan.ca/newcommunityareas), and is appended to this report as Attachment #4.

### **Structure of the draft Block 27 Secondary Plan**

The draft Block 27 Secondary Plan remains structured around two key components, the Kirby GO Transit Hub Centre (Hub Centre) and the Block 27 Neighbourhoods, which will focus around the development of community facilities including schools and parks, as shown on Attachment #2.

The draft Secondary Plan establishes a comprehensive mix of land uses for both key component areas, including densities and their distribution. It defines the hierarchical role of the Hub Centre providing specific provisions for density, height, and mix of uses intended to support the transit hub and meeting the provincial requirements for development surrounding a Major Transit Station Area. In addition, urban design policies are also provided for both the Hub Centre and the surrounding Block 27 Neighbourhoods, in order to achieve high quality built form, inviting streetscapes, and pedestrian oriented environments.

### **Population, Employment, and Density (Section 3.1.2)**

The draft policies have been edited for consistency with the Regional, and Provincial policies related to density. The original draft included the following language when referencing the density targets, “... an overall density target of 70...” whereas the proposed Secondary Plan appended as Attachment #4 has been modified to reference

a "... minimum density of 70..." in keeping with the Regional language which does not reference the word "target". A similar edit was made in reference to the requirement for 100 people, which originally stated "...minimum target density of 100..." and now has been revised to delete the word "target". In reference to the provincial requirement of 150 people and jobs, the word "density" was added to read "... minimum density target of 150...". For a more detailed discussion respecting the 150 people and jobs per hectare please see the 500 metre radius discussion.

#### Residential and Mixed-Uses (Sections 3.3, 3.4, and 3.5)

The various sections were restructured for ease of reading. In general, the first policy for each section addresses the location of the designation, the second policy addresses the permitted uses, followed by information on building heights and densities, and lastly a policy related to density bonusing is provided.

As a result of further review following the March 6, 2018 Public Hearing, it has been determined that "other similar building types" be removed from the residential and mixed-use designations, to ensure consistency in building typologies with the vision and built form of VOP 2010.

For further clarification, a description of back-to-back townhouse building form was included as a permitted building type for the residential and mixed-use designations permitting a maximum height of 4 storeys, where there is not adverse impact on the context and lot configuration.

"Low-Rise Mixed-Use designation": Policy language was added to support additional building height and density at the intersection of two arterials or an arterial and collector through a subsequent amendment to the Secondary Plan on a site-specific basis, provided it can be demonstrated that the additional height and/or density will not have adverse impacts on the context, and or lot configuration, save and except for lands along Teston Road and in the Hamlet of Teston. In no instance can the height exceed the maximum permitted height for a mid-rise building as defined in VOP 2010.

"Mid-Rise Residential" and "Mid-Rise Mixed-Use" designation: Additional building height and density has been permitted for lands designated "Mid-Rise Residential" and "Mid-Rise Mixed-Use" located within the 500m radius as shown on Schedule B Land Use Plan.

Mid-Rise Residential designation: The draft version of the Secondary Plan, Policy 3.4.3 restricted the permissions contained in policy 9.2.2.3.d of VOP 2010 to the lands south of the TCPL in the Kirby GO Transit Hub Centre. Policy 9.2.2.3.d of VOP 2010 permits Townhouses; Staked Townhouses; and, Low-Rise Buildings within 70 metres of an area designated Low-Rise Residential or on streets that are not arterial streets or major

collectors within the “Mid-Rise Residential” designation. This is an as-of-right permission which does not need to be restricted to lands south of the TCPL in the Kirby GO Transit Hub Centre. Additional building types have been expanded to include back-to-back townhouses, and live-work units are only permitted provided the minimum density for this area of 100 people and jobs combined per hectare can be achieved.

Schedule B, Land Use Plan of the proposed Secondary Plan has been modified to add a 500 metre radius around the Kirby GO Station. This radius is conceptual and reflects the current policy intent of the Provincial Growth Plan. The Provincial Growth Plan recognizes the importance of station facilities located on rapid transit lines such as the Kirby GO Station in Block 27. Major Transit Station Areas on the GO Rail lines have specific density targets and built form objectives. The Growth Plan requires a minimum density target of “150 residents and jobs combined per hectare for those that are served by the GO Transit rail network” (Section 2.2.4, The Growth Plan, 2017). The boundary of which is to be determined by the Upper-tier municipality through a Municipal Comprehensive Review process.

The Growth Plan requires that the minimum density target must be achieved within an approximate 500 metre radius of the transit station, representing about a 10-minute walk. While work is underway at the Regional level to establish the criteria to determine the MTSA boundary in close consultation with Vaughan, it is the intent of the City to fulfill the density targets and produce a higher density mixed-use hub consisting of Mid-Rise development which will assist in defining the identity of Block 27 and the surrounding area. This target was included in the draft of the Block 27 Secondary Plan. However, Schedule B Land Use Plan of the proposed Secondary Plan now illustrates a conceptual 500 metre boundary. Furthermore, building heights and densities have been increased in the portion of the “Mid-Rise Residential” designation from a maximum 8 storeys and FSI of 3 times the area of the lot to a maximum 12 storeys and an FSI of 4 times the area of the lot. It should be noted that the established maximum building height for the Mid-Rise Residential designation has been established in policy 9.2.3.5 of VOP 2010 is 12 storeys.

#### Community Hub (Section 3.6)

The original draft Secondary Plan defined the Community Hub as a designation, whereas the proposed Secondary Plan attached to this report treats the Community Hub as an overlay. The original draft policy also recognized that the location of the Community Hub may be refined without amendment to this Plan. A subsequent policy was added to recognize the location of the “Community Hub” designation is modified, the applicable policies of the adjacent land uses designation shall apply as-of-right.

The draft policy permitted retail uses within the Community Hub area. Retail uses as defined in VOP 2010 as “...restaurant and service commercial uses”. Retail uses are

not permitted in the underlying designation of Mid-Rise Residential where the Community Hub is located. However, it was determined appropriate to permit small-scale convenience retail within the Community Hub in keeping with the as-of-right permissions in the Mid-Rise Residential designation.

#### Hamlet of Teston (Policy 3.14.5)

The Hamlet of Teston was shown conceptually in the VOP 2010 as an overlay in conjunction with a “Rural” land use designation. The Block 27 Secondary Plan proposes to redesignate the lands within the Hamlet to “Low-Rise Mixed-Use”, with a Hamlet overlay. To ensure the building heights in the Hamlet do not exceed the existing height already established for the area, and thereby impacting the character of the Hamlet, building heights within the hamlet area shall not exceed 2-storeys.

#### Schools (Section 7.3)

Additional clarification was provided on the number of schools within the block.

#### Parks and Open Space (Section 3.8 and Section 5.0)

Standard language was added in reference to the location of parks and open spaces being modified without amendment to the Secondary Plan in accordance with the Block Plan process.

#### Realignment of East-West Collector (Street 1) north of the TransCanada Pipeline

The east-west collector noted as Street 1 on Attachment #3 of this report has been shifted to allow for development along both sides of the street. The intent of policy 3.2.4 has not changed, however, the following wording has been deleted from the policy “...in order to avoid negative impacts on the traffic movement along the collector.” The impacted schedules have been modified to reflect the potential for consistent development. It should be noted that all the streets within the Secondary Plan area are conceptual and subject to realignment based on the outcome of further detailed transportation studies. The potential for development is dependent on a number of factors, including but not limited to the alignment of the road, and the type and impact of the required crossing over the Greenbelt Plan Area.

#### Pedestrian Access Policy

To ensure that development along the south side of Street 1, located north of the TCPL, will not result in the privatization of the Multi-Use Recreational Trail along the TCPL, policies have been added to Section 3.15.3 Urban Design requiring pedestrian access points every at 150 metres.

#### Realignment of North-South Collector (Street 4)

An adjustment was made to the draft Secondary Plan schedules which realigns the north-south collector noted as Street 4 on Attachment #3. The City can support this adjustment as the intersection of Street 4 and Kirby Road are not impacted. The final

street alignment shall be approved through the Block Plan process in accordance with the policies of VOP 2010.

#### Natural Areas and related Special Study Areas (Section 3.12)

In the original draft of the Block 27 Secondary Plan the Natural Areas - Evaluated Wetlands designation was referenced to include both Provincially Significant Wetlands (PSWs) and wetlands not classified as PSWs. In order to provide further clarity, the revised draft Secondary Plan has split the designation to reference PSWs and evaluated wetlands individually as “Natural Areas - Evaluated Wetlands” and “Natural Areas - Provincially Significant Wetlands”.

Policy 3.12.3 is related to the Natural Area Special Study Areas. These policies have been revised to include a more detailed description of the purpose and possible outcomes for the individual Special Study Areas. The revised policies also identify the reason for the additional studies as to accurately define and characterize the Natural Areas - Evaluated Wetlands and Natural Areas - Provincially Significant Wetlands.

Greater clarity has also been provided in outlining the process through which any potential modification and/or realignment related to the Special Study Areas may take place in support of the transportation network. The revised policy language addresses the requirement for an Environmental Assessment or equivalent study. Furthermore, the revised policy language also recognizes that any modification or realignment to a Provincially Significant Wetland is only permitted if authorized by the Province through the Ministry of Natural Resources and Forestry.

#### Safe Access

The provision of safe access to developable lands has been added to policies 3.12.3.d, the Natural Areas Special Study Area 4 and 4.1.1.b.vi Street Networks. The general intent of the policy is to ensure that where flooding or other natural hazards may be a concern, safe access for all users to developable lands is demonstrated.

#### Potential Enhancement Areas (Section 6.5)

In order to accurately demonstrate the current limits of the Natural Heritage Network (NHN) refinements are required to Schedules B, D, and E. These refinements resulted in the need for an overlay indicating where the preferred Potential Enhancement Areas to the NHN are located within Block 27. The preferred locations will build upon an already robust network filling in gaps within the network to form a more holistic NHN.

Potential Enhancement areas are not limited to those identified on the Secondary Plan schedules, however, if there is a need to provide for compensation through a Net Positive Environmental Outcome, the enhancement areas identified on the Secondary Plan schedules are the preferred locations.



#### Transit Hub and Transit Hub Special Study Area (Policy 3.7.4)

Policy 3.7.4 was modified to provide more detail respecting the Transit Hub Special Study Area. The revised policy provides a rationale for the Special Study and states that the City will initiate and develop a study in accordance with a Terms of Reference that specifies the resources and consultation process. A more detailed discussion of the Transit Hub Special Study Area and details on the requirements on the further study is provided in a later section of this report.

#### Phasing (Section 9.4)

Phasing policies contained in Section 9.4 of the draft Block 27 Secondary Plan have been revised to reflect comments received through study process and at the Public Hearing. In response, the policy will no longer reference “(approximately 75%)”, instead phasing will be addressed through the Block Plan approval process as per Section 10.1.1.20 and 10.1.1.21 of VOP 2010 Volume 1 to the satisfaction of the City. This section has also been expanded to provide more detail on the phased development of the street network and the Multi-Use Recreational Trail system, (see Attachment #4).

#### Net Positive Environmental Outcome (Section 6.4)

The initial language proposed for the Net Positive Environmental Outcome has been revised, as shown in Attachment #4 (Section 6.4 of the draft Block 27 Secondary Plan). The proposed revisions provide clarification and greater detail on the intent of the Net Positive Environmental Outcome policies. Furthermore, after additional consideration, the range of benefits in support of a Net Positive Environmental Outcome were limited to those determined appropriate in relation to the potential modification of the Natural Areas.

***The Draft Block 27 Secondary Plan encourages the creation of complete streets, a transportation network focused on connectivity and the promotion of active transportation through the provision of a conceptual multi-use trail system.***

The street network in Block 27 will serve as the framework in order to build on other modes of transportation including walking, cycling and transit. The draft Secondary Plan, along with the NVNCTMP, establishes the collector street network for the Block, and makes connections to the greater network outside of the Block, where it is feasible.

All streets within Block 27 shall have sidewalks, and within the Kirby GO Transit Hub Centre, sidewalks shall be provided on both sides of the street. Dedicated on street or boulevard cycling shall be provided for on all major collector streets and on minor collectors within the Kirby GO Transit Hub Centre. The City will also work with York Region respecting the provision of cycling on arterial roads.

The VOP 2010 requires that "... New *development* shall be planned to support a grid-like street network with multiple connections to collector and arterial streets." (policy 4.2.1.5, VOP 2010) Furthermore, policy 4.2.1.23 states that "... a minimum of 2 north/south and 2 east/west collector streets in new *development* where feasible, including grade-separated crossings of 400-series highways and rail corridors. The purpose of these streets will be to provide for local travel between and within concessions blocks without the necessity of traveling on arterial streets and to provide effective routing for transit vehicles."

A number of constraints were identified through the NVNCTMP in developing the collector street network for Block 27. These constraints include the Natural Heritage System, Topography, the Hamlet of Teston, existing land uses and ownership, the railway line, and the TransCanada Pipeline. Key recommendations were made for Block 27 taking into consideration the various constraints and an effort was made to minimize the impacts on the environment and natural heritage system while still delivering a grid-like collector street network which provides for connectivity internal and external to the Block.

Through the NVNCTMP process alternative transportation networks were also considered and assessed. In keeping with the above-referenced policies of VOP 2010, the preferred alternative for the Block 27 Secondary Plan transportation network proposes 2 north-south collector streets spanning from Teston Road to Kirby Road (noted as streets 5 and 6 on Attachment 3). It should be recognized that Street 8 (the only north-south collector east of the rail corridor) plays a critical role in providing connectivity through Block 27 between the future Kirby GO Station and the North Maple Regional Park. The NVNCTMP states, "Given higher density land uses surrounding the GO Station it is recommended to protect for 4 lanes on Street 8 with consideration for potential transit vehicles as well connecting to the GO station." (NVNCTMP Draft Final Report)

Streets 1, 2, and 3 are all east-west collectors, however, Street 2 is the only east-west collector street which spans directly from Jane Street to Keele Street.

The NVNCTMP also classifies streets 2, 5, and 8 as major collectors having a right-of-way width of 26 metres with a 14 metre paved surface. As this relates to land use it is important to note that major collector roads such as Street 5 are generally appropriate to support institutional uses, parks, residential flankage, residential laneway and block development built form. Street 2 is flanked on both sides with the "Low-Rise Mixed-Use" designation.

The remaining streets identified on Schedule D Multi-Modal Transportation Network of the Block 27 Secondary Plan except for the “Main Street” are minor collectors with a 24 metre width right-of-way.

The “Main Street” plays a unique role in the Block 27 street hierarchy “While generally functioning as a local road, the “Main Street” being the extension of Vista Gate, west of Keele Street, will provide an animated streetscape for active uses leading to the Kirby GO Station building.” (4.1.1.b.iv, Draft Block 27 Secondary Plan). Connecting Vista Gate is crucial to the future development of the Transit Hub area, and is noted in the Block 27 Secondary Plan as part of the Transit Hub Special Study Area. Greater detail related to the Transit Hub Special Study Area has been outlined in the Analysis Section of this report.

Two future grade separated crossing are also recommended through the NVNCTMP, one along Kirby Road, to be considered through the Environmental Assessment for the Kirby Road widening from Jane Street to Dufferin Street and the second along Street 2 in the vicinity of the rail corridor. The NVNCTMP states, “A preliminary feasibility assessment conducted by the NVNCTMP project team shows that it may be challenging to provide access to the lands between the railway crossing and Keele Street along Kirby Road. These lands are potential GO station lands which would benefit from access to both Kirby Road and Keele Street. The grade separation at Kirby Road is recommended to be constructed by 2026 due to projected increases in traffic volumes on Kirby Road and Metrolinx plans for Regional Express Rail - all day, two-way GO rail service every 15 minutes.” (NVNCTMP Appendix A: Block 27 Transportation Network Draft)

The provision for a grade separation along Street 2 allows for east-west connectivity to the lands east of the railway, between the railway corridor and Keele Street. Without a grade separation, there would be no provision for an east-west collector spanning the distance between Jane Street and Keele Street.

Recommendations were made through the study process to minimize any impact to the environment and natural heritage system. Where proposed crossings are required to establish connectivity for the transportation network all efforts will be made to minimize the impact of infrastructure through the detailed design of the streets.

This applies to instances such as the Street 6 crossing of the Natural Heritage Network. The NVNCTMP states that “It is thus recommended that the design of Street 6 through the environmental area be modified to be context sensitive in the environmental area to minimize impacts as much as possible, including methods such as minimizing right-of-way and pavement widths, a semi-urban types design, and low-impact drainage methods” (NVNCTMP Appendix A: Block 27 Transportation Network Draft).

As shown in the Schedules B, D and E of the Block 27 Secondary Plan, Street 5 is intended to connect to Cranston Park Avenue south of Teston Road in Block 26. The Block 27 Secondary Plan notes this area as Special Study Area (SSA) 4 which is comprised of a Provincially Significant Wetland and adjacent drainage feature (Kirby Creek) recognized as Fish Habitat. Policies for SSA 4 require further study be undertaken and that safe access to developable areas be demonstrated. The NVNCTMP supports this connection subject to further study.

In addition to the street network, a Multi-Use Recreational Trail system will also be developed through the Natural Areas, and along the TransCanada Pipeline and Railway to form part of the Vaughan Super Trail.

The final location, configuration, width and alignment of the public streets shall be determined through the Block Plan approval process, any required Environmental Assessments or equivalent studies, and subsequent development approval processes. The street network is subject to the results of the NVNCTMP, as well as any individual traffic impact studies that are submitted with privately initiated development applications.

***Further study is required for the Transit Hub Special Study Area***

The Barrie GO Rail Line is a key component of the rapid transit grid that serves the City of Vaughan. The stations serving the Barrie GO Rail line help to define the City's urban structure and influence the distribution of density and the supporting urban form consistent with the intent of the Provincial Growth Plan. The Kirby GO Station is expected to fulfill this role for the northeast part of the City and provide the New Community of Block 27 and surrounding area with a more sustainable transportation option and an attractive urban focus. The Kirby GO Station and transit hub in general are well positioned to serve Block 27, as well as the existing residential area to the east, the New Community Area of Block 41 and the Highway 400 North Employment Lands to the west.

The "Transit Hub" designation is intended to provide for the Kirby GO Station and related railway infrastructure, which includes but is not limited to parking, buildings, PPUDOS, platforms and other station elements required for the operation of the station. This designation also includes all the permitted uses in the "Mid-Rise Mixed-Use" (MRMU) designation. However, where a GO Station is located in this designation the MRMU development shall only be permitted provided if it forms part of a development which includes transit infrastructure, subject to the approval of the applicable transit authority.

To ensure the desired outcome the Block 27 Secondary Plan, specifically policy 3.7.4, provides direction for a future study, recognized as the Transit Hub Special Study. The Growth Plan (2017) provides the following policy language in support of further study, "In planning lands adjacent to or near *higher order transit* corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement

or expansion of transit *infrastructure*, in consultation with Metrolinx, as appropriate.” (Policy 2.2.4.11).

The Transit Hub Special Study Area is located at the southwest corner of Kirby Road and Keele Street within the Kirby GO Transit Hub Centre as shown on Attachment #3 of this report. The Transit Hub Special Study Area includes lands designated “Natural Areas”, “Natural Areas – Provincially Significant Wetlands”, “Mid-Rise Residential”, and “Mid-Rise Mixed-Use”, and “Transit Hub”, as shown on Schedule B of the draft Secondary Plan.

The uses and corresponding land use designations are structured around the Kirby GO Station (Transit Hub), and the multi-modal transportation network as shown on Schedule D of the draft Secondary Plan. The transportation network and the proposed Multi-Use Recreational Trail connect the Transit Hub Special Study Area to the remainder of the Kirby GO Transit Hub Centre, the Block 27 Neighbourhoods, the external arterial street network and the Natural Heritage Network/natural areas system.

The level of detail for the proposed land uses and street pattern within the Transit Hub Special Study Area provided through the draft Secondary Plan is conceptual and will require further articulation to refine the development limits and detailed allocation of land uses. The intention of the “Transit Hub Special Study Area” is to develop a detailed land use plan building on the background work undertaken through the Kirby GO Transit Hub Sub-Study. The Hub Area is also part of a Major Transit Station Area, as defined by the Growth Plan, which has required density and design criteria that must be fulfilled. For this to take place, a number of studies will be required to provide guidance in the planning of the Study Area. The objectives of these studies include but may not be limited to;

- The confirmation of development limits;
- The preservation of significant environmental features and functions and the application of compensation measures as deemed appropriate;
- Refinement related to the distribution of the land uses throughout the Transit Hub Special Study Area;
- Refinement of the appropriate heights and densities;
- Identification of any necessary urban design policies or measures beyond that established through the Secondary Plan or the City-wide Urban Design Guidelines;
- Incorporation of information, related to constraints and opportunities identified through concurrent Environmental Assessments or equivalent study processes;
- Refinement of the supporting transportation plan including transit, streets, and active transportation networks;
- The identification and resolution of any servicing constraints related to water, sewers, and stormwater management etc.;
- The seamless integration of the study areas within the larger Block 27 area and the external communities;

- A detailed approach to transitioning of the Kirby GO Station to a fully urban setting, inconsideration of the above, including accommodation for any necessary changes to the Station area and its functional elements, while providing for its integration into the study area and broader community; and
- A phasing plan to reflect the transition.

The Study will consolidate and reconcile a number of studies that are currently underway or about to begin. It will provide for the optimal integration of the land use and design elements, the environmental features and functions and the transportation infrastructure. The following studies will provide the necessary information to complete the planning process and develop the ultimate plan for the Transit Hub Special Study Area. These key studies include;

- The Kirby GO Station Addendum to the Barrie Corridor Environmental Project Report of the Transit Project Assessment Process (Metrolinx);
- The Kirby Road (Jane Street to Dufferin Street) Environmental Assessment including the Rail Grade separations (Vaughan);
- Class Environmental Assessment(s) or equivalent studies for valley/stream crossings associated with development of Block 27 (Vaughan);
- The North Vaughan and New Communities Transportation Master Plan (Vaughan);
- The Block 27 Secondary Plan and Upper West Don Sub-watershed Study (Vaughan); and
- The Block 27 Block Plan/ Master Environment and Servicing Plan (Block 27 Landowners' Group).

Additional studies or addendums to the identified studies may be initiated as required to complete the planning for the Transit Hub Special Study Area.

### **Financial Impact**

Funding for the Block 27 Secondary Plan study was approved through the 2013 Capital Budget as project PL-9535-13 with a total budget of \$515,000.00. In April 2016 a change in the scope of work to the Study included the Kirby GO Transit Hub Sub-Study and an increase in funding for the Block 27 Secondary Plan was approved for an additional \$173,000.00. There is no financial impact to the City arising from the adoption of the Block 27 secondary Plan. However, staff will be bringing a report forward to the Finance, Administrative, and Audit Committee in Q3 of 2018 in consideration of a future Transit Hub Special Study for the lands surrounding the Kirby GO Station.

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

York Region is the approval authority for all lower-tier municipal Secondary Plans and requires an Official Plan Amendment adopted by the City as a result of this process.

York Region has actively been involved and engaged on both the Block 27 Secondary Plan and the related Kirby GO Transit Hub Sub-Study.

## **Conclusion**

The goal of the Block 27 Secondary Plan is to ensure future development in Block 27 will be developed into a complete community incorporating principles of high-quality design, compact transit-oriented built form where intensification is strategically located. The proposed Secondary Plan meets the intent of the policies of the PPS (2014), the Growth Plan (2017), the Greenbelt Plan (2017), and the York Region Official Plan as described in the body of this report.

**For more information**, please contact Arminé Hassakourians, Senior Planner, ext. 8368

## **Attachments**

1. Context Location Map
2. Location Map
3. Block 27 – Land Use Plan
4. Draft Final Block 27 Secondary Plan
5. Summary of Public Meetings
6. Comments and Response Table

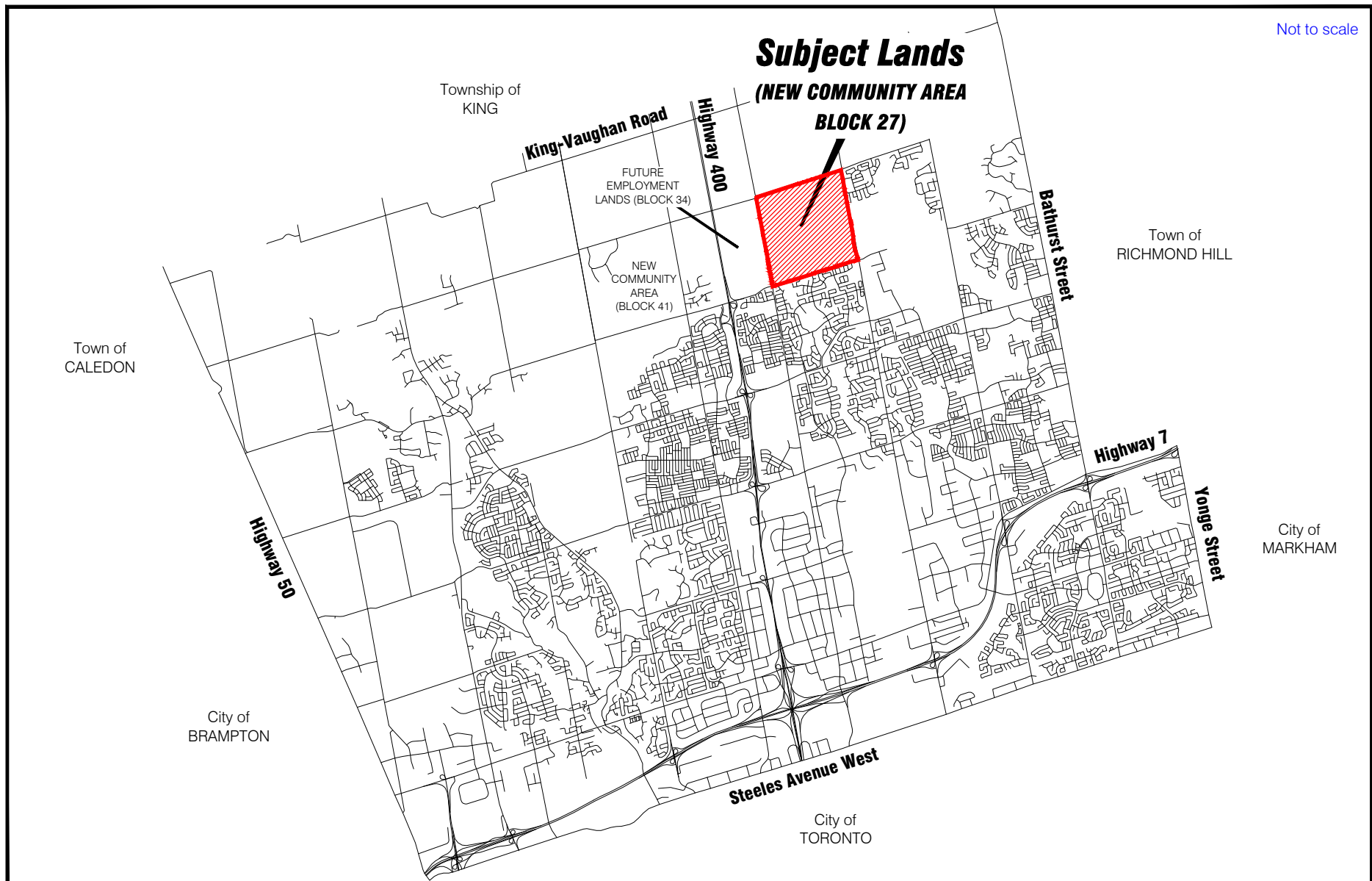
## **Prepared by**

Cameron Balfour, Planner I, ext. 8411

Arminé Hassakourians, Senior Planner, ext. 8368

Melissa Rossi, Manager, Policy Planning, ext. 8320

Bill Kiru, Director of Policy Planning and Environmental Sustainability, ext. 8633



## Context Location Map

LOCATION:  
Lots 26 to 30, Concession 4

APPLICANT:  
New Community Areas - Secondary Plan Block 27

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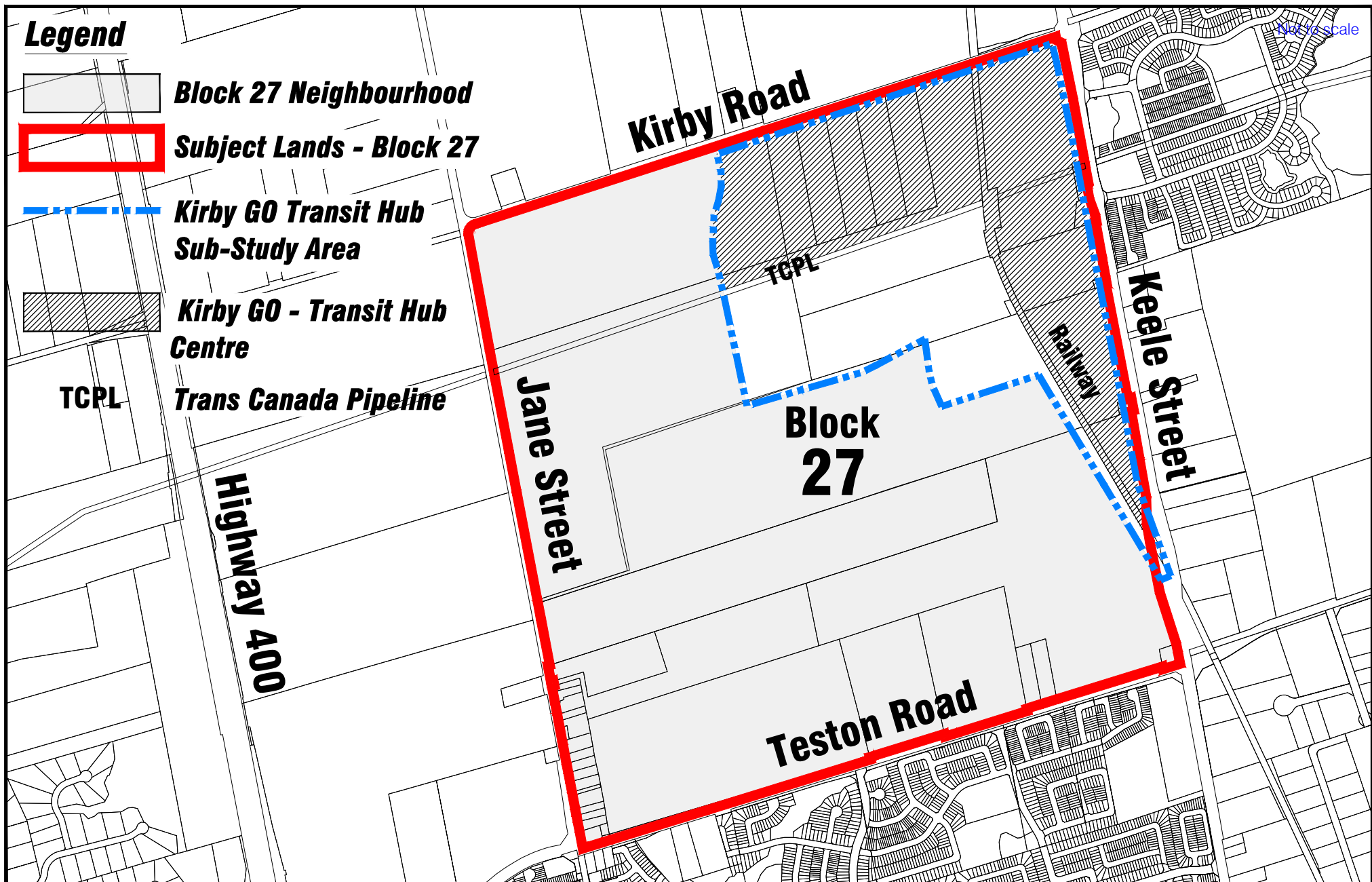
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March 6, 2018

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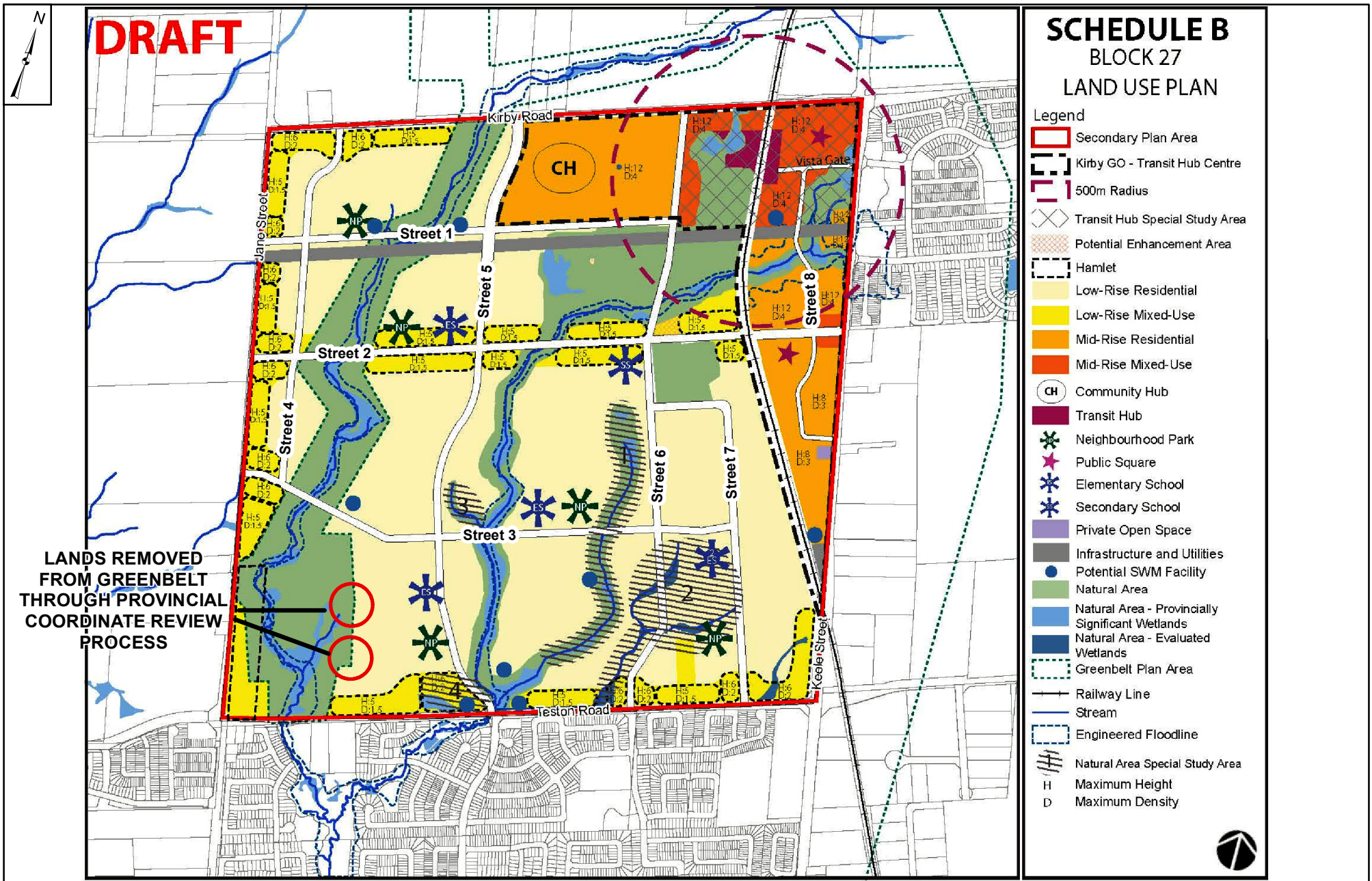


## Location Map

LOCATION:  
Lots 26 to 30, Concession 4

APPLICANT:  
New Community Areas - Secondary Plan Block 27

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## Block 27 - Land Use Plan

LOCATION:  
Lots 26 to 30, Concession 4

APPLICANT:  
New Community Areas - Secondary Plan Block 27

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May 31, 2018

Printed on: 5/31/2018

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## ATTACHMENT 4

**AMENDMENT NUMBER ##**  
**TO THE VAUGHAN OFFICIAL PLAN 2010**  
**FOR THE VAUGHAN PLANNING AREA**

The following text and schedules "1", "2", "3", "4" and "5" constitute Amendment Number ## to the Official Plan of the Vaughan Planning Area.

Also attached hereto but not constituting part of the Amendment is Appendix "I" and "II".

Authorized by <Item No. ## of Report No. ##>  
of the <DATE> Committee of the Whole Meeting  
Adopted by Vaughan City Council on <DATE>



## I PURPOSE

1. The purpose of this Amendment to the Official Plan is to amend the provisions of the Vaughan Official Plan 2010 ("**VOP 2010**"). The lands subject to this Amendment ("**Subject Lands**") are designated "New Community Areas", "Natural Areas", "Agricultural", "Greenbelt Plan Area", "Rural" with a "Hamlet" overlay and "Railway" in the **VOP 2010**. This Amendment will provide detailed policies with respect to land use, including height and density provisions, urban design, the protection of cultural heritage and archaeological resources, transportation, *community facilities*, natural heritage and open space. The intent of the policies is to facilitate the development of a new community including a mixed-use **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, as well as new residential neighbourhoods. The policies are designed to enable the creation of a *complete community* and ensure high quality development that is compatible with the surrounding land uses.

## II LOCATION

The **Subject Lands** are located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and comprise Lots 26 – 30 of Concession 4 in the City of Vaughan, as identified in Appendix "I" to this Amendment.

## III BASIS

The decision to amend the **VOP 2010** to provide detailed policies to facilitate the development of a new community including a mixed-use **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, as well as new residential neighbourhoods and related community and *retail* services is based on the following considerations:

1. On September 7, 2010, Vaughan Council adopted the **VOP 2010**. Volume 1 of the **VOP 2010** designated the **Subject Lands** "New Community Areas", "Natural Areas", "Agricultural", "Greenbelt Plan Area", "Rural" with a "Hamlet" overlay and "Railway". The "New Community Areas" designation requires that a Secondary Plan be prepared and approved in accordance with the policies of Sections 10.1.1 and 10.1.1.1 of the **VOP 2010**, prior to the approval of any development applications. This amendment implements the results of a detailed Secondary Plan process including consultation which occurred throughout the Study, as well as the Sub-Study for the Kirby GO Transit Hub, and the North Vaughan and New Communities Transportation Master Plan ("**NVNCTMP**"). Regular meetings were held at key points of the Secondary Plan Study with the Block 27 participating Landowners Group ("**LOG**") and the Block 27 Technical Advisory Committee ("**TAC**"). In addition to the formal meetings with the **TAC**, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, and Metrolinx. In addition, five reports were prepared for Council, including one presentation to Committee of the Whole (Working Session) and one report for consideration by the Finance Administration and Audit Committee.

2. The following public consultation meetings were held for the Secondary Plan Study:

- May 13, 2015: Public Open House #1, Secondary Plan Visioning Summit;
- November 25, 2015: Secondary Plan Draft Emerging Land Use Concept;
- April 5, 2017: Public Open House Secondary Plan (combined meeting with Public Information Centre (PIC) #2 for the Kirby GO Transit Hub Sub-Study and the **NVNCTMP**); and,
- March 6, 2018: Committee of the Whole (Statutory Public Hearing).

Additional specific public consultation sessions for the Kirby GO Transit Hub Sub-Study included:

- June 9, 2016: Public Information Meeting #1; and,
  - April 5, 2017: Public Information Meeting #2 (combined meeting with Public Information Centre (PIC) for the **NVNCTMP** and 3<sup>rd</sup> Public Open House for the Block 27 Secondary Plan).
3. All amendments to the City of Vaughan Official Plan shall conform to the goals, objectives and policies of the York Region Official Plan, 2010 (“**YROP**”). The **Subject Lands** are located within the “Urban Area”, “Greenbelt Plan” and “Greenbelt Protected Countryside/ Hamlet” designations as identified on Map 1, Regional Structure in the **YROP**. The *Urban Area* designation is intended to allow for the creation of compact and *complete communities* which are sustainable and have the highest standard of urban design. ~~Local Centres are important components of such areas providing focal points for residential, human services, retail and office activities.~~ Lands in the Greenbelt Plan Area are to be protected in accordance with the directions of the Provincial Greenbelt Plan. Hamlets are small, existing settlements and their cultural heritage is to be retained.
  4. Places to Grow, the Growth Plan for the Greater Golden Horseshoe in Southern Ontario (2017) (“**Growth Plan**”) is based on a vision and set of principles for guiding decisions on how land is to be developed and public investments are managed. Applying the policies of the Plan is intended to “support the achievement of *complete communities*” (Section 2.2.1.4). In particular, the Plan supports the principles of building compact vibrant neighbourhoods, the protection and conservation of valuable natural resources, and the optimization of existing and new infrastructure to support growth in a compact efficient form. The proposed Secondary Plan has been prepared in conformity with the directions of the **Growth Plan** to ensure that new development will result in the creation of a *complete community* which will be compact, vibrant, inclusive, healthy, sustainable and diverse.
  5. The Greenbelt Plan establishes a broad band of permanently protected land intended to preserve and protect the natural heritage and water systems that form the environmental framework around which major urbanization in south-central Ontario is organized. Block 27 includes a stream corridor which forms part of the Greenbelt, and is identified in the Natural Heritage System overlay of the Greenbelt Plan. The proposed Secondary Plan protects the corridor in conformity with the directions of the Greenbelt Plan.
  6. The Secondary Plan is based on detailed background studies, including the Upper West Don Subwatershed Study City of Vaughan, and the North Vaughan and New Communities Transportation Master Plan, and input from public agencies including Metrolinx, the Regional Municipality of York, the Toronto and Region Conservation Authority, the Ministry of Natural Resources and Forestry, the York Region District School Board, the York Catholic District School Board and the Conseil scolaire Viamonde. The proposed Secondary Plan takes into consideration the information gathered through the study process in the establishment of a **Kirby GO - Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, the protection of the Natural Heritage Network, the establishment of a community hub and recognition of the need for a number of elementary *schools* and a secondary *school*.
  7. Having held a statutory Public Hearing on March 6, 2018, Council for the City of Vaughan approved an amendment to the **VOP 2010** on **<DATE>** to provide for the adoption of a Secondary Plan for Block 27.

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

The Vaughan Official Plan 2010 is hereby amended by:

1. Adding the text and schedules of the Block 27 Secondary Plan, attached hereto as Schedule 1 to this Amendment, to the **VOP 2010**, Volume 2, as Section 11.##.
2. Identifying the **Subject Lands**, being the Block 27 Secondary Plan Area, on Schedule 14-A "Areas Subject to Secondary Plans".
3. Re-designating the Subject Lands from "New Community Areas", "Natural Areas", "Agricultural", "Greenbelt Plan Area", and "Rural" with a "Hamlet" overlay to "Lands Subject to Secondary Plans" on Schedule 13 "Land Use".
4. Adding Section 11 ## to Section 11.1 Areas Subject to Secondary Plans.
5. Adding a new Policy 11.1.1.## to Section 11.1 "Areas Subject to Secondary Plans" as follows:

"The lands subject to the Block 27 Secondary Plan are identified on Schedule 14-A and are subject to the policies set out in Section 11.## of this Plan."

#### V IMPLEMENTATION

It is intended that the policies of the Official Plan of the Vaughan Planning Area pertaining to the subject lands will be implemented by way of an amendment to the City of Vaughan Comprehensive Zoning By-law 1-88, Draft Plan of Subdivision approval, and Site Plan approval, pursuant to the Planning Act R.S.O. 1990, c.P.13.

#### 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.

## SCHEDULE 1

### 11.## BLOCK 27 SECONDARY PLAN (OPA # )

#### 11.##.1 Secondary Plan Area

The following policies including Part A, The Preamble to the Plan, and Part B, The Secondary Plan, and Schedules “A” – “E” shall apply to the lands identified as “Secondary Plan Area” and “~~Local Centre – Kirby GO Transit Hub~~” “**Kirby GO - Transit Hub Centre**” on Schedule A: Block 27 Secondary Plan Area.

#### 11.##.2 Part A The Preamble

##### 1.0 Context

The Block 27 Secondary Plan is designed to create a *complete community* focused on a new ~~Local Centre – the Kirby GO Transit Hub~~ **Centre, the Kirby GO - Transit Hub Centre** in the northeast quadrant of Block 27, located south of Kirby Road and west of Keele Street. The new community will be compact, vibrant, inclusive, healthy, sustainable and diverse, while being designed to have a net positive environmental outcome. It will include a mix of uses such as low-rise and mid-rise residential housing, mixed-use, and *retail*, as well as a community hub. The community hub will consist of a variety of *community facilities* such as a community centre, *schools*, a park, library and other *community facilities*. The new community will be linked by a connected multi-modal transportation system including off-road Multi-Use **Recreational Trails**, sidewalks, walkways, and cycling facilities.

##### 1.1 Purpose

The purpose of the Secondary Plan is to establish a land use planning and urban design policy framework to guide *development* in the Block 27 Secondary Plan Area. It also provides detailed direction with respect to the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.

##### 1.2 Secondary Plan Organization

The Secondary Plan includes the following:

- a. Part A The Preamble

Part A establishes the basis for the Secondary Plan, including the Secondary Plan Area, study process, consultation process, policy context and existing conditions and opportunities.

b. Part B The Secondary Plan

The Secondary Plan establishes the Vision and Guiding Principles, including the Vision and Guiding Principles for the Kirby GO - Transit Hub Centre Local Centre – Kirby GO Transit Hub, and the related policy framework. Policies are provided with respect to community structure, transportation and mobility, natural heritage network and open space system, *community facilities*, services and sustainable design, and implementation and interpretation including the phasing of *development*. A key part of the Secondary Plan are the Schedules which provide specific land use designations, and direction with respect to height and density, as well as identifying cultural heritage features, and establishing the transportation system, the natural heritage network and the open space system.

## 2.0 Secondary Plan Area

The Block 27 Secondary Plan Area is located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and comprises Lots 26 – 30 43 of Concession 4, in the City of Vaughan. The Block has an area of approximately 400 hectares and is largely undeveloped. It includes a reach of the West Don River and an additional central tributary of the West Don River which is a component of the Greenbelt Plan and the City's Natural Heritage System. The TransCanada Pipeline Canadian Mainline crosses the northern portion of the block in an east-west direction, while the GO Rail Line runs north-south west of Keele Street. The Hamlet of Teston is located in the southwest quadrant of the Block, north of Teston Road and east of Jane Street.

## 3.0 Secondary Plan Study Process

The Secondary Plan study process was undertaken in four phases. As part of the study process, the related Kirby GO Transit Hub Sub-Study was also carried out. The Sub-Study provides a greater level of detail with respect to the Kirby GO Transit Hub area. In addition, the North Vaughan and New Communities Transportation Master Plan **NVNCTMP** was prepared in parallel with the Secondary Plan study process and provided input to both the Secondary Plan and Sub-Study.



The Secondary Plan study process included the following phases. The Sub-Study and the NVNCTMP provided input in Phase 2, as well as Phase 3 of the Secondary Plan study process:

### **Phase 1 – Background Study and Report**

Phase 1 involved background research to review the existing conditions, current policy framework and information available from the participating landowners as well as aerial photography and contour mapping. It also identified major influences within the study area.

### **Phase 2 – Plan Development Process**

The second phase of the Study utilized the background information as the basis for preparing supporting studies which include:

- City of Vaughan, Secondary Plan Study for New Community Area “Block 27”, Preliminary Background Report, Macaulay Shiomi Howson Ltd., June 2015;
- Land Budget and Housing Mix Analysis for the Block 27 Secondary Plan Area, Hemson Consulting Ltd., May 2015;
- Commercial Needs Assessment, Tate Economic Research Inc., May 2015;
- Secondary Plan Study for New Community Area Block 27 – Parks and Open Space & Community Facilities Report, Macaulay Shiomi Howson Ltd., May 2015;
- Stage 1 Archaeological Resource Assessment of the New Community- “Block 27”, ASI Final January 2017;
- Cultural Heritage Resource Assessment, New Community Area Block 27, ASI, April 2015;
- Noise and Vibration Background Study, Amec Foster Wheeler, May 2015;
- Water and Wastewater Master Servicing Background Study, Amec Foster Wheeler, May 2015;
- Vaughan Sustainability and Community Energy Framework, WSP Canada Ltd., September 2015; and,
- New Community Area ‘Block 27’ City of Vaughan Environmental Report, Natural Resource Solutions Inc., May 2015.

Additional studies were also undertaken that provided input to the Secondary Plan Study process. These included:

- Natural Heritage Network Study, North South Environmental undertaken on behalf of the City;
- Upper West Don River Subwatershed Study, Cole Engineering and Beacon Environmental on behalf of the Block 27 participating Landowners Group; and,

- North Vaughan and New Communities Transportation Master Plan, HDR Inc. on behalf of the City; and,
- **Wetland Evaluation, conducted by the Ontario Ministry of Natural Resources and Forestry.**

Phase 2 also included the Secondary Plan Visioning Summit, a visioning session with the public in May 2015 to determine the vision and guiding principles for the Secondary Plan.

### **Phase 3 – Preparation and Refinement of the Draft Secondary Plan**

A land use concept was developed in Phase 3 which was then reviewed and refined through public consultation, as well as input from the Block 27 participating Landowners Group, and Block 27 Technical Advisory Committee. The draft Secondary Plan, which was developed based on the land use concept, also incorporated the directions arising from the Kirby GO Transit Hub Sub-Study and the **NVNCTMP**.

### **Phase 4 – The Approval Process**

The draft Secondary Plan was reviewed through a formal statutory process which included a Public Hearing. The input received was reviewed, and addressed in a report to Council with recommended changes to the Plan. The Plan was then presented to Vaughan Council for adoption.

## **4.0 Consultation and Engagement**

On-going consultation occurred throughout the Study, as well as the Sub-Study for the Kirby GO Transit Hub and the **NVNCTMP**. Regular meetings were held at key points of the Secondary Plan Study process with the Block 27 participating Landowners Group (“**LOG**”) and the Block 27 Technical Advisory Committee (“**TAC**”). In addition to the formal meetings with the **TAC**, meetings were held throughout the process with individual agencies including meetings with the School Boards, Ministry of Natural Resources and Forestry, Toronto and Region Conservation Authority, and Metrolinx. Five reports were prepared for Council, including one presentation to Committee of the Whole (Working Session) and one report for consideration by the Finance Administration and Audit Committee.

The following public consultation meetings were held for the Secondary Plan Study:

- May 13, 2015: Public Open House #1 Secondary Plan Visioning Summit;
- November 25, 2015: Secondary Plan Draft Emerging Land Use Concept;

- April 5, 2017: Public Open House Secondary Plan (combined meeting with PIC #2 for the Kirby GO Station Sub-Study and the **NVNCTMP**); and,
- March 6, 2018: Statutory Committee of the Whole (Public Hearing).

Public consultation sessions for the Sub-Study included:

- June 9, 2016: Public Information Meeting #1; and,
- April 5, 2017: Public Information Meeting #2 (combined meeting for **NVNCTMP** PIC and the third Public Open House for the Block 27 Secondary Plan).

## 5.0 Policy Context

Block 27 is one of two designated “New Community Areas” in the Vaughan Official Plan 2010 (“**VOP 2010**”) where new residential uses and related *development* is planned to occur in Vaughan and preparation of a Secondary Plan is required prior to any development occurring. The Secondary Plan builds on the policy framework established at the provincial, regional and local level. In conformity with that policy direction, *development* in Block 27 is intended to create a *complete community* that will be compact, vibrant, inclusive, healthy, sustainable, and diverse, with a mix of uses and densities that achieves the minimum provincial and regional requirements. The Plan will prioritize people through all phases of life, sustainability and livability, as well as high quality urban design.

To conform to provincial and regional policies including the **Growth Plan**, the Greenbelt Plan and the **YROP**, as well as the **VOP 2010**, the Secondary Plan has been designed to address:

- the Regional minimum ~~average density requirements~~ of 20 residential units per hectare and 70 residents and jobs per hectare, in the developable area;
- a minimum ~~density target~~ of 100 people and jobs for the **Kirby GO – Transit Hub Centre Local Centre — Kirby GO Transit Hub**, and the Provincial minimum ~~density~~ target of 150 people and jobs within 500 metres of the Kirby GO Transit Hub, an approximate 10-minute walking distance, of the Kirby GO Station;
- a wide range and mix of housing types, sizes and *affordability*;
- a community core within reasonable walking distance from the majority of the population which will be the focus of local *retail* and community services and will provide connections to rapid transit;
- provision of live-work opportunities;

- areas that contain a high-quality public realm;
- implementation of the Active Together Master Plan Update 2013;
- implementation of the Pedestrian and Bicycle Master Plan including the creation of a comfortable, connective pedestrian and cycling environment and active transportation connections to key destination points;
- development that is planned to consider human service needs for all ages and abilities including educational, social, health, arts, culture, library and recreational facilities;
- Greenbelt Plan and Natural Heritage Network policies;
- sustainable urban design guidelines including green building policies;
- development that maximizes solar gains and facilitates future solar installations and other climate resiliency measures;
- a community energy plan;
- a Master Environment and Servicing Plan;
- a multi-modal transportation mobility plan;
- a Regional Greenlands System Plan;
- an integrated parks and open space network that provides facilities generally within a 5 to 10 minute walk for a majority of residents;
- reduced heat island effects;
- the protection and conservation of cultural heritage resources; and,
- a phasing plan that ensures orderly development, with a priority on the development of the Kirby GO Station transit hub, as well as providing that any particular phase of development is substantially complete (approximately 75%) before subsequent phases may be registered.

In addition, with respect to the Kirby GO Transit Hub, the following matters have and will be considered:

- The transit hub is of local, regional and inter-regional importance, and its function, design and integration are vital to this community;
- Major transit station areas are to be planned to achieve increased residential and employment densities and a mix of uses under the Growth Plan;
- Major transit station areas are to be planned and designed to provide access for various transportation modes including transit which, in accordance with the YROP, is intended to be integrated into the community at the early stages of development; and,
- Enhanced and efficient pedestrian and cyclist connections to transit station areas and the

provision of an enhanced pedestrian and cycling network within the site; and The GO Rail Station Access Plan, Final Report, dated December 12, 2016 which categorizes the new Kirby GO Station in terms of anticipated GO rail service levels as having “15 min Two-way All-day” service.

## 6.0 Existing Conditions and Opportunities

The Secondary Plan also responds to the existing conditions and opportunities identified through the technical background analysis with respect to the Secondary Plan Study Area including the following:

- natural heritage protection and enhancement, in particular the City’s Natural Heritage Network and refinements to the Network including strategies identified in consultation with external agencies designed to ensure a Net Positive Environmental Outcome;
- the significant topographical changes in the Secondary Plan area;
- existing land use;
- existing transportation infrastructure including the Barrie GO railway, related noise mitigation strategies, and existing cycling infrastructure along boundary roads and within adjacent blocks;
- the planned **Kirby GO - Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~;
- TransCanada natural gas pipeline right-of-way;
- existing cultural heritage resources including the Hamlet of Teston and the need to evaluate their significance and the potential for integration with new development;
- the potential for the identification of archaeological resources which will require investigation and potential mitigation;
- the proximity to the future planned North Maple Regional Park to the east;
- the recommendation in the Active Together Master Plan for the creation of a neighbourhood hub in Block 27;
- the opportunity to achieve high quality and sustainable design;
- existing surrounding neighbourhoods; and,
- connections to the future Highway 400 Employment lands.

Other planning considerations that must be taken into account include the conclusions of the supporting studies related to:

- Land Budget/Housing Mix Analysis;

- Commercial Needs Assessment;
- Natural Environment;
- Upper West Don Subwatershed Study City of Vaughan;
- North Vaughan and New Communities Transportation Master Plan;
- Parks, Open Space and Community Facilities;
- Archaeological and Heritage Resources;
- Sanitary Sewers and Water;
- Sustainability and Community Energy Planning; and,
- Kirby GO Transit Hub Sub-Study.

## 11.##.3 Part B The Secondary Plan

### 1.0 Introduction

The Block 27 Secondary Plan forms part of the **VOP 2010**. The Secondary Plan builds on the policies in Volume 1 of the **VOP 2010** and provides a detailed planning framework specific to the Block 27 Secondary Plan Area. The Secondary Plan should be read in conjunction with Volume 1 of the **VOP 2010**. Where the policies of this Secondary Plan conflict with the policies in Volume 1, the policies of the Secondary Plan shall prevail.

The following text and schedules constitute the Block 27 Secondary Plan:

- Schedule 'A' – Block 27 Secondary Plan Area;
- Schedule 'B' – Block 27 Land Use Plan;
- Schedule 'C' – Block 27 Built Heritage and Cultural Heritage Landscapes;
- Schedule 'D' – Block 27 Multi-Modal Transportation Network; and,
- Schedule 'E' – Block 27 Natural Heritage Network and Open Space System.

### 2.0 Vision and Guiding Principles

#### 2.1 Block 27 Vision and Guiding Principles

The following Vision and Guiding Principles, which were developed based on a Vision Summit with community members, will be used to guide the future planning of the Block 27 Secondary Plan area.

a. Vision Statement

Block 27 will be a *complete community* that prioritizes people, sustainability and livability with a high quality of urban design. The community will feature a range of low to mid-rise buildings that blend a variety of residential, *retail* and institutional uses. It will be anchored by a ~~local~~ **transit hub** centre that features both institutional uses such as *schools*, *community facilities* and the Kirby GO transit hub. The community will also provide an integrated and connected multi-modal on and off-road transportation system including transit, walking and cycling. Finally, building upon the area's abundant natural heritage features, a variety of parks and open spaces will provide residents with space for leisure and recreation.

b. Development Principles

- i. A distinct community character will be encouraged through the use of low-rise to mid-rise building form and scale.
- ii. New development will combine residential, *retail*, and institutional uses to create a walkable, sustainable community with a range of community amenities.
- iii. All public and private buildings will achieve design excellence.
- iv. Streetscape design will support a variety of uses and conditions, including pedestrian, transit, cycling and automobile activity.
- v. Block configuration will follow a modified grid pattern, encouraging compact and sustainable *development*.
- vi. Seamless integration of all modes of transportation will ensure local and regional transportation connectivity, while also encouraging environmental sustainability.
- vii. *Community facilities* such as schools, places of worship, community centres and libraries will be promoted and situated in a way that creates a social and cultural centre for the community.
- viii. Active and safe routes to *community facilities* through the overall multi-modal transportation system including neighbourhood active transportation connections.
- ix. A hierarchy of parks, ~~urban~~ **public** squares, and open spaces with a range of programming opportunities will provide the community with a variety of passive and active recreation space.
- x. Preservation of natural heritage features as part of a Natural Heritage Network will ensure their protection and enhancement in an urban setting while providing an opportunity for views and access to nature. This Secondary Plan will provide for an overall Net Positive Environmental Outcome to the community with the build

out of Block 27. Where there is potential ~~less~~ **modification** of a natural heritage feature(s), in support of another objective, the overall outcome shall be a Net Positive Environmental Outcome to the community.

- xi. Sustainability will be encouraged through implementation of City guidelines including conscientious selection of building materials and finishes, surface treatments, green infrastructure, and other green features such as inclusion of pervious surfaces and measures to reduce heat island effects.
- xii. Water and wastewater for Block 27 will be planned based on a spine servicing approach where appropriate, to reduce life cycle costs and will be consistent with Regional and City master plans.

## 2.2 ~~Local Centre – Kirby GO Transit Hub~~ **Kirby GO – Transit Hub Centre** Vision and Guiding Principles

The following Vision and Guiding Principles, which were developed based on consultation with community members, build on the Vision and Guiding Principles for Block 27 and provide specific direction for the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Station Transit Hub~~.

### a. Vision Statement

The **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will be a local centre for the community, unique to Vaughan, with seamless multi-modal connections, morning, afternoon and evening destinations, and excellent regional and local transit. Centered on the GO Station and public square, the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will incorporate a combination of mid-rise mixed-use buildings, with ground floor *retail* uses, integrated with the public realm.

### b. Development Principles

#### i. Transit Hub Function Primacy

The creation of a vibrant, efficient, class leading transit hub is paramount to the success and vitality of this community and the City, and its requirements will have planning primacy over other components of the land use planning and design in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, and in Block 27. The plan envisions all levels of government delivering transit and transit supportive development to work together to deliver this class leading transit hub and community.



ii. A Balanced Mobility Mix

The design of the Transit Hub is envisioned to provide balanced access to and from the Transit Hub with priority in the order listed below for the following modes of travel:

- Public Transit;
- Walking;
- Cycling and other forms of Active Transportation;
- Ride-sharing and taxis;
- Electric/fuel efficient Single Occupant Vehicles; and,
- Other Single Occupant Vehicles.

iii. Connected

A key objective of the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ is connectivity. This includes inter-regional, regional and local connectivity. In particular, the Transit Hub will provide the opportunity to connect residents and visitors to the area's extensive natural heritage network, the future planned North Maple Regional Park, and extensive public transit infrastructure planned for the Transit Hub.

Visual and physical connections will be a central component of new *development*. This includes a particular emphasis on connectivity between all modes of public transit, as well as connectivity to the local pedestrian and cycling networks. Strong, seamless visual and physical connectivity between proposed *development* and the natural heritage network will be an integral part of the plan. The public square, located adjacent to the Kirby GO Station, and the "Main Street" along Vista Gate will be connected in a manner that provides visual direction and a sense of place.

Connections throughout the Kirby GO Station Hub area will be supported via public streets, public and semi-public open spaces as well as clear sightlines, gateways, wayfinding and signage plans, *retail* signage and quality public art.

iv. Complete Streets, Open Space, and Parks

Streets within the Kirby GO Station Hub will be planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. In particular, the streets will be pedestrian oriented, and accessible for people of all

ages and abilities. They will be framed by animated building edges including wide sidewalks, weather protection, lighting and wayfinding. A network of public and semi-private open spaces and pathways will be created to complement the natural heritage network and increase accessibility to outdoor open space, local public parks, and the future planned North Maple Regional Park.

v. Respect Existing Neighbourhoods

The stable residential neighbourhoods to the east of the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will be protected. New buildings along Keele Street will be designed to minimize shadowing, noise, air pollution and other adverse impacts with respect to this neighbourhood. Taller buildings are to be located within the immediate Kirby GO Station area and be designed to minimize any adverse impacts on the other uses in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.

vi. Appropriate Scale, Form and Density

Building heights and land uses will be designed to create an appropriate interface with the other components of the Block 27 Secondary Plan.

The most intensive development in the Block 27 Secondary Plan Area will be located in the **Kirby GO - Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ **within the 500m radius of the Kirby GO Station, and will be** focused between the railway and Keele Street and immediately to the west of the Transit Hub. Within this area, the greatest *intensification*, up to 12 storeys, ~~or higher subject to bonusing in accordance with Section 37 of the Planning Act~~ will be adjacent to the public square, to the east of the Kirby GO Station. The rest of the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will consist of Mid-Rise buildings up to eight storeys in height or higher, subject to bonusing where appropriate, and townhouse *development* as permitted in this Plan.

vii. Design Excellence

Design excellence has the power to inspire people and communities, building pride of place and improving quality of life. *Development* of all public and private buildings within Block 27, but particularly in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, shall strive for design excellence. Design

excellence is driven by functionality and informed by beauty, durability, sustainability, accessibility, value, cost and economic viability.

viii. Mix of Uses

New *development*, consistent with the Block 27 Secondary Plan directions, will provide for a broad mix of uses throughout the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ in single use and mixed-use buildings aiming to create a vibrant mixed-use community that supports existing and new transit infrastructure, and morning, afternoon and evening destinations.

ix. Strategic Parking Management and Innovative Parking Accommodations

Parking for both automobile and bicycles will support commuters accessing Kirby GO Station as well as *retail* and office uses. It is critical to the implementation of the Vision for the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ to minimize surface parking. Strategic parking management will be required to achieve this goal, including the use of a range of reduced footprint parking options including maximizing the use of shared public parking resources in strategic locations, as well as providing for short and long-term bicycle parking. Optimizing the use of parking through prioritization of cyclists, carpool users, electric/fuel efficient and compact vehicles and emerging – shared mobility commuters will also be needed.

x. A Flexible Phasing Plan that Accommodates Growth and Change

Phasing strategies account for long-term growth and market conditions and the availability of services. The plan will be designed to be flexible with respect to phasing as work undertaken by Metrolinx on the detailed design for the Kirby GO Station is not complete.

### 3.0 Community Structure

#### 3.1 General Land Use Policies

The land use designations on Schedule B, Land Use Plan and the policies of this section are designed to establish a community structure which implements the Vision and Development Principles established for Block 27 Neighbourhoods and the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.

### 3.1.1 Land Use Plan

- a. Establish the mix of land uses, heights, densities, and their distribution in a manner which supports the creation of a sustainable *complete community* while being compatible with the surrounding existing and planned *development* and ensuring the appropriate protection of cultural and natural heritage resources;
- b. Define the role of the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~ in the City's Urban Structure including provision for density, height and a mix of uses which will support the Transit Hub; and,
- c. Promote high quality urban design including streetscapes which support all modes of transportation including walking, cycling and transit and design which is sustainable.

### 3.1.2 Density

- a. Through the policies of this Plan, the City shall seek to meet an overall ~~density target~~ **minimum density** of 70 people and jobs per hectare by 2031 for Block 27 and a minimum ~~target density~~ of 100 people and jobs for the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~, with a minimum **density** target of 150 people and jobs within 500 metres, an approximate 10 - minute walking distance, of the Kirby GO ~~Station Transit Hub~~.
- b. The approach to building height and density focuses the maximum permitted height and density in the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~, **specifically within a 500m radius of the Station**. Building height and density are also focused along major arterial roads and transit corridors - Teston Road, Jane Street, Keele Street and Kirby Road. The policies for each land use on Schedule B establish the maximum density and height permitted in specific land use designations.

### 3.1.3 Bonusing

The City may use the bonusing provisions for building height and density under Section 37 of the Planning Act where appropriate to secure a range of community benefits in Block 27, with particular focus in the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Station Hub~~. The community benefits shall be those identified in Policy 10.1.2.9 of the **VOP 2010**. The City shall determine the required community benefit at the time of the development application process.

### 3.1.4 Housing

The community shall consist of a housing mix which provides for a diverse mix of dwelling units and types to increase housing choice. In accordance with Policy 7.5.1.2 of the **VOP 2010**, a target of 25% of all housing units in Block 27 shall be *affordable*, and that a portion of these units should be accessible to people with disabilities. To achieve this target, the City shall:

- a. Require all *significant developments* that include a residential component to demonstrate their contribution to meeting the Block 27 target for *affordable* housing through the preparation of a housing option statement in accordance with the provisions of Policy 7.5.1.3 of the **VOP 2010**;
- b. Require allocation of *affordable* housing units by participating Landowners to be established through the Block Plan **approval** process consistent with the requirements of Policy 7.5.1.3 and enforce such allocations through conditions of approval for development applications;
- c. Permit *secondary suites* in accordance with policies 7.5.1.4 and 7.5.1.5; and,
- d. Encourage new dwellings to be predesigned to accommodate *secondary suites* or that such *secondary suites* be offered as a construction option.

### 3.1.5 Sensitive Uses

- a. All residential *development* or other *sensitive land uses*, including parkland adjacent to the railway, shall be setback a minimum of 75 metres where a safety berm is not provided or 30 metres where a safety berm has been provided, subject to review and approval by Metrolinx. Notwithstanding any other provisions of this section, Multi-Use Recreational **Trails Pathways** may be located within the prescribed setback area subject to review and approval by Metrolinx.
- b. *Development* of residential and other *sensitive land uses* within 500 m of existing Employment Areas shall have regard for the potential noise, vibration and air pollution impacts from the adjacent employment and industrial uses in accordance with Policy 5.2.1.2 of the **VOP 2010**. Development proposals shall demonstrate compatibility and mitigation of the impact on the existing use in terms of noise, vibration, air quality, lighting, overlook and traffic generation in accordance with all provincial and municipal guidelines.

- c. Applications for residential *development* and other *sensitive land uses* shall have regard for potential noise, vibration and air pollution impacts from existing uses, major streets and transportation infrastructure and facilities within and in proximity to the Kirby GO Transit Hub. Where appropriate, applications for residential and other sensitive land uses shall include a noise and vibration study and an air pollution study to identify appropriate measures to mitigate adverse impacts from the source. Such studies shall be completed for residential *development* and *sensitive land uses* to the satisfaction of the City and in consultation with Metrolinx or other agencies as required:
  - i. Within 300 metres of an industrial use; and,
  - ii. Within 75 metres of a railway.
- d. As established in Policies 9.2.2.10(d) and 9.2.2.11(e) of the **VOP 2010**, new *development* should refer to the Ministry of Environment Land Use and Compatibility Guidelines, which provide recommendations to ensure that *sensitive land uses* are appropriately designed, buffered and/or separated from each other.
- e. *Development* adjacent to the high pressure natural gas pipelines operated by TransCanada Pipeline Limited shall be subject to the provisions of Section 9.2.2.26 c. of the **VOP 2010**.

### 3.1.6 Transit Supportive Development

*Development* shall have regard to the Metrolinx Mobility Hub Guidelines, York Region Transit-Oriented Development Guidelines and the Provincial Transit-Supportive Land Use Guidelines, as may be amended, through the development approvals process.

### 3.1.7 Other Permitted Uses in all designations

In addition to the uses identified in Section 9.2.1.9 of the **VOP 2010**, the following land uses shall be permitted in all designations within the Block 27 Secondary Plan, with the exception of the Natural Areas and Evaluated Wetlands, and Natural Area – Provincially Significant Wetlands designations:

- ~~a. Public safety services and community facilities; and,~~
- a. Renewable energy facilities and district energy systems.

## 3.2 Low-Rise Residential

- 3.2.1 The Low-Rise Residential designation on Schedule B is planned to consist primarily of buildings in a low-rise form no greater than three *storeys*. However, in some limited areas a low-rise form no greater than four *storeys* may be permitted as identified through the Block Plan **approval** process. Generally, such areas shall be adjacent to lands in the Low-Rise Mixed-Use designation, along collector roads or the railway line. The lands in this designation will be developed as neighbourhoods focused around *community facilities* including schools and parks. The designation applies to the majority of the lands in Block 27 outside the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~.
- 3.2.2 The Low-Rise Residential designation permits all the uses identified in Policy 9.2.2.1 b. of the **VOP 2010**, as follows;
- a. Residential units;
  - b. *Home occupations*;
  - c. Private home *day care* for a maximum (5) children; and,
  - d. *Small-scale convenience retail*, provided the use is:
    - i. located on a corner lot where at least one of the sides is a collector or arterial street as indicated on Schedule D; and
    - ii. a maximum of 185 square metres of gross floor area.
- 3.2.3 The Low-Rise Residential designation permits all the building types identified in Policy 9.2.2.1 c. of the **VOP 2010**, as follows:
- a. Detached House;
  - b. Semi-Detached House;
  - c. Townhouse including back-to-back and stacked townhouses. **Back-to-back townhouses provide a primary building frontage on two sides, with units sharing a rear wall, to avoid back-lotting onto pathways, lanes and streets, and may be up to four storeys in height; and will not have an adverse impact on the context and lot configuration**~~and other similar building types~~; and,
  - d. Public and Private Institutional Buildings.
- 3.2.4 The Low-Rise Residential designation along the east-west collector road north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) shall consist of a building typology and site design which limits and consolidates the number of driveway



accesses to the built form., in order to avoid negative impacts on traffic movement along the collector.

### 3.3 Low-Rise Mixed-Use

- 3.3.1 The Low-Rise Mixed-Use designation on Schedule B is located along arterial roads and the major east-west collector road which bisects Block 27. The designation allows for an integrated mix of residential, community and *retail* uses.
- 3.3.2 The Low-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.2 b. of the **VOP 2010**, including the existing place of worship and accessory buildings located at 2430 Teston Road and expansion or modifications to the existing place of worship use permitted by the zoning by-law. However, permitted *retail* uses shall be located only on a corner lot where at least one of the sides is on a collector or arterial street. In addition, *retail* and office uses will be limited to a maximum of 500 square metres of gross floor area if located on a collector street. Gas stations may be permitted in accordance with Policy 5.2.3.12 of the **VOP 2010**.
- 3.3.3 The Low-Rise Mixed-Use designation permits all the building types under Policy 9.2.2.2 f. of the **VOP 2010** including back-to-back townhouses and other similar building types, live-work units, the existing place of worship building and accessory buildings at 2430 Teston Road, and expansion or modifications to the existing buildings permitted by the zoning by-law. In addition, retail buildings may be permitted at the corner of collectors and arterials in accordance with the policies of Section 3.15.2 g. ~~The maximum density in the Low-Rise Mixed-Use designation along arterial roads and the main east-west collector shall be a Floor Space Index ("FSI") of 1.5 and the maximum building height shall be five storeys. However, the maximum permitted density generally located at the intersections of arterial and collector roads shall be an FSI of 2.0 and the maximum building height shall be six storeys pursuant to the provisions of Section 9.2.3.4 b. to 9.2.3.4 d. of the VOP 2010.~~
- 3.3.4 ~~The maximum density in the Low-Rise Mixed-Use designation along arterial roads and the main east-west collector shall be a Floor Space Index ("FSI") of 1.5 and the maximum building height shall be five storeys. However, the maximum permitted density generally located at the intersections of arterial and collector roads shall be an FSI of 2.0 and the maximum building height shall be six storeys pursuant to the provisions of Section 9.2.3.4 b. to 9.2.3.4 d. of the VOP 2010.~~ The minimum height in the Low-Rise Mixed-Use designation shall be two storeys or equivalent, ~~excluding~~ **with the exception of** lands in the Hamlet of Teston as designated on Schedules B and C **where building shall not exceed two storeys.**



3.3.5 The minimum height in the Low-Rise Mixed-Use designation shall be two storeys or equivalent, excluding lands in the Hamlet of Teston as designated on Schedules B and C. In addition, low-rise buildings exceeding five storeys along arterial roads and the east-west collector road, as well as low-rise buildings exceeding six storeys at the intersection of two arterials or arterials and collectors, may be permitted subject to the bonusing provisions of Policy 3.1.3 of this Plan, where appropriate.

3.3.6 Additional building height and/or density may be considered at the intersection of two arterial streets and at the intersection of an arterial street and a collector street through an amendment to this Plan on a site-specific basis, only where it can be demonstrated that the additional height and/or density will not have an adverse impact on the context and lot configuration, save and except lands along the Teston Road corridor. In no case shall the height exceed the maximum height of a Mid-Rise Building established in **VOP 2010**.

### 3.4 Mid-Rise Residential

3.4.1 The Mid-Rise Residential Use designation on Schedule B is located in the Kirby GO – Transit Hub Centre Local Centre — Kirby GO Transit Hub. *Development* in this designation is planned to consist primarily of Mid-Rise residential buildings **Buildings**. The *development* will be designed and developed at a density which is supportive of the Kirby GO Transit Hub. The proposed Community Hub will also be located in this area **designation**.

3.4.2 The Mid-Rise Residential designation permits all the uses identified in Policy 9.2.2.3 b. of the **VOP 2010**.

3.4.3 The Mid-Rise Residential designation permits all the building types identified in Policy 9.2.2.3 c. and d. of the **VOP 2010**. The maximum density shall be 3.0 **FSI** and the maximum building height shall be eight storeys. **The minimum height for all building types in the Mid-Rise Residential designation shall be three storeys. Where lands designated Mid-Rise Residential are located within a 500m radius of the Kirby GO Station, the maximum density shall be 4.0 FSI and the maximum building height shall be 12 storeys as shown on Schedule B of this Plan. However, it also permits all the building types listed in Policy 9.2.2.3 d. in those areas of the Local Centre — Kirby GO Transit Hub south of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) and east of the railway.**

3.4.4 The **following** additional permitted building types include Townhouses, Stacked Townhouses and back-to-back Townhouses, other similar building types, live-work units, and Low-Rise Buildings **shall only be permitted in the Mid-Rise Residential designation outside of the 500m radius measured from the Kirby GO Station. These additional building types shall only be**

~~permitted provided the minimum density target of 100 people and jobs per hectare can be achieved as required in Section 3.1.3 3.1.2.a. of this Plan, and demonstrated through the Block Plan approval process. The minimum height for all building types shall be three storeys. In addition, mid-rise buildings exceeding eight storeys may be permitted subject to the bonusing provisions of Policy 3.1.3 of the Plan, where appropriate.~~

- 3.4.5 In addition, Mid-Rise Buildings exceeding 8 storeys may be permitted subject to the bonusing provisions of policy 3.1.3 of this Plan, where appropriate.

### 3.5 Mid-Rise Mixed-Use

- 3.5.1 The Mid-Rise Mixed-Use designation on Schedule B is applicable to the lands immediately ~~north of the east and west of the railway, north of the~~ TransCanada Pipeline (designated "Infrastructure and Utilities" on Schedule B) ~~and east and west of the railway.~~ The lands in this designation are planned to serve as a community core. Development in this designation shall consist of a broad mix of mid-rise residential, *retail*, community and institutional uses in mixed use and single use buildings. The *development* will be designed and developed at a density which is supportive of the Kirby GO Transit Hub.
- 3.5.2 The Mid-Rise Mixed-Use designation permits all the uses identified in Policy 9.2.2.4 b. of the **VOP 2010** with the exception of gas stations. *Retail* uses are subject to the requirements of Policy 9.2.2.4 c. and Policy 9.2.2.4 d. of the **VOP 2010**. In addition, ~~the transit station and related transit infrastructure~~ related facilities including parking will be permitted.
- 3.5.3 The Mid-Rise Mixed-Use designation permits all the building types identified in Policy 9.2.2.4 e. of the **VOP 2010** with the exception of gas stations. ~~In addition, retail buildings may be permitted in the southwest quadrant of Keele Street and Kirby Road north of Vista Gate in accordance with the policies of Section 3.15.2 g. The maximum density shall be 4.0 FSI. The minimum height for all building types shall be four storeys. In addition, High-Rise Buildings may be permitted subject to Policy 9.2.3.6 of the VOP 2010. High-Rise Buildings which are planned to exceed 12 storeys may be permitted subject to the bonusing provisions of Policy 3.1.3 of this Plan, where appropriate.~~
- 3.5.4 The maximum density shall be 4.0 FSI. The minimum height for all building types shall be four storeys. In addition, Mid-Rise Buildings are subject to Policy 9.2.3. of the **VOP 2010**.
- 3.5.5 Retail buildings may be permitted in the southwest quadrant of Keele Street and Kirby Road north of Vista Gate in accordance with the policies of Section 3.15.2 g.

- 3.5.6 High-Rise Buildings which are planned to exceed 12 storeys may be permitted subject to the bonusing provisions of Policy 3.1.3 of this Plan, where appropriate.

### 3.6 Community Hub

- 3.6.1 The Community Hub ~~designation~~ on Schedule B is located conceptually at the western limit of the ~~Kirby GO – Transit Hub Centre~~ ~~Local Centre – Kirby GO Transit Hub~~. Its location may be refined without an amendment to this Plan through the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the implementing development approval review process. *If through the Block Plan approval process the location of the Community Hub requires modification, the applicable policies of the adjacent land use designation shall apply.* The ~~Community Hub designation~~ allows the *development* of a facility with a range of community and institutional uses. These include the community services and facilities identified in Section 7.2 of the **VOP 2010** such as a community centre, a library, and elementary *schools*, as well as an Urban Park. Other *community facilities* may be located in the Community Hub and can include a library, *day care* and places of worship, as well as *small-scale convenience retail* compatible with *community facilities*. The Community Hub is to be designed and developed to ensure accessibility by all residents of Block 27 to act as focal point and meeting place for the community.
- 3.6.2 The Community Hub ~~designation~~ permits all the uses identified in Policy 9.2.2.12 a. and b., Major Institutional, of the **VOP 2010**. The permitted uses may serve a community function as well as a City-wide or Regional function. *Small-scale convenience retail* uses are subject to the requirements of Policy 9.2.2.3 c. and ~~Policy 9.2.2.4 d~~ of the **VOP 2010**.
- 3.6.3 The Community Hub ~~designation~~ permits all the building types identified in ~~the designation in which it is located~~ ~~Policy 9.2.2.12 e, Major Institutional, of the~~ **VOP 2010**.

### 3.7 Transit Hub

#### 3.7.1 Purpose

The Transit Hub designation on Schedule B shall provide for the development of a Transit Hub including the Kirby GO Station and related railway and transit infrastructure.

#### 3.7.2 Permitted Uses

The Transit Hub designation permits transit infrastructure and transit related facilities, that include parking for transit users, as well as all the permitted uses in the Mid-Rise Mixed-Use designation established in Section 3.5 of this Plan. Where a GO Station is located Mid-Rise

Mixed-Use *development*, shall only be permitted provided it forms part of a *development* which includes transit infrastructure, and subject to the approval of the applicable transit authority.

### 3.7.3 **Building Types**

The Transit Hub designation permits all of the building types required for the operation of the Kirby GO Station and related transit infrastructure and facilities as well as all the building types established in Section ~~3.4~~ 3.5.

### 3.7.4 **Transit Hub Special Study Area**

The prosperity of the City depends on a successful and integrated regional transportation system of which the Kirby GO Station forms a key component. The Transit Hub comprised of the Kirby GO Station is an essential element and vital to the success of the City, as it not only forms part of the Block 27 Community, but it acts as a connection to other communities in the City and other municipalities for work, play and culture.

To ensure the success of the Transit Hub, and ultimately the prosperity of the City which requires increasing accessibility throughout the City and the Region, the proper integration of transportation and land use planning is critical. In weighing the appropriate balance among policy objectives for the *development* of the Transit Hub Special Study Area, all efforts must be made to support and facilitate the *development* of the station and surrounding lands.

By planning for mixed use *development*, it will be possible to promote more live-work relationships and reduce commute times, and facilitate a shift to transit use and active transportation. Accessibility has two components: mobility options (transportation) and proximity (land use). Increasing mobility by providing modal choices reduces delay in travel allowing for more trips to be made within a given time. Whereas, increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. These components are critical to the design and decision-making in the Transit Hub Special Study Area.

The Transit Hub Special Study Area includes lands in the Transit Hub designation, as well as lands in the Natural Areas, Natural Areas – Provincially Significant Wetlands Evaluated Wetlands, Mid-Rise Mixed-Use, and Mid-Rise Residential designations. The Special Study Area also includes hydrologic and other natural heritage features. The Block Plan approval process must generally conform to the location of the Transit Hub, amount of land protected for the Transit Hub Special Study Area, land use designations within the Transit Hub Special Study Area, and location and number of roads in support of the Transit Hub including a “Main Street” aligning with Vista Gate east of Keele Street, established through this Plan on Schedule B. The exact alignment of roads, supporting types of infrastructure, and boundaries of land

designations shall be finalized through an environmental assessment or an equivalent study process.

The development of Kirby GO Station within the Transit Hub Special Study Area, and any related infrastructure in this area in support of the GO Station will undergo a Transit Project Assessment Process (“TPAP”) to be conducted by Metrolinx.

The purpose of the Transit Hub Special Study is to guide the development of the study area from an initial phase to an ultimate buildout by 2031 and beyond. The City will initiate the Transit Hub Special Study in accordance with a Terms of Reference that specifies the resources and consultation process required to engage the affected stakeholders.

The modification and/or realignment of any Natural Areas – Provincially Significant Wetlands key natural heritage features or key hydrologic features in the to support the final phase of development of the Kirby GO Station shall be determined through the TPAP Transit Hub Special Study and the necessary study work to confirm the limits of developable land having and have regard for the primary planning and transportation objectives as established in this Plan. If required to support the primary planning and transportation objectives, modification of Natural Area – Provincially Significant Wetlands shall be permitted in accordance with Section 6.4 Net Positive Environmental Outcome of this Plan.

The successful transition of the Kirby GO Station and surrounding Transit Hub Area to an integrated mid-rise mixed-use development is crucial to ensuring the long-term operational and aesthetic quality of the area.

~~If required to support the primary planning and transportation objectives, modification of any key natural heritage features or key hydrologic features shall be permitted having regard for the principles of this Plan (Section 6.3 Net Positive Environmental Outcome).~~

### 3.8 Parks

- 3.8.1 The Parks in Block 27 include lands designated Neighbourhood Park and Public Square on Schedules B and E. In addition, an Urban Park is permitted in the Community Hub designation on Schedules B and E. The location of Parks and Public Squares may be modified without amendment to this Plan through the development of the Block Plan required in accordance with Chapter 10 of VOP 2010.
- 3.8.2 The Neighbourhood Park designations on Schedules B and E are located conceptually throughout the community to serve many of the residents within a five to ten minute walk. Neighbourhood Parks shall be located adjacent to Natural Areas and/or proposed elementary

~~*schools and/or Natural Areas*~~ in order to provide for the potential sharing of uses and facilities, wherever feasible and to the satisfaction of the City. Land required for each Neighbourhood Park shall generally be a minimum of 2.5 hectares to accommodate required park facilities.

3.8.3 The Urban Park is proposed to be located in the Community Hub designation. The character and function of the Urban Park shall be coordinated and integrated with the proposed uses and facilities within the Community Hub. Should the Community Hub not be developed, the Urban Park shall be a stand-alone park. Land intended for the Urban Park shall be a minimum of 1 hectare in size and should be have a configuration that can accommodate desired Urban Park facilities and programs.

3.8.4 The Public Square designations on Schedules B and E are located conceptually in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~. The Public Square located north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) is intended to act as a focal point of the *development* in the Mid-Rise Mixed-Use designation. The Public Square located south of the TransCanada Pipeline (designated “Infrastructure and Utilities on Schedule B) is intended to serve the local residential neighbourhood proposed in the area. Public Squares shall generally be 0.5 hectare.

### 3.9 Schools

3.9.1 The Elementary and Secondary *School* designations on Schedule B are located conceptually throughout Block 27 in locations within a five to ten minute walk of many of the residents. The *schools* are located adjacent to proposed Neighbourhood and Urban Parks to provide for the potential sharing of uses and facilities. The locations may be modified without an amendment to this Plan through the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process. These designations are in addition to the Elementary *Schools* proposed to be located in the Community Hub designation.

3.9.2 The Elementary and Secondary *School* designations shall be developed and designed in consultation with the appropriate school board in accordance with the policies of the **VOP 2010** including Section 7.2.3 and the urban design policies of Section 3.15 of this ~~Secondary~~ Plan. Building types will be determined through the design process. The design and layout of *schools* shall account for and consider alternate layouts and designs including smaller *school* site sizes and shared facilities to be compatible with the character and nature of the desired planned context for Block 27. In addition, the *school* site planning process should support and prioritize active transportation access and connections as well as active and safe routes to *school*. In



particular, sidewalks should be provided on both sides of local **streets** ~~roads~~ in the vicinity of *schools*, and features such as midblock connections and walkways should be incorporated into the block plan designs, where necessary, in a manner designed to enhance active transportation connectivity to *schools*.

### **3.10 Private Open Space**

3.10.1 The Private Open Space designation applies to an existing cemetery located on Keele Street.

3.10.2 The cemetery has been identified by the City as a “*cultural heritage landscape*”. No new *development* shall be permitted within the cemetery and the boundaries shall not be reduced.

### **3.11 Infrastructure and Utilities**

3.11.1 The Infrastructure and Utilities designation on Schedule B is applicable to the TransCanada Pipeline Limited pipeline **right-of-way** extending through the Block, ~~corridor and required buffers~~ **and the paralleling station recognized as required infrastructure for the Barrie GO Rail Line**. The designation also applies to the location of stormwater management facilities (“**SWM**”) which are shown conceptually on Schedule B.

3.11.2. The lands in the Infrastructure and Utilities designation are subject to Policy 9.2.2.26 of the **VOP 2010**. The City will seek to have the TransCanada Pipeline Limited corridor lands (designated “Infrastructure and Utilities” on Schedule B) conveyed to public ownership or some other form of property rights transfer which supports and permits the land to be utilized for passive recreational uses such as a Community Multi-Use Recreational **Trail Pathways**. If the lands are conveyed to public ownership, the City will grant a pipeline utility easement in favour of TransCanada Pipelines Limited. The Community Multi-Use Recreational **Trail Pathway** and other facilities such as landscaping in the corridor lands shall meet TransCanada requirements.

3.11.3 Stormwater Management facilities may be located in all land use designations other than **the Core Features of the Natural Areas** ~~in key natural heritage and key hydrologic features~~. The final number and locations of **SWM** facilities shall be determined through the Master Environment and Servicing Plan (“**MESP**”) developed as part of the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process.

## **3.12 Natural Areas**

### **3.12.1 Natural Areas Designation**

The lands in the Natural Areas designations, including the Natural Areas - Evaluated Wetlands designation and the Natural Area – Provincially Significant Wetlands designations, on Schedules B, D and E are subject to Section 3 and Policy 9.2.2.16 of the **VOP 2010**, except as modified in this Plan. In addition, the lands in the Greenbelt Plan Area will be subject to the applicable policies of the Greenbelt Plan and Section 3.5 of the **VOP 2010**.

### **3.12.2 Related Directions**

The lands in the Natural Areas designation will be protected in accordance with the directions in the Block 27 Upper West Don Subwatershed Study, City of Vaughan, and the Master Environment and Servicing Plan (**MESP**) developed as part of the Block Plan approval process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development process, except as modified in this Plan.

### **3.12.3 Natural Areas Special Study Areas**

The Natural Areas Special Study Areas are comprised of the “Natural Areas”, “Natural Area – Evaluated Wetlands” and “Natural Area - Provincially Significant Wetlands” designations, as well as drainage features. The purpose of the Natural Areas Special Study Areas, as shown on Schedule B of this Plan, is to provide for additional hydrogeological and hydrological analysis through the Block Plan approval process in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. The additional analysis will be conducted to better define and characterize the Evaluated Wetlands and Provincially Significant Wetlands and drainage features. Based on this analysis, modifications and/or realignment of these Evaluated Wetland(s), Provincially Significant Wetland(s) and/or drainage feature(s) within the Natural Areas Special Study Areas may be necessary to facilitate the development of a connected, continuous grid-like transportation network designed to accommodate all modes of travel deemed necessary in the public interest.

If through an Environmental Assessment, and/or equivalent study it is determined appropriate to modify and/or realign the Evaluated Wetlands, Provincially Significant Wetlands and/or drainage features(s) within the Natural Areas Special Study Areas, all efforts shall be made to minimize any resulting negative impacts. Where modifications result in the inability to maintain hydrologic and environmental integrity of wetlands(s) and/or drainage feature(s), then works must be undertaken to provide for Net Positive Environmental Outcomes in accordance with Section 6.4 of this Plan. ~~land use designations and street configurations, including the Natural~~



~~Areas – Evaluated Wetlands designation, in the Natural Area Special Study Areas on Schedule B, Land Use Plan, reflect available information. Additional analysis will be carried out through the Block Plan process to better define key natural heritage features and key hydrologic features in the Natural Area Special Study Areas while ensuring a viable development pattern including a connected, continuous, grid-like street network designed to accommodate all modes of travel. If through the Block Plan process key natural heritage features and hydrologic features require modification and/or realignment of the features~~ Where such modification and/or realignment occurs, the applicable policies of the adjacent land use designation shall apply, provided the *development* reflects the results of the monitoring and analysis conducted as part of the Block Plan approval process. ~~analysis as follows:~~ In such instances, an Official Plan amendment shall not be required to redesignate the Natural Areas Special Study Areas. Modifications to Provincially Significant Wetlands shall be authorized by the Ministry of Natural Resources and Forestry.

a. Natural Area Special Study Area 1 ~~and 3:~~

Natural Areas Special Study Area 1 is comprised of the Natural Areas and Natural Areas – Provincially Significant Wetlands designations that are hydrologically connected along a drainage feature. Additional hydrogeological and hydrological analysis will be required to determine the feasibility of any modification and/or realignment of the wetland(s) and/or drainage feature. An Environmental Assessment will be required to confirm the alignment of the street network. Notwithstanding the designation as Natural Areas, the status of a Core Feature in accordance with Policy 3.2.3.4 of the VOP 2010 will be confirmed through the MESP.

~~If Not Positive Environmental Outcomes are required, then the protection and enhancement of the area, and linkages to the adjacent Key Natural Heritage features shall be considered during the block plan process.~~

~~If the development of the transportation network results in the inability to maintain the hydrologic and environmental integrity of the wetlands, then works must be undertaken to provide for the Not Positive Environmental Outcome as set out in policy 6.3.~~

b. Natural Areas Special Study Area 2 ~~and 4:~~

Natural Areas Special Study Area 2 is designated Natural Areas – Evaluated Wetlands and includes drainage features. The wetlands were evaluated but not identified as Provincially Significant. Additional hydrogeological and hydrological analysis will be required as part of the MESP through the Block Plan approval process to determine their importance, function,

and means of protection, and/or maintenance of function, of these features as appropriate to the satisfaction of the City of Vaughan, in consultation with the TRCA.

~~If the development of the transportation network results in the inability to maintain the hydrologic and environmental integrity of the wetlands, then works must be undertaken to provide for the Net Positive Environmental Outcome as set out in policy 6.3.~~

c. Natural Areas Special Study Area 3:

Natural Areas Special Study Area 3 includes a portion of a wetland feature designated Natural Areas – Provincially Significant Wetland. Additional hydrogeological and hydrological analysis will be required to determine the feasibility of the modification and/or realignment of this part of the wetland feature. An Environmental Assessment will be required to confirm the alignment of the street network.

d. Natural Areas Special Study Area 4:

Natural Areas Special Study Area 4 is designated Natural Areas – Provincially Significant Wetlands. The wetland and adjacent drainage feature (Kirby Creek) is recognized as Fish Habitat. An Environmental Assessment will be required to confirm the alignment of the crossing and street network in accordance with Policy 3.2.3.7 of the **VOP 2010** and ensure safe access to developable areas.

### 3.13 Engineered Floodline

The Engineered Floodline identified on Schedule B, represents an engineered line established by ~~TRCA~~ which is subject to modification based on further study to the satisfaction of the **TRCA**. *Development, redevelopment and site alteration* within the regulated floodplain area as determined by the engineering floodline shall be subject to the applicable policies of the **VOP 2010**, in particular Section ~~3.6.4~~ 3.3.4. Such *development, redevelopment and site alteration* will be assessed through the Master Environment and Servicing Plan (MESP) which will form part of the Block Plan **approval** process required in accordance with Sections 3.6.4.2, 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. *Development, redevelopment or site alteration* within the regulated floodplain area shall require the approval of a flood plain assessment to the satisfaction of the TRCA.

### 3.14 Cultural Heritage and Archaeology

#### 3.14.1 Cultural Heritage Resources

Schedule C identifies Built Heritage resources and *Cultural Heritage Landscapes* which have been identified through a *Cultural Heritage Impact Assessment*.

#### 3.14.2 **Built Heritage Resources**

Built Heritage resources BHR15, BHR16 and BHR17 require a Heritage Impact Assessment as part of the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. Built Heritage resource BHR18 also has a high archaeological potential. A *Cultural Heritage Impact Assessment*, including an archaeological assessment, is required as part of the Block Plan **approval** process.

#### 3.14.3 **Cultural Heritage Landscapes – Individual Properties**

Cultural Heritage Landscapes CHL2 and CHL7 require a Heritage Impact Assessment as part of the Block Plan **approval** process. In addition, Cultural Heritage Landscape CHL1 requires an investigation to determine the status of the removal of the buildings in 2012 to determine whether further action is required by the City. Consideration will also be given as part of the Block Plan **approval** process to a *Cultural Heritage Impact Assessment* for CHL3 to determine the boundaries of the cemetery.

#### 3.14.4 **Cultural Heritage Landscapes – Rail and Roadscapes**

*Cultural Heritage Landscapes* related to the CN Rail (CHL7 **CHL6**) and Kirby Road (CHL9) should be documented as part of the Block Plan **approval** process.

#### 3.14.5 **Cultural Heritage Landscapes – Hamlet of Teston**

CHL 8, which includes BHR 1 through 14, comprises the Hamlet of Teston. In addition, the Hamlet includes 10933 Jane Street which is designated under Part IV of the Heritage Act. This existing *development* should be conserved and integrated into future *development*. A *Cultural Heritage Impact Assessment* is required as part of the Block Plan **approval** process. The *Cultural Heritage Impact Assessment* shall establish the parameters of *development* for this area, which may include identifying the Hamlet as a Cultural Heritage Character Area as defined in the **VOP 2010**. The intent will be to provide the maximum flexibility to allow adaptive reuse in conformity with the Low- Rise Mixed-Use designation while still maintaining the heritage character of the Hamlet.

#### 3.14.6 **Archaeological Resources**

- a. Block 27 has the potential for the presence of significant pre-contact or Euro-Canadian archaeological resources throughout the majority of the Secondary Plan Area. Any future developments, beyond those areas that have already been assessed and cleared of any

further archaeological concern, must be preceded by a Stage 2 archaeological assessment.

- b. ~~The majority of an ancestral Huron-Teton village remains extant within the wooded portion of Lot 26.~~ Lot 26 is identified as having significant archaeological potential. Any alterations in this area must be preceded by a Stage 3 archaeological assessment to ensure the protection and retention of the site.
- c. The boundaries of the cemetery fronting Keele Street in Lot 28 must be evaluated through a Stage 3 Cemetery Investigation.
- d. A Stage 3 Cemetery Investigation shall also be conducted on the former church property located in Lot 29 prior to *development* to confirm the presence or absence of any burials.
- e. *Predevelopment* topsoil removal (grading) for lands located within 1000 metres of documented village sites and within 300 metres of any current or former water source or within 100 metres of the Teton ossuary ~~should~~ shall be subject to archaeological monitoring, even after a Stage 2 archaeological assessment. The monitoring must be consistent with the recommendations of the York Region Archaeological Management Plan.

### 3.15 Urban Design

#### 3.15.1 General Directions

In keeping with Section 9.1 of the **VOP 2010**, Elements of a Great City, Block 27 will be developed in a manner which promotes the creation of an attractive, sustainable and ~~pedestrian-oriented~~ public realm and built form which supports active transportation. The applicable directions in Section 9.1.1, The Public Realm, Section 9.1.2, Urban Design and Built Form, and Section 9.1.3, Sustainable Development of the **VOP 2010** will provide the general framework for *development* in Block 27 in addition to the specific directions in the following subsections. Urban design guidelines for Block 27 will be prepared having consideration for the City-wide Urban Design Guidelines and to provide more detailed direction with respect to character of *development*, as part of the Block Plan approval process.

#### 3.15.2 ~~Local Centre – Kirby GO Transit Hub~~ Kirby GO – Transit Hub Centre

The following area specific urban design policies will be applied to the Kirby GO – Transit Hub Centre ~~Local Centre – Kirby GO Transit Hub~~. These policies will be further articulated through

guidelines resulting from the Block Plan **approval** process or other such **approval** process that may be undertaken to guide the development of the **Kirby GO – Transit Hub Centre** Local Centre – Kirby GO Transit Hub area.

a. ~~Local Centre – Kirby GO Transit Hub~~ **Kirby GO – Transit Hub Centre** Structure

- i. A wide variety of buildings will be permitted in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ including mixed use and single use buildings. However, the most intensive development and greatest mix of uses shall be concentrated in the Mid-Rise Mixed-Use designation as shown on Schedule B.
- ii. A “Main Street” will be developed between the ~~Public Square to the east of the~~ Transit Hub and Keele Street along the westerly extension of Vista Gate from Keele Street. The Public Square and street will serve as the main entrance to the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~. The buildings with the highest density and height will be concentrated along the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ “Main Street”. Buildings along the “Main Street” will be designed to predominately provide for *retail* uses or other active uses that animate the street on the ground floor facing the “Main Street” including the potential for outdoor seating for uses such as cafes and restaurants.
- iii. A secondary mixed-use node will be located at the intersection of Keele Street and the major east-west collector road in Block 27.
- iv. Lands in the Mid-Rise Residential designation in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will be primarily residential in character. In the Mid-Rise Residential designation the highest intensity of development will be located along Keele Street and Kirby Road **within a 500m radius of the Kirby GO Station**.

b. Built Form

- i. The design of all buildings will support the pedestrian experience by creating vitality and encouraging social interaction on public streets and right-of-ways as well on common-element streets and walkways in keeping with the directions in Sections 9.1.1.3, 9.1.1.4 and 9.1.1.5 of the **VOP 2010**.
- ii. All buildings will be designed to respond to the topographical changes in the Local Centre – Kirby GO Transit Hub, particularly in the Mid-Rise Mixed-Use designation to minimize the use of retaining walls and to use the natural landform in placemaking. The submission of modeling including physical and/or digital models to demonstrate how buildings address the topography may be required as determined by the City through the development approval process.

- iii. Site planning for individual properties should respect, to the greatest extent possible, the Natural Areas, and where feasible provide public views and/or access to the Natural Areas.
- iv. Architectural treatments **should emphasize the entry area and other special building areas and articulate large expanses of solid blank walls. Primary entrances should be oriented towards streets and emphasized through the use of canopies, awnings, and other architectural elements.** ~~and building materials should contribute to creating a distinct sense of community/neighbourhood identity and, in particular, should be selected to define streetscape appearance, delineate the transition from public to private realm, and highlight land uses, as well as being high quality and durable.~~
- v. Buildings over six storeys in height will generally be required to provide a pedestrian-scaled podium **to maximize sunlight and minimize wind impacts on the public realm, as demonstrated through a pedestrian level wind study and sun/shadow analysis.** ~~of two to three storeys in height or other design approaches which maximize the pedestrian experience.~~
- vi. ~~High-rise~~ **Mid-rise** buildings permitted in keeping with policy 3.5.3 of this Plan must be ~~designated~~ **designed** to serve as a signature building or complex and will be integrated in an appropriate manner with surrounding development.
- vii. Buildings should be designed to create mid-block pedestrian connections, massed and articulated to avoid long building facades. **Buildings shall generally not exceed 80m in length.**
- viii. In mixed-use buildings and all buildings on the “Main Street”, grade level units should incorporate a high proportion of transparent glass (generally 70% or greater) that allows activity to be seen from the street.
- ix. **Buildings should be designed with high quality materials selected for performance, durability and energy efficiency. The use of exterior insulation finish systems (EIFs), as a primary façade cladding is strongly discouraged.** ~~Building entrances should promote visibility to interior lobbies to allow for safe and convenient access to and exit from the building.~~
- x. **The facades of buildings facing public streets or parks should be varied in form and materials. Multiple entrances and active grade-related uses are encouraged.** ~~Buildings with frontage onto a public street and/or parks should be designed with high quality architecture on these frontages.~~
- xi. All buildings along the “Main Street”, Keele Street and Kirby Road will have a minimum height of three storeys to help define and enclose the street.

- xii. All building entrances should generally be grade related. Entrances to retail shall generally be flush with the sidewalk. In order to maintain a strong relationship to the street, the ground floor of buildings occupied by uses other than retail shall generally not be raised higher than 2 to 3 steps above the ground level elevations.
- c. Open Space, Landscaping and Private Amenity Space
- i. The Natural Heritage Network and Open Space System provide a context for the development of Block 27 including the Kirby GO – Transit Hub Centre ~~Local Centre~~ —Kirby GO Transit Hub.
  - ii. Public views and accessibility, both physical and visual to the Natural Areas, as well as to the Community Hub, Public Squares and other natural and civic features, will be important considerations in community design. Design should respect natural features and reflect that not all natural features can withstand public intrusion. In particular the siting and design of pathways and trails will be to the satisfaction of the City in consultation with the required approval authority. TRCA.
  - iii. Privately Owned Public Spaces (POPS) are privately owned and maintained open spaces which the public is invited to use. POPS complement the City's Natural Heritage Network, and public parks and open space system. POPS will be secured and built through the development application process. The layout, programming and design of POPS will be determined at the initial stages of design. POPS will serve various roles. A key function of POPS will be to incorporate publically accessible open space to provide linkages between the public and private realms including mid-block connections, walkways, forecourts, courtyards or squares, to enhance the public realm.
  - iv. Landscaping should enhance and distinguish different portions of a site by their situation and function, including building edges, the street, parking, building forecourts, mid-block connections and sidewalks and support attractive interfaces between them.
  - v. Site design should be sustainable including where feasible the incorporation of low impact development facilities (LIDs), topography and native vegetation.
  - vi. Development abutting Public Squares shall be designed in coordination with the Public Square to ensure an integrated design approach that considers built form, pedestrian connections, public frontage, maintenance and operations, and ground floor programming. The design of the Public Square shall also reflect the direction in Section 5.2 of this Plan.



d. Parking and Service Facilities

- i. It is the objective of this Plan to minimize the amount of surface automobile parking in the ~~Kirby GO – Transit Hub Centre Local Centre~~ Kirby GO Transit Hub area, in order to realize the urban design objectives of this Plan. It is recognized that surface parking may be provided on an interim basis in the early phases of *development*. It is a requirement of this Plan that all implementing development processes ~~identify~~ **demonstrate** how the transition to an end state scenario is achieved where buildings, rather than parking becomes the predominant feature of the streetscape.
- ii. A variety of parking opportunities on public and private sites ~~will~~ **should** be provided, with appropriate pedestrian access, including bicycle parking shelters. The majority of parking shall be encouraged to be provided underground or in alternative parking accommodations including modular structures. In addition, no underground parking facilities will be permitted where their use would require permanent dewatering.
- iii. Bicycle parking, carpool and carshare parking should be prioritized and located in convenient and accessible locations in close proximity to main entrance points or destinations.
- iv. All surface parking areas and servicing should be located interior to a block wherever possible and accessed by private driveways or lanes coordinated within the block.  
  
Where such a location is not feasible, surface parking may be located at the side of a building. Any surface parking located adjoining a street will be screened with a combination of low walls, berm, and architecturally designed fencing or other screening and landscaping to reduce the visual impact.
- v. The total area of any surface parking shall be minimized through approaches such as reduced surface parking provisions, shared parking and other alternative parking arrangements. Where larger parking areas are required, planting strips, landscaped **pedestrian pathways**, traffic islands, and ~~for~~ paving articulation should be used to organize the parking area, improve edge conditions and provide for a comprehensive and safe pedestrian walkway system.
- vi. Alternative parking accommodations may include above-ground and underground structures. Where above-ground structures front on public streets or public open space, active ~~at-grade~~ uses are encouraged ~~where feasible~~ to provide attractive facades, animate the streetscape and enhance pedestrian safety. **The structure should incorporate minimum height requirements for future conversion of the at**



~~grade parking level to active uses.~~ Parking within above-ground structures shall be screened from view at sidewalk level. The ~~street-level and park frontage~~ wall where an active ~~use at grade-level~~ is not provided for, shall be enhanced by architectural detailing ~~such as architectural panels and landscaping or similar treatments such as~~ display windows.

- vii. Service and loading facilities, including garbage storage, are to be incorporated in the main building wherever feasible. Where located in an accessory building they shall be located to the rear or side and screened by the main building or landscaping or other screening. No service or loading areas will be located outside a building.

e. Main Street and Public Squares

i. Main Street

A “Main Street” as designated on Schedule D will be developed between the Public Square to the east of the Kirby GO Transit Hub and west of Keele Street along an extension of Vista Gate. The Public Square and street will serve as the main entrance to the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~. These facilities will be designed to the City’s highest standards with enhanced street furniture, trees and ~~landscape planters, soil structures if required, other plantings,~~ as well as other features such as special paving to create an identity unique to the Block 27 Community, and enhance the linkage between the Transit Hub and Keele Street. A priority will be placed on ensuring that the Public Square and “Main Street” provide generous facilities for pedestrians that create a welcoming and attractive social space, specific to Block 27.

- v. Buildings along the “Main Street” should define the street and the Public Square. Buildings along the “Main Street” will be designed to predominately provide for *retail* uses or other active uses that animate the street on the ground floor facing the “Main Street” including the potential for outdoor seating for uses such as cafes and restaurants.

The City will review the design to ensure that the potential for *retail development* or other active uses is maximized (e.g. placement of pillars, taller floor to ceiling heights, double-height glazing). The frontage of buildings, and flankage where applicable, will generally be built to a minimum setback line, with the exception of

entrances, outdoor seating areas or other architectural elements where a greater distance can be provided.

ii. Public Squares

In general, Public Squares should be designed in accordance with the provisions of the **VOP 2010** Section 7.3.2.5 and Section 5.2 of this Secondary Plan.

The Public Squares will provide flexible outdoor spaces for socializing and civic events. The Public Squares will create a focal point for the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ and Block 27, particularly for the mixed-use, residential or *retail* buildings and streets that face onto the square. The Public Squares should create a common character and cohesive experience within their respective contexts and should include places to sit and socialize and may include dedicated play areas for children of all ages.

f. Community Hub

- i. The Community Hub will be designed as a “landmark” building(s) which is highly visible to reflect its role as a focal point for Block 27. It should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit.
- ii. The Community Hub will be encouraged to be built as a multi-storey building(s) and to provide, where appropriate, the joint use of the building(s) for supporting and compatible, community services including, joint use of parking lots and outdoor recreation spaces to reduce land requirements. Facilities should establish an inviting public entrance on the main façade facing the public street.
- iii. The Community Hub should be accessible by all travel modes but designed to consider pedestrian **and cycling** safety as a priority. Bus stops at, or within the Community Hub should be incorporated as a layby within the public right-of-way or on-site where safe and efficient access can be provided. Bicycle storage shall be incorporated in convenient locations **close** to building entrances.

g. Retail Buildings

- i. Where *retail* buildings are permitted, the *development* shall be planned on the basis that *intensification* will occur, either through *intensification* over time or *redevelopment* or both. Nevertheless, buildings or other facilities will be viewed as permanent (i.e. potentially there for the long term). Accordingly, *retail* buildings

should be located on the site with regard to urban design standards and planned so that future *intensification* or *redevelopment* is not restricted.

- ii. *Retail* buildings should be designed to address the public street with grade level units incorporating a high proportion of transparent glass (generally 70% or greater) that allows activity to be seen from the street or display windows. Buildings should have a minimum height of two storeys or equivalent, and a ~~second storey is~~ **additional storeys up to the maximum building height** encouraged.
  - iii. All *retail development* should provide continuous physical definition to streets (i.e. establish a street wall) and public spaces. Physical definition is achieved by locating buildings close to the street edge with direct access from the sidewalk with off-street parking located in accordance with the directions in subsection d.
  - iv. *Retail development* will be planned to be pedestrian, bicycle and transit friendly from the outset. In particular, *development* shall be oriented to any public streets which abut the site and designed to promote a vital and safe street life as well as support early provision of transit. Larger *developments* should be planned with a pattern of streets and blocks which encourage pedestrian circulation even where the “street” may initially be privately owned and maintained.
  - v. Landscaping will reflect the policies in subsection c.
  - vi. Section 5.2.3.8 of the **VOP 2010** and **Section 7.4.4 of the City-wide Urban Design Guidelines** ~~applies~~ **apply** in consideration of drive-through facilities. Drive-throughs shall be limited and shall only be permitted as part of a larger *retail development*. Such uses shall be designed so that vehicular traffic is directed behind the buildings to decrease visibility of the drive-through facility and to limit congestion. The drive-through facility should not be permitted between a building and a street. A traffic impact study shall be required which will consider impacts on pedestrian safety and other traffic impacts including air pollution. Such uses shall not be permitted adjacent to any buildings or sites which have the potential for residential *development*.
- h. Street and Block Pattern
- i. Streets within the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ shall be designed to support a strong connection between streets, the pedestrian system, open space, and buildings. The transportation network shall accommodate all modes of travel prioritizing transit, cycling and walking over the predominant use of the car.

- ii. A system of shorter local streets and block lengths should be designed to promote more even traffic flow through neighbourhoods. This pattern will reduce long road stretches thereby reducing traffic speed on long road stretches and mitigating the need for traffic calming measures.
  - iii. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors and open spaces.
  - iv. On street parking will be encouraged on local streets and along the designated “Main Street” between the Public Square to the east of the Transit Hub **designation** and Keele Street along an extension of Vista Gate. Such parking will be designed in a manner which does not impede transit and the on-road cycling network.
  - v. At the terminus of streets and other view corridors, buildings should employ architectural features and high quality façade and landscaping detail to emphasize the prominence of these special locations.
- i. Gateway Features
- i. Gateways shall be designed to establish a distinctive image for the Block 27 community to ensure that residents and visitors recognize that they are arriving in a unique part of the City.
  - ii. Gateways will be defined through a series of common infrastructure items, such as lighting, sidewalk treatment, street furniture, public art, and signage, as well as landscaping and architecture of a scale and design that signifies a sense of arrival.
  - iii. *Development* at gateways should meet a high standard of design and resiliency recognizing their role as a gateway, and be appropriately oriented to the public realm.
  - iv. A major gateway should be provided at the corner of Keele Street and Vista Gate.
  - v. A minor gateway should be provided where the new east-west collector road meets Keele Street.

### 3.15.3 Block 27 Neighbourhoods

The following area specific design policies will be applied in the Block 27 Secondary Plan area. These policies will be further articulated through guidelines prepared at **through** the Block Plan **approval Stage process and or through** other implementation processes.

- a. Community Structure
  - i. A wide variety of buildings will be permitted throughout the Block 27 community outside the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub.~~

However, the majority of the *development* will consist of low-rise residential *development* in the Low-Rise Residential designation.

- ii. Each neighbourhood, as established through the Block Plan **approval** process, will have distinctive characteristics as well as a number of common features. These features should include a central focal point such as a neighbourhood park and related facilities within a five to ten minute walk for most residents. Examples of related facilities would be ~~mail-pickup facilities~~, *retail* or a *significant* Natural Area. Neighbourhoods will be primarily residential but should also include a range of live-work, institutional and open space uses; a range of lot sizes, building types, architectural styles to accommodate a diverse population; and a variety of open space types which can act as “meeting places” for residents including not only parks but private outdoor amenity spaces, storm water management ponds, vista blocks, greenways, and landscape buffers.
- iii. The most intensive *development* and greatest mix of uses shall be concentrated in the Low-Rise Mixed-Use designations along Teston Road, Jane Street and Kirby Road, as well as the main east-west Major Collector which extends from Jane Street to Keele Street.
- iv. The main east-west Major Collector will be planned to develop as a “Community Main Street”. It will be encouraged to have a mix of uses including *retail* and institutional uses. *Retail* uses will be focused at intersections with collector and arterial roads.
- v. Neighbourhood active transportation connections shall be provided focused on the local and collector roads and, where necessary, mid-block pathways and walkways should be incorporated into the design of block layouts to provide convenient active transportation access to adjacent neighbourhoods and community amenities.
- vi. **Where development is proposed north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) along the north side of the Multi-Use Recreational Trail, access to the Multi-Use Recreational Trail shall generally be provided every 150m.**
- vii. Passive solar design should be incorporated where feasible into the design of block layouts, buildings, transportation corridors and open spaces.
- viii. The Hamlet of Teston is a heritage area which will be developed in accordance with the policies of Section 3.14 of this Plan.

b. Built Form

- i. The design of all buildings will support the pedestrian experience creating vitality and encouraging social interaction on public streets and right-of-ways as well as on common-element streets and walkways in keeping with the directions in Sections 9.1.1.3, 9.1.1.4 and 9.1.1.5 of the **VOP 2010**.
- ii. Architectural treatments and building materials in different neighbourhoods should be of high quality and selected to define streetscape appearance, delineate the transition from public to private realm, identify land uses, and generate a distinct neighbourhood identity.
- iii. New *development* should be designed to have buildings front onto a street with generally consistent setbacks and built form. Buildings with frontage onto public ~~and/or private~~ streets, and/or parks should be designed with high-quality architecture on these frontages.
- iv. All buildings in the Low-Rise Mixed-Use designation, excluding lands in the Hamlet of Teston as designated on Schedules B and C, will have a minimum height of two storeys or equivalent to help define and enclose the street. The buildings should front onto the arterial roads with access from the rear or side streets. ~~or single loaded (window) public streets that abut the arterial road allowance.~~

c. Landscaping and Private Amenity Space

- i. Landscaping should be provided in a form that recognizes the context of the surrounding neighbourhood.
- ii. Private amenity spaces should incorporate publicly accessible open space to provide linkages between the public and private realms including mid-block connections, forecourts, courtyards or squares.
- iii. Landscaping should enhance and distinguish different portions of a site including the building edges, the street, parking, building forecourts, mid-block connections and sidewalks.

d. Parking and Service Facilities

- i. Parking and service facilities for mixed-use, residential buildings, ~~and institutional,~~ and *retail* and office buildings should be provided in accordance with Policy 3.15.2 d. of this Plan.
- ii. Parking for low-rise residential buildings shall be designed such that driveways and garages do not dominate the front of the building. Garages shall **generally** not project beyond the front facade of the building or any front porch. In particular,

*development* in the Low-Rise Residential designation along the east-west collector road north of the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) shall consist of a building typology and site design that limits and consolidates the number of driveway accesses to the built form, in order to avoid negative impacts on traffic movement along the collector.

- iii. Surface parking for other low rise residential or mixed-use and institutional buildings should be provided in accordance with Policy 3.15.2 d. ii, iii and iv of this Plan. Servicing and loading facilities should be provided in accordance with Policy 3.15.2 d.vi. of this Plan.

e. Public and Private Institutional Buildings

- i. Institutional buildings will be designed to reflect their role as focal points for the surrounding neighbourhoods. Such buildings should be oriented to the street and designed to maximize accessibility for pedestrians and bicyclists as well as for transit.
- ii. Institutional uses will be encouraged to locate in multi-storey building(s) and to provide for joint uses of parking lots and open spaces to reduce land requirements, where multiple users are located on the same site or in the same building. In particular, public parks should be located adjacent to institutional uses to provide for joint use of facilities.
- iii. A key consideration in the design of *schools* and any adjacent parks and the surrounding street and pathway system is to ensure the efficient and effective use of land and encouraging residents to walk, cycle or use transit to access the facilities. To achieve this objective, consideration will be given to the establishment of maximum on-site parking requirements, use of lay-by facilities for drop-off/pick-up by *school* buses and on-street parking shall be encouraged. In addition, wider sidewalks and bike lanes on key access routes and locations on transit routes may be pursued.
- iv. Institutional buildings should establish an inviting public entrance on the main façade facing the public street.
- v. Places of worship shall be subject to the policies of Section 9.2.1.19 **9.2.1.10** of the **VOP 2010**.

f. *Retail* Buildings

Where *retail* buildings are permitted, the *development* shall be designed in accordance with the provisions of Policy 3.15.2 g.



## 4.0 Transportation and Mobility

### 4.1 General Transportation Policies

#### 4.1.1 Street Network

##### a. Role of the Street Network

In accordance with Section 4.2.1 of the **VOP 2010**, the street and railway network in Block 27 will serve as the framework on which to build and enhance other movement networks, including walking, cycling and transit. The transportation network for Block 27 will be designed to accommodate all modes of travel while prioritizing transit, cycling and walking, particularly in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, in doing so, the planned street network will balance the needs of all users, including pedestrians, cyclists, transit users and motorists.

##### b. Street Hierarchy

- i. The street hierarchy is identified on Schedule D with the exception of Local Roads which will be established through the development of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process. In conformity with Section 4.2.1.5 of the **VOP 2010**, the intent is to develop connected and continuous, grid-like street network while recognizing constraints such as the railway, TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) and Natural Areas that create barriers which limit the achievement of a completely connected street network.
- ii. Minor adjustments to the network on Schedule D will not require an amendment to this Plan provided the general intent and purpose of the Plan is maintained and the City is satisfied that the role and function of such streets are maintained. In areas, where streets cross or abut Natural Areas their design may be modified to minimize impacts on the Natural Areas including a reduced right-of-way width, replacement of sidewalks with a Multi-Use **Recreational Trail** and use of a rural cross section.
- iii. The collector streets identified on Schedule D provide important linkages and thoroughfares within Block 27. Major and minor collector streets will be designed to accommodate moderate and low volumes of traffic respectively and will be the focus of active transportation facilities. *Development* abutting major collector streets shall consolidate vehicular accesses wherever possible and be designed to minimize conflicts with active transportation modes.



- iv. While generally functioning as a local road, the “Main Street” being the extension of Vista Gate, west of Keele Street, will provide an animated streetscape for active uses leading to the Kirby GO Station building.
- v. The final location, configuration, width and alignment of public streets shall be determined through the Block Plan, environmental assessment and development approval processes, subject to the recommendations of the **NVNCTMP** and traffic impact studies prepared by individual applicants.
- vi. **Public streets shall be developed in consideration of safe access for all users. Safe access shall be demonstrated through the Block Plan approval process in accordance with policies 10.1.1.14 to 10.1.1.26 of the VOP 2010.**

c. Study Areas and Grade Separations

In accordance with Section 4.2.1.7 of the **VOP 2010**, an appropriate environmental assessment or equivalent **study process** will be carried out for transportation infrastructure related to the crossing of environmental features. In addition, a number of potential street routes/alignments have been identified in Block 27 on Schedule D which require an environmental assessment or equivalent **study process** to assess the alternatives and confirm the alignment of proposed street(s) including the alignment of Peak Point **Boulevard** ~~lvd. in a manner which will address floodplain mitigation based on terms of reference established in consultation with the TRCA.~~

Similarly, two grade separations of the street and the railway have been identified on Schedule D which will also require an environmental assessment **study process** to assess the alternatives and confirm final design of the grade separation.

If required to support the primary planning and transportation objectives of this Plan, modification of any **Natural Areas – Evaluated Wetlands and/or Natural Areas – Provincially Significant Wetlands** ~~key natural heritage features or key hydrologic features~~ or modification of the floodplain shall be permitted **in accordance with Section 6.4 Net Positive Environmental Outcome, and/or subject to a floodplain assessment undertaken to the satisfaction of the TRCA.** ~~Consideration shall also be given to Section 6.3.4 Net Positive Environmental Outcome.~~

d. Teston Road/Keele Street Study Area

The Teston Road Individual Environmental Assessment (“**IEA**”) is currently underway. The **IEA** is required to determine the alignment of Teston Road between Keele Street and

Dufferin Street. As a result, the **York Region** of ~~York~~ requires that all future *development* in the northwest quadrant of Keele Street and Teston Road be restricted until the completion of the **IEA**, as shown on Schedule D of this plan.

#### 4.1.2 Transit Network

##### a. Kirby GO Transit Hub

- i. The City of Vaughan is committed to working with Metrolinx to support the *development* of a GO Station adjacent to Kirby Road in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ as part of the Regional Express Rail expansion program. The Secondary Plan is based on the City's preliminary assessment of the station location which has Metrolinx's general agreement as the proposed preferred location. The precise location of station elements and infrastructure design will be dependent on ~~a an Environmental Assessment/Transit~~ Project Assessment Process ("**TPAP**") to be carried out by Metrolinx, **and further study undertaken by the City as outlined in Section 3.7.4 of the Plan.**
- ii. The new Kirby GO Station will form part of a Transit Hub. The City will work with Metrolinx and York Region on the planning for this facility and associated infrastructure. The City will encourage the integration of transit infrastructure particularly minimizing the impact of commuter parking lots as established in Section 4.2.2.18 of the **VOP 2010** by reducing the size of such lots.
- iii. The City will work with Metrolinx and York Region ~~to coordinate the Environmental Assessment/TPAP process~~ to ensure that the planning for complementary infrastructure is timely and can support optimized results and efficient implementation. This could include a combined environmental assessment process for the Kirby Road grade separation, and the Metrolinx **TPAP** for the Kirby GO Station.

##### b. Transit Service

In accordance with the policies of Section 4.2.2 of the **VOP 2010**, the City will support and encourage the implementation of a transit network to support the development of Block 27. In particular, as part of the development approval process, the City will ensure that lands are secured where appropriate for transit facilities. In addition, the City will require that Minor Collectors and key Local Streets in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ and all Major Collectors in Block 27 are designed to accommodate and prioritize transit.

### 4.1.3 Active Transportation

#### a. General

In accordance with the policies of Section 4.2.3 of the **VOP 2010**, the City will support walking and cycling as viable modes of transportation for commuter, recreational and other travel.

#### b. Walking and Cycling

- i. All streets will have a sidewalk, and within the **Kirby GO – Transit Hub Centre Local Centre** ~~Kirby GO Transit Hub~~ sidewalks should be provided on both sides of all streets. Outside the **Kirby GO – Transit Hub Centre Local Centre** ~~Kirby GO Transit Hub~~, in areas in proximity to *schools*, parks, transit stops and other public facilities, sidewalks on both sides of the street should be included through the *development* of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development approval process.
- ii. A Multi-Use Recreational **Trail Pathway** system will also be developed through the Natural Areas, along the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) and along the railway. This **trail pathway** system should include pedestrian amenities such as, lighting, waste receptacles, bike facilities, wayfinding signage, and places to sit. Convenient and efficient access should be provided to the **Trail Pathway** system from abutting neighbourhoods through the use of mid-block connections and walkways.
- iii. A conceptual Multi-Use Recreational **Trail Pathway** system is illustrated on Schedule D **of this Plan** however, the actual design and layout of the system **including local trail network links** will be determined through the development of the Block Plan required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and the development process. A priority of the development of the Multi-Use Recreational Pathway system will be to:
  - minimize impacts on **key** natural heritage and **key** hydrologic features;
  - provide grade separated or actuated pedestrian grade crossings at Keele Street, Jane Street, **and across the railway line** along the TransCanada Pipeline (designated “Infrastructure and Utilities” on Schedule B) **if feasible**; and,
  - provide pedestrian crossings at Teston Road to connect to the existing Bartley Smith Greenway.

It is the intention of this **Secondary Plan** that the Multi-Use Recreational **Trail Pathways** be constructed **in accordance with a City approved Multi-Use**

Recreational Trail Master Plan for the Block 27 area as outlined in Section 9.1.2.a of this Plan. and available for use to coincide with the occupancy of residential units.

- iv. The City shall seek to have the TransCanada Pipeline corridor lands (designated “Infrastructure and Utilities” on Schedule B) conveyed to public ownership or some other form of property rights transfer which supports and permits the land to be utilized for passive recreational uses such as Community Multi-Use Recreational Trail Pathways. If the lands are conveyed to public ownership, the City will grant a pipeline utility easement in favour of TransCanada Pipelines Limited. The Community Multi-Use Recreational Trail Pathway and other facilities such as landscaping in the corridor lands shall meet TransCanada requirements.
- v. *Development* occurring adjacent to Multi-Use Recreational Trail Pathways shall be laid out and designed to maintain visual and physical public access, maximize safety, and minimize conflicting privacy issues. This will include requiring pedestrian connection blocks from adjacent streets where no regular pedestrian direct access is available, and consideration of appropriate lighting along and adjacent to the Multi-Use Recreational Trail Pathways.
- vi. Cycling facilities shall be provided in accordance with the Cycling Facilities policies of Sections 4.2.3.8 to 4.3.2.12 inclusive of the **VOP 2010**. Additional cycling facilities may be considered through the Block Plan approval process to facilitate a connected network of cycling facilities.
- vii. Dedicated on-street or in boulevard cycling facilities shall be provided for on all Major Collectors and on Minor Collectors in the Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub as identified on Schedule D.
- viii. The City will work with York Region with respect to the provision of cycling facilities on Regional Arterials. *Developments* abutting Regional Roads shall provide appropriate pedestrian and cyclist access to existing and planned pedestrian and cycling networks along Teston Road, Keele Street, Kirby Road and Jane Street through the development process.

#### 4.1.4 Traffic Calming

Streets will be designed in accordance with Section 4.3.1 of the **VOP 2010**, to avoid the need for secondary traffic calming measures. The street network should be porous and be designed to promote alternatives for traffic flow through neighbourhoods. This pattern will reduce long road stretches thereby reducing traffic speed and mitigate the need for traffic calming measures.

#### 4.1.5 Parking

##### a. General

In accordance with Section 4.3.2 of the **VOP 2010**, vehicle parking will be managed to minimize adverse impacts including environmental and visual impacts.

##### b. Parking Requirements

Reduced automobile parking requirements may be considered in accordance with the provisions of Sections 4.3.2.2 and 4.3.2.3 of the **VOP 2010** in Block 27, as well as other directions related to reducing the impacts of surface parking in Sections 4.3.2.2 through 4.3.2.9, including those policy directions related to *Intensification Areas*. In particular, automobile parking will be designed in a manner which does not impede the on-road cycling network. Bicycle parking requirements will be identified through the Block Plan **approval** process including requirements for parks, *schools* and trailhead locations.

#### 4.1.6 Travel Demand Management

a. In accordance with the provisions of Section 4.3.3 of the **VOP 2010**, the City will encourage and support travel demand management programs which are appropriate for Block 27. The City will also work with transit agencies in considering shared mobility options appropriate for Block 27 and within the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ as part of the travel demand management program.

b. *Development* abutting Regional Roads will be subject to York Region Travel Demand Management policies and the 2016 York Region Transportation Mobility Plan Guidelines.

### 5.0 Parks and Open Space

#### 5.1 Parks and Open Space System

a. The parks and open space system is identified on Schedule E. It is the goal of this Plan to create a desirable, high quality, and unique parks, and open space system through a mix of passive and active spaces that supports the strategic objectives of the City of Vaughan Active Together Master Plan. **The locations of parks and open spaces may be modified without amendment to this Plan through the development of the Block Plan approval process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the VOP 2010 and the development approval process.**

- b. It is the goal of this plan to develop a minimum of 17 hectares of parkland which includes approximately 14 hectares of parkland within the Block 27 Neighbourhoods located outside of the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~, and approximately 3 hectares of parkland within the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~. To meet or exceed these targets, the City may require the dedication of parkland in addition to those identified in Schedules B and E, in accordance with the provisions of Section 7.3.3 of the **VOP 2010**.
- c. In conformity with Section 7.3.1 of the **VOP 2010**, the intent is to provide for a variety of parks distributed throughout Block 27. A minimum of five Neighbourhood Parks shall be located within the Block 27 Neighbourhoods. A minimum of one Urban Park and a minimum of two Public Squares shall be located in the ~~Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub~~.
- d. Other open spaces identified in the Plan form part of the Open Space System such as stormwater management facilities, natural areas and the TransCanada Pipeline lands in accordance with Section 7.3.1.3 of the **VOP 2010**.
- e. It is the intent of this Plan to support the use of the Natural Heritage Network and other open spaces for development of a Multi-Use Recreational ~~Trail Pathway~~ system **where appropriate** as shown on Schedule D and E, and trail connections to surrounding communities in accordance with the provisions of Section 4.1.3, Active Transportation.

## 5.2 Parks and Open Space Design

- a. Parks and open spaces, including Public Squares, shall be designed in accordance with the provisions of Sections 3.6.6.6, and 7.3.2 of the **VOP 2010** to the satisfaction of the City. Parks may include active and passive recreation and open space uses balancing the needs of the City as a whole with those of the local community in support of the City of Vaughan Active Together Master Plan.

In addition, Public Squares shall be designed in accordance with Sections 3.15.2 and 5.1 with suitable materials and surfaces to ensure that the facilities' spatial qualities and landscape respond to adjacent buildings, structures, and uses in a manner that not only creates a common character and cohesive experience.

- b. Parks should generally be rectangular in shape, have predominately flat topography, and be highly visible with approximately 50% of the park perimeter fronting public streets where feasible. Final parkland configuration shall be to the City's satisfaction.

### **5.3 Parkland Dedication**

**5.3.1** Parkland dedications shall be in accordance with the provisions of Section 7.3.3 of the **VOP 2010**. In addition to the provisions of Section 7.3.3 of the **VOP 2010**, the following shall not be counted towards parkland dedication:

- i. Private outdoor amenity space including privately owned public spaces (POPS);
- ii. Landscape buffers and vistas;
- iii. Natural Heritage Network lands and associated Vegetation Protection Zones ("VPZ");
- iv. Stormwater management lands and associated VPZs;
- v. TransCanada Pipeline lands (designated "Infrastructure and Utilities" on Schedule B);
- vi. Buffer lands associated with the railway corridor; and,
- vii. Green roofs and sustainability features.

**5.3.2** In addition to the provisions of Section 7.3.3.8 of the **VOP 2010**, parkland shall be unencumbered by railway and pipeline safety buffers, Natural Heritage Network features and associated VPZs, and regulated floodplain areas.

### **5.4 Privately Owned Public Space (POPS)**

**Privately Owned Public Space (POPS)** are privately owned and maintained open space which the public is invited to use. POPS complement the City's Natural Heritage Network and public parks and open space system. POPS will be secured and built through the development application process in accordance with the provisions of this Secondary Plan including Sections 3.15.2 c. iii and 5.3.1.

## **6.0 Natural Heritage Network**

### **6.1 Natural Heritage Network and Greenbelt Plan**

The Natural Heritage Network ("**Network**") includes the lands designated as "Natural Areas" on Schedule E, including lands designated "**Natural Area – Provincially Significant Wetlands**" and "Natural Areas - Evaluated Wetlands", except as modified in accordance with the policies



of this Plan. The **Network** reflects the most current information based on the work undertaken as part of the Subwatershed Study and additional assessments which have been undertaken by agencies and private landowners. It reflects the components identified in Section 3.2.3 of the **VOP 2010**. The **Network** will be refined as required through the Master Environment and Servicing Plan ("**MESP**") which will form part of the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010** and which will include consideration of any *wetlands* identified outside the "Natural Areas" designation. The **MESP** will be carried out in accordance with the policies of Section 3.9 of the **VOP 2010** based on a Terms of Reference prepared to the satisfaction of the City, in consultation with public agencies such as the **TRCA**, which will address all the applicable policies of Section 3.3 of the **VOP 2010**. However, the boundaries of the lands in the Greenbelt Plan will not be modified and the lands within those boundaries will continue to be subject to the provisions of the Greenbelt Plan and Section 3.5 of the **VOP 2010**. The City will seek conveyance into public ownership of Natural Areas which includes the **Network** lands and associated **VPZ**.

## 6.2 Floodplain, Valley and Stream Corridors

*Development, redevelopment and site alteration* within regulated floodplain area and *valley and stream corridors* shall be subject to the applicable policies of the **VOP 2010**, in particular Section 3.3.1, as well as Section 3.13. Such *development* will be assessed through the **MESP** which will form part of the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**. In particular, an erosion analysis, **demonstration of safe access to developable lands**, and the establishment of water balance targets, and potential increases in the Regional Flood elevation will be required as part of the **MESP**. *Development, redevelopment or site alteration* within regulated floodplain area and *valley and stream corridors* shall require the approval of the **TRCA**. Valley lands and their **VPZs** shall generally be conveyed into public ownership.

## 6.3 Interface with the Natural Heritage Network

A key component of the plan is the provision of appropriate visual and physical connections to the Natural Heritage Network. It is a target of this Secondary Plan that a minimum of 25% of all developable lands that abut the Natural Heritage Network be developed with a single-loaded road, a public park, a stormwater management facility or other similar use. Should it be demonstrated that 25% frontage is not achievable due to such matters as serviceability, topography or valley configuration, then the target may be revisited during the Block Plan **approval** process. *Development* abutting the Natural Heritage Network shall be designed in

accordance with Section 9.1.1 of the **VOP 2010**.

## **6.4 Net Positive Environmental Outcome**

As set out in policy 2.2.b.i. where the concept of policy primacy is outlined, in order to provide for the creation of a class leading transit hub and connections internal and external to the Block, there may be impacts such as modifications to key natural heritage features or key hydrologic features that comprise the Natural Areas, “**Natural Area – Provincially Significant Wetlands**” and the Natural Areas - Evaluated Wetlands.

It is a principle of this Plan to ensure a Net Positive Environmental Outcome **with respect to the modification of otherwise protected Natural Areas**. Where modifications to the Natural Areas cannot be avoided, and after all alternatives **and mitigative options** have been considered through required study, and an alternative has been established ~~which has been~~ **and** determined to be necessary to support infrastructure related to the provision of a transit hub and connections internal and external to the Block, a Net Positive Environmental Outcome shall be required through the Block Plan **approval** process. **The intent of the Net Positive Environmental Outcome is to enhance and maintain the overall land area of the Natural Areas. Notwithstanding, a Net Positive Environmental Outcome is not restricted to “like-for-like” compensation. Such compensation may consider enhancements to features to improve habitat quality, or a range of other related benefits. In accordance with Section 3.2.3.14 of the VOP 2010, environmental works to satisfy the Net Positive Environmental Outcome requirement may be directed to the preferred Potential Enhancement Areas as identified on Schedule B of this Plan. Providing for this Net Positive Environmental Outcome is over and above the mandatory requirement to protect and enhance Natural Areas. In particular, it is a requirement of the Net Positive Environmental Outcome policy that the overall land area in the Natural Areas designations shall generally be maintained.**

The range and nature of the additional works in support of the Net Positive Environmental Outcome could include:

- a. The creation of new open space, public realm, or environmental lands that enhance the physical, human or ecological connection with the environment;
- b. Greater levels of environmental protection in the form of storm water management quality control, temperature management, or peak flow protections;

- c. The enhancement or creation of habitat, wildlife linkages and corridors;
- d. ~~Community environmental awareness and sustainability;~~
- e. ~~Support for local food and community gardens; and/or,~~
- f. ~~Energy efficiencies, Emission reduction, or other significant climate change initiatives beyond existing Provincial codes and standards or municipal requirements.~~

The Net Positive Environmental Outcomes shall be evaluated **through a collaborative process led by the City**, ~~by a committee comprised of City staff~~, in consultation with the Toronto and Region Conservation Authority, York Region, and provincial ministries, as required.

## 6.5 Potential Enhancement Areas

Where modifications to the Natural Areas cannot be avoided, and after all alternatives and mitigative options have been considered, a Net Positive Environmental Outcome shall be required through the Block Plan approval process. The Net Positive Environmental Outcome shall be directed towards the preferred potential enhancement areas as shown on Schedules B and E, and / or an alternative area as identified through the Block Plan approval process.

## 7.0 Community Facilities

### 7.1 General

- 7.1.1 The policies of Section 7.2 of the **VOP 2010** will guide the provision of community services and facilities in Block 27, including community centres, *schools*, libraries and *public safety services*.
- 7.1.2 Schedule C, Land Use Plan identifies conceptual locations for potential key community facilities.
- 7.1.3 The City shall work with the relevant agencies to monitor population growth and ensure the timely provision of community services and facilities needed for anticipated population growth.
- 7.1.4 The City shall ensure that new community services and facilities required for development are secured as a part of the development approvals process and appropriately phased in accordance with the proposed *development*.

7.1.5 *Community facilities* will be encouraged to provide multi-functional and shared-use facilities and services to better serve the residents and achieve capital and operating cost efficiencies.

7.1.6 Where appropriate, *community facilities* are encouraged to be incorporated within both public and private *development*, and where incorporated into private *development*, may be considered a community benefit in accordance with Section 10.1.2.9 of the **VOP 2010**.

## 7.2 Community Hub

The Community Hub, as identified in Section 3.6 of this Plan, will be designed as a focal point and meeting place for the community. It will have a range of facilities including a community centre, a library, *schools* and an urban neighbourhood parks as well as other *community facilities* such as *day care*. A minimum area of 6.8 hectares will be required to accommodate all of the *community facilities*.

## 7.3 Schools

General locations are identified on Schedule C B, Land Use Plan, for one secondary school and seven elementary schools. Of the seven elementary schools, two will be located within the Community Hub designation in accordance with Section 3.6 and 7.2 of this Plan. Two elementary schools will be co-located on individual sites in the southeast quadrant of the Block. ~~seven elementary schools and one secondary school, including two shared sites based on consultation with the School Boards. One of the shared sites is located in the Community Hub.~~ The precise location, size, phasing and number of future schools shall be determined with the School Boards as part of the development approval process. Subject to the satisfaction of the City and the School Boards, the school sites identified on Schedule C B may be relocated without amendment to the Plan. The size and configuration of each school site shall be consistent with the policies and requirements of the respective school board and shall conform to Provincial and Regional policy and the policies of the **VOP 2010** and this Plan.

## 7.4 Day Care

Where possible ~~Day~~ day care should be provided in the early phases of the development of Block 27 and integrated with *community facilities*, mixed-use *developments* and residential *developments*.

## **8.0 Services and Sustainable Development**

### **8.1 General Water, Stormwater and Wastewater Policies**

8.1.1 Servicing infrastructure shall be planned in an integrated and financially sustainable manner, having regard for the long-term *development* potential for Block 27 and including evaluations of long-range scenario-based land use planning and financial planning supported by infrastructure master plans, asset management plans, environmental assessments and other relevant studies and should involve:

- a. leveraging infrastructure investment to direct growth and development in accordance with the policies of this Plan;
- b. providing sufficient infrastructure capacity in the Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub;
- c. identifying the full life cycle costs of infrastructure and developing options to pay for these costs over the long-term, *as determined by the City*; and
- d. considering the impacts of a changing climate.

8.1.2 The phasing of *development* shall be coordinated with the phasing of municipal services. The processing and approval of development applications shall be contingent upon the availability of water and wastewater capacity, as identified by the York Region of York and allocated by the City.

### **8.2 Stormwater**

8.2.1 Stormwater management in Block 27 shall be in accordance with the directions in Section 3.6.6 of the VOP 2010; the Block 27 ~~Secondary Plan Subwatershed Study~~ (Upper West Don Subwatershed Study) and the Master Environment and Servicing Plan developed as part of the Block Plan *approval* process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the VOP 2010. In addition, the applicable policies of the Approved Source Protection Plan: CTC Source Protection Region will be applied.

8.2.2 *Development* in the Block 27 Secondary Plan area is required to incorporate “Low Impact Development” measures wherever feasible to minimize runoff, reduce water pollution and enhance groundwater. These measures may include porous pavements, bioretention basins, enhanced swales, green roofs and rain gardens among others.

### **8.3 Water and Wastewater**

8.3.1 Servicing infrastructure for water and wastewater shall be planned in a comprehensive manner

based on a spine servicing approach where feasible and shall be guided by the recommendations contained in the City-wide Water/Wastewater Master Plan Class Environmental Assessment. Phasing of *development* shall be coordinated with the phasing of municipal services.

8.3.2. Prior to the approval of new urban development with the exception, on an interim basis, of expansions to existing uses approved by the City, a MESP shall be prepared in accordance with Section 3.9.3 of the **VOP 2010** as part of the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**.

8.3.3 *Development* shall consider non-potable water sources, including treated wastewater from an on-site treatment plant or retained stormwater for use where appropriate in *wetland* flow stabilization and irrigation.

## **8.4 Sustainable Development**

8.4.1 The Block 27 Secondary Plan is based on a conceptual design which inherently maximizes the potential for the creation of a *complete community*, sustainable *development* and healthy environments through the efficient use of land and infrastructure. This includes the long term protection of the Natural Heritage Network; the land use arrangement, including:

- a. the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~, which is transit-supportive;
- b. provision of a range of housing and live-work opportunities;
- c. a modified grid street system which enhances the opportunity to provide transit and active transportation facilities;
- d. a Community Hub and *schools* and parks which serve as focal points and meeting places for the community; and,
- e. health protection measures such as climate change adaption measures.

8.4.2 The City will also work with the landowners and public agencies to achieve through the *development* of Block 27 as applicable the goals and objectives of Green Directions Vaughan, the City's Community Sustainability and Environmental Master Plan, to:

- a. reduce consumption of energy, land and other non-renewable resources;
- b. minimize waste of materials, water, and other limited resources;
- c. create livable, healthy, productive environments;

- d. reduce greenhouse gases and local air pollution and other climate change adaptation measures;
- e. maintain *predevelopment* recharge and run-off in the post *development* scenario in keeping with infiltration targets determined through the MESP; and,
- f. not allow for any increase in erosion and flooding within **Block 27**, and downstream of Block 27 **as a result of Block 27**.

8.4.3 The City in implementing the goals and objectives of Green Directions Vaughan, will evaluate the contribution to sustainability of each development application in accordance with the sustainable *development* policies of Section 9.1.3 of the **VOP 2010**, as well as the Council approved Sustainability Performance Metrics. The Sustainability Performance Metrics will inform the *development* of the Block Plan.

## 8.5 Energy Efficiency

8.5.1 In addition to the objectives of Green Directions Vaughan, the City shall support and encourage strategies to reduce energy use through the implementation of the Block 27 Community Energy Plan as developed by the City in consultation with stakeholders including Metrolinx, other public agencies and the landowners.

8.5.2 The City will promote *development* in Block 27 which utilizes its best efforts to achieve carbon neutrality for buildings and infrastructure to reduce its greenhouse gas emissions and increase its climate resiliency. This will be accomplished through a range of strategies including:

- a. Energy Efficiency – All new buildings will be required to demonstrate the potential for improved energy efficiency strategies through approaches related to factors such as building design, **and** efficient technologies. ~~and behavioural change initiatives.~~
- b. District Energy – The potential for the introduction of district energy production and sharing systems in the **Kirby GO – Transit Hub Centre** ~~Local Centre-Kirby GO Transit Hub~~ will be explored by the City in consultation with stakeholders including Metrolinx, other public agencies and the landowners. Where a system is under development or has been developed, the City shall require new buildings in the area served by the system to utilize the system. Where projects proceed prior to construction of the system but after such a system has been deemed to be viable and construction plans are underway, development



plans shall be required to demonstrate that the project can link into the system through submission of a District Energy Viability Study to the satisfaction of the City.

- c. Waste Heat Recovery – The potential to use waste heat from sources such as *retail* and institutional uses, sewers, and wastewater will be explored through the development process as appropriate. An analysis to explore the use of waste heat shall be included in an energy modeling report or other appropriate information. The report or other information shall be prepared based on Terms of Reference determined by the City in consultation with the development proponent.
- d. Renewable Energy Generation – Renewable energy generation and use will be maximized as much as possible. Renewable heat sources include solar, thermal and geo-exchange. Renewable energy generation can include biomass or biogas, combined heat and power, wind, active solar, and geothermal. All *development* will include a solar design strategy in accordance with YROP, Section 5.2.26, and all applications will identify buildings constructed to be solar ready. In addition, developers/builders will be required to provide Net Zero Ready and Net Zero Energy options for purchasers.

## **9.0 Implementation and Interpretation**

### **9.1 General**

- 9.1.1 The policies contained in this Plan shall apply to the lands shown on Schedule A as the Block 27 Secondary Plan Area. Except as otherwise provided herein, **where there is a conflict** the policies of this Plan shall supersede the policies of the **VOP 2010** and any other area or site specific Official Plan Amendment which is in force in the City on the date of the approval of this Plan.
- 9.1.2 The implementation and interpretation of this Secondary Plan shall be in accordance with Section 10 of the **VOP 2010** and the policies of this Plan. *Development* within the Block 27 Secondary Plan Area shall be facilitated by the City through the use of the tools identified in Section 10 of the **VOP 2010**. These implementation tools include:
  - a. A Block Plan, including a parking strategy for the **Kirby GO – Transit Hub Centre Local Centre – Kirby GO Transit Hub** which will address reduced surface parking provisions, on-street parking, parking standards including maximum parking standards, public parking and other alternative parking arrangements. The Block Plan shall also include: **an Agricultural**

Impact Assessment which will address the interface between development and agricultural lands, required buffers, conversion from agricultural uses to residential, and compatibility; and, a Multi-Use Recreational Trails Master Plan showing feasible trail alignments.

- b. Zoning By-laws;
- c. Temporary Use By-laws;
- d. Holding By-laws;
- e. Bonusing for Increases in Height or Density (Section 37 of the Planning Act);
- f. Community Improvement Plans;
- g. Legal Non-Conforming Uses;
- h. Site Plan Control;
- i. Plans of Subdivision/Condominium; and,
- j. Consents (Severances).

## **9.2 Infrastructure**

- 9.2.1 The City will work with and support Metrolinx and York Region during the planning, design and construction of the planned transit initiatives within the Secondary Plan Area, particularly the new Kirby GO Station.
- 9.2.2 The City shall assist Metrolinx and York Region in protecting and obtaining lands required for right-of-ways, street widening and other facilities for the provision of public transit services including parking, other transportation facilities, services, and utilities through the development approval process.
- 9.2.3 In addition to the policies identified in Chapter 10 of Volume 1 of the Official Plan, the City may require that landowners enter into an agreement or agreements to coordinate development and equitably distribute the costs of shared infrastructure, including but not limited to streets and street improvements, water and wastewater services, parkland, Multi-Use Recreational Trail Pathway system, stormwater management facilities, and land for schools and other community services.

## **9.3 Pre-Consultation and Complete Application Submission Requirements**

To ensure that development approval process is understood by all involved, the City shall require pre-consultation meeting(s) in accordance with the provisions of Section 10.1.3 of the VOP 2010 to identify required studies, information and materials required to be submitted as part of the development application review process. In addition, for development proposals

within 200 metres of TransCanada's pipelines, the City shall require the applicant to pre-consult early in the process with TransCanada or its designated representative. For crossings, applicants should consult with TransCanada as soon as possible through the third party crossings tool.

## 9.4 Phasing

- 9.4.1 Detailed phasing will be developed through the Block Plan **approval** process required in accordance with Sections 10.1.1.14 to 10.1.1.26 of the **VOP 2010**.
- 9.4.2 The first priority shall be the *development* of the Kirby GO Station facilities ~~in the Transit Hub~~ including parking and access area. *Development* of the lands in the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ may proceed as soon as **the necessary municipal services and transportation network are provided to the satisfaction of the City.** ~~water and wastewater services are available.~~
- 9.4.3 The phasing of *development* of lands outside the **Kirby GO – Transit Hub Centre** ~~Local Centre – Kirby GO Transit Hub~~ will reflect the **provision** ~~availability~~ of **necessary municipal services and the transportation network to the satisfaction of the City.** ~~water and wastewater services.~~ A phasing plan shall be developed for those lands that ensures that any particular phase of *development* is substantially complete (~~approximately 75%~~) before subsequent phases may be registered, **and shall not preclude the development of the Kirby GO Station.**
- 9.4.4** Planning controls such as holding by-laws will be used to ensure that *development* does not occur until **the necessary municipal services and transportation network are provided to the satisfaction of the City.** ~~water and wastewater services are available.~~ The allocation of **servicing capacity** will be confirmed in conjunction with Council approval of individual development applications in accordance with the City's current Protocol. ~~services will be confirmed through the execution of applicable subdivision, condominium and site plan agreements.~~
- 9.4.5 Construction of any segment of the Multi-Use Recreational Trail shall coincide with the *development* of such lands or phase thereof through a development application approved by Council. Where feasible temporary connections to maintain connectivity shall be provided.
- 9.5.5 The phasing, prioritization and ultimate construction of the transportation network will be based on an order established through the Block Plan approval process ensuring the external and

internal connections required in support of the Kirby GO Station are a priority.

## 9.5 Zoning By-Law

In addition to Section 10.1.2.6 and 10.1.2.7 of the VOP 2010, the City may, when enacting implementing zoning by-laws, apply the Holding Symbol “H” and specify the future uses of lands that, at the present time, are considered premature or inappropriate for *development* for any one or more of the following reasons:

- a. A phasing plan has not been submitted and finalized to the City’s satisfaction;
- b. Public infrastructure and *community facilities*, such as sanitary sewers, water supply, stormwater management facilities, streets, parks recreation facilities and *schools*, are insufficient to serve the proposed *development*; and,
- c. Technical studies are required on matters that the City considers necessary.

## 9.6 Conveyance of Lands

- 9.6.1 Where lands have been identified as required for the construction of the street network or for parkland, and where such lands are the subject of a development application, the dedication of such lands shall be required as a condition of development approval, in accordance with the Planning Act.
- 9.6.2 To secure the related infrastructure improvements and community facilities required, all new *development* in the Secondary Plan Area that requires the conveyance of land for streets, boulevards, public parks and/or other public facilities, as part of its initial development application process, generally shall proceed by way of the subdivision approval process. Where the City and an applicant agree that a plan of subdivision is not required for an initial phase of *development*, the City may permit a street, public walkway or public park to be conveyed through the rezoning and/or site plan approval process.
- 9.6.3 The City will seek conveying into public ownership the lands designated “Natural Areas” on Schedule B which includes the Natural Heritage Network lands and associated **VPZ**.

- 9.6.4 The City will seek conveyance into public ownership of the lands designated “Infrastructure and Utilities (TransCanada Pipeline lands) on Schedule B. 9.6.5 Valleylands, shall generally be conveyed into public ownership.
- 9.6.5 To ensure the orderly and timely conveyance of parkland contemplated by this Plan, the landowners who propose to develop their lands within the Plan shall enter into a Master Parkland Agreement with the City. The Master Parkland Agreement will provide for conveyance of the parkland contemplated by this Plan to the City, including parkland base requirements and will provide for the cooperation among the landowners within the Plan in compensating each other for over-dedications and under-dedications of parkland, without the City having to assemble parkland using its right to collect cash in lieu of parkland **and an option to undertake full development of the parkland in accordance with the Developer Build Parks Policy, No. 07.2.05, or its successor.** All landowners within the area of the Plan will generally be required to execute the Master Parkland Agreement as a condition of draft plan of subdivision approval, or as a condition of approval of any other application under the Planning Act respecting the proposed *development* or *redevelopment* of their lands.

## 9.7 Monitoring

Pursuant to Section 26 of the Planning Act, the City shall review the Secondary Plan as a part of the City's regular review of its Official Plan, including an evaluation of the *development* principles, policies and schedules of the Plan in the context of the changing built environment such as:

- a. Population and employment generated by both existing and proposed *development*;
- b. Pace of *development*;
- c. Implementation of planned infrastructure or infrastructure enhancements including the proposed Transit Hub;
- d. Road and servicing capacities, especially traffic volumes on key routes and at key intersections;
- e. Changes in modal split and travel behavior as infrastructure is implemented;
- f. The effectiveness of Travel Demand Management strategies; and,
- g. Monitoring of the natural heritage system in terms of targets and thresholds that are identified in the MESP.

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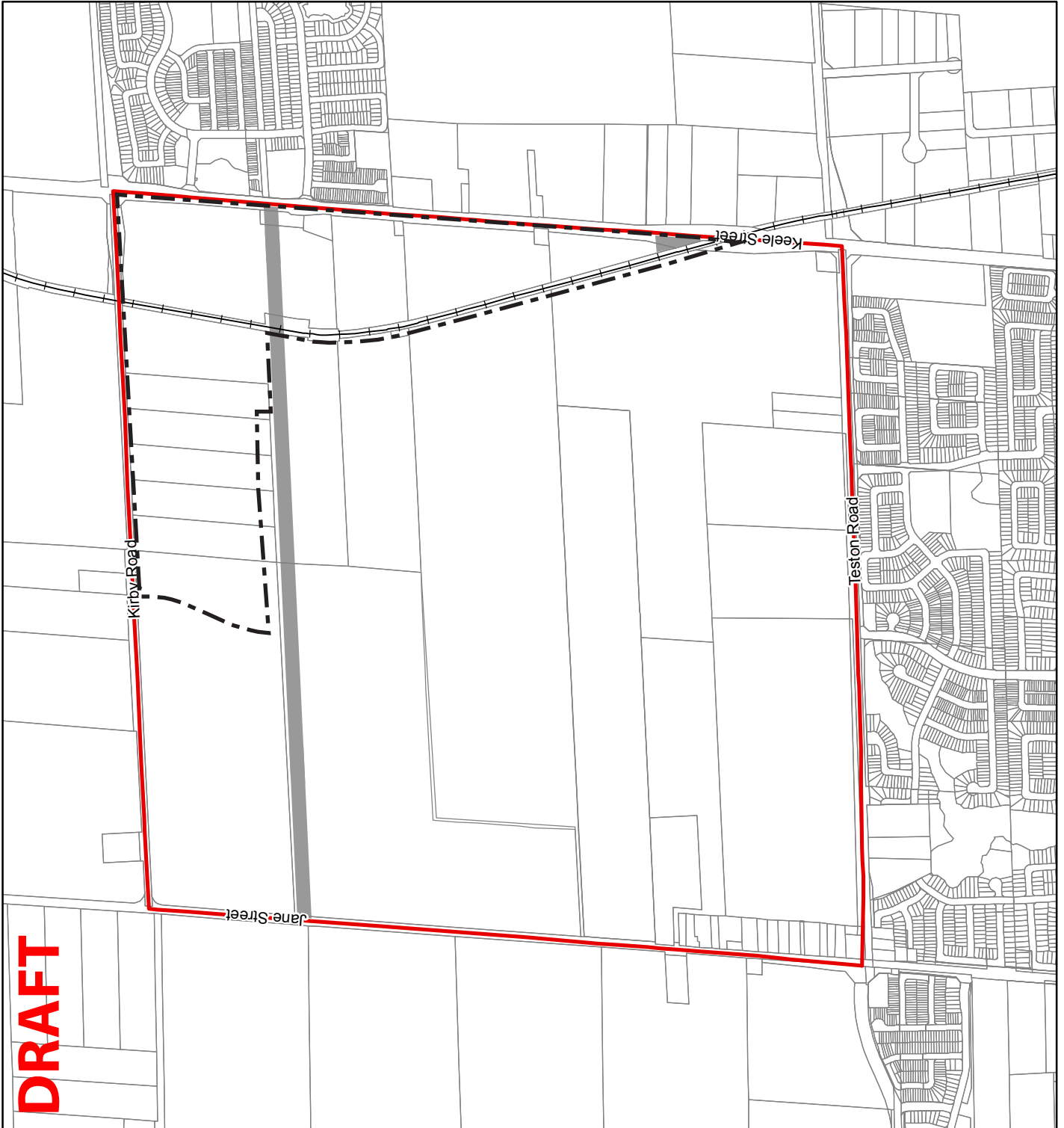
# SCHEDULE A

BLOCK 27

## SECONDARY PLAN AREA

### Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- Infrastructure and Utilities
- Railway Line



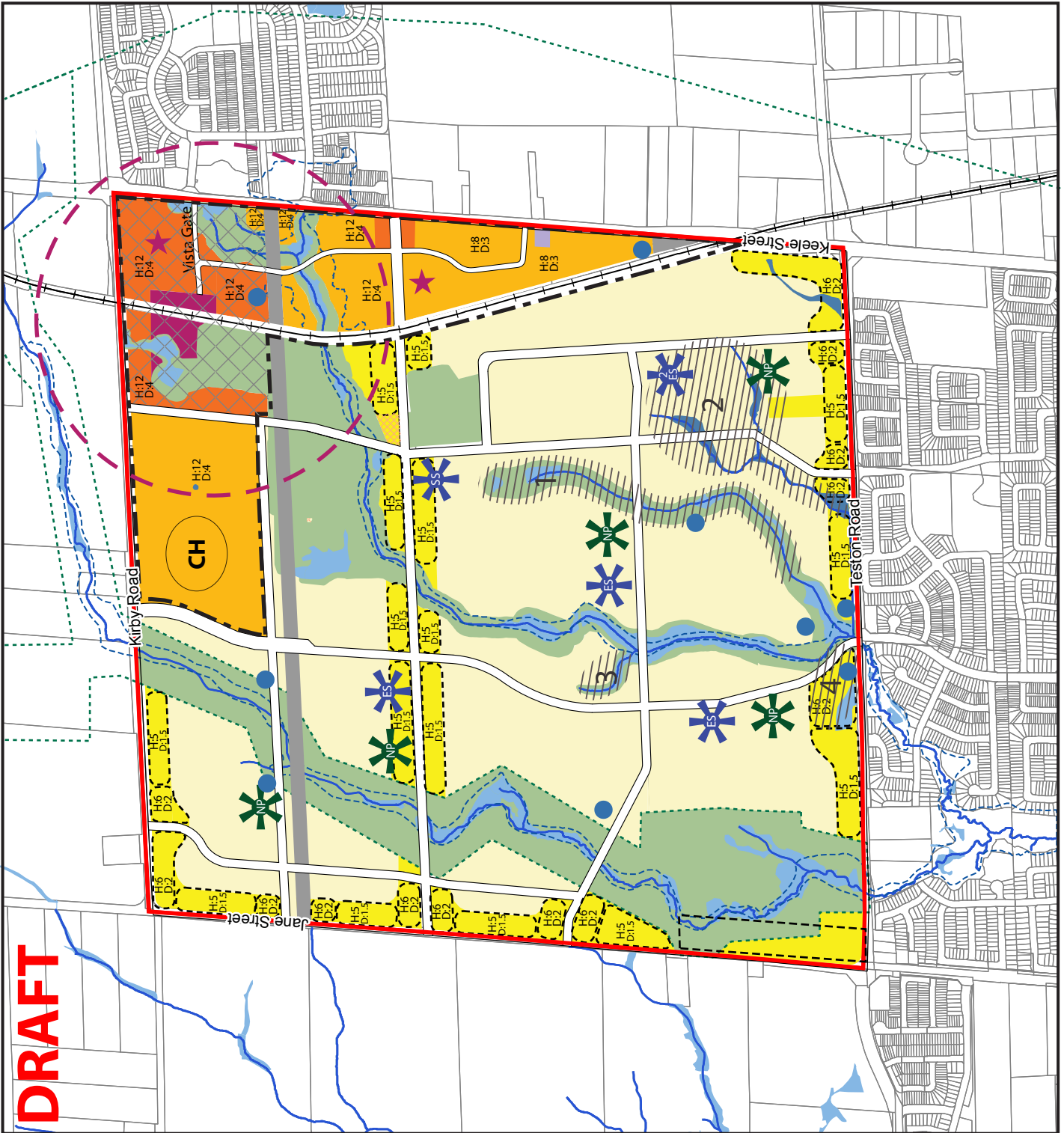


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# SCHEDULE B BLOCK 27 LAND USE PLAN

## Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- 500m Radius
- Transit Hub Special Study Area
- Potential Enhancement Area
- Hamlet
- Low-Rise Residential
- Low-Rise Mixed-Use
- Mid-Rise Residential
- Mid-Rise Mixed-Use
- Community Hub
- Transit Hub
- Neighbourhood Park
- Public Square
- Elementary School
- Secondary School
- Private Open Space
- Infrastructure and Utilities
- Potential SWM Facility
- Natural Area
- Natural Area - Provincially Significant Wetlands
- Natural Area - Evaluated Wetlands
- Greenbelt Plan Area
- Railway Line
- Stream
- Engineered Floodline
- Natural Area Special Study Area
- Maximum Height
- Maximum Density





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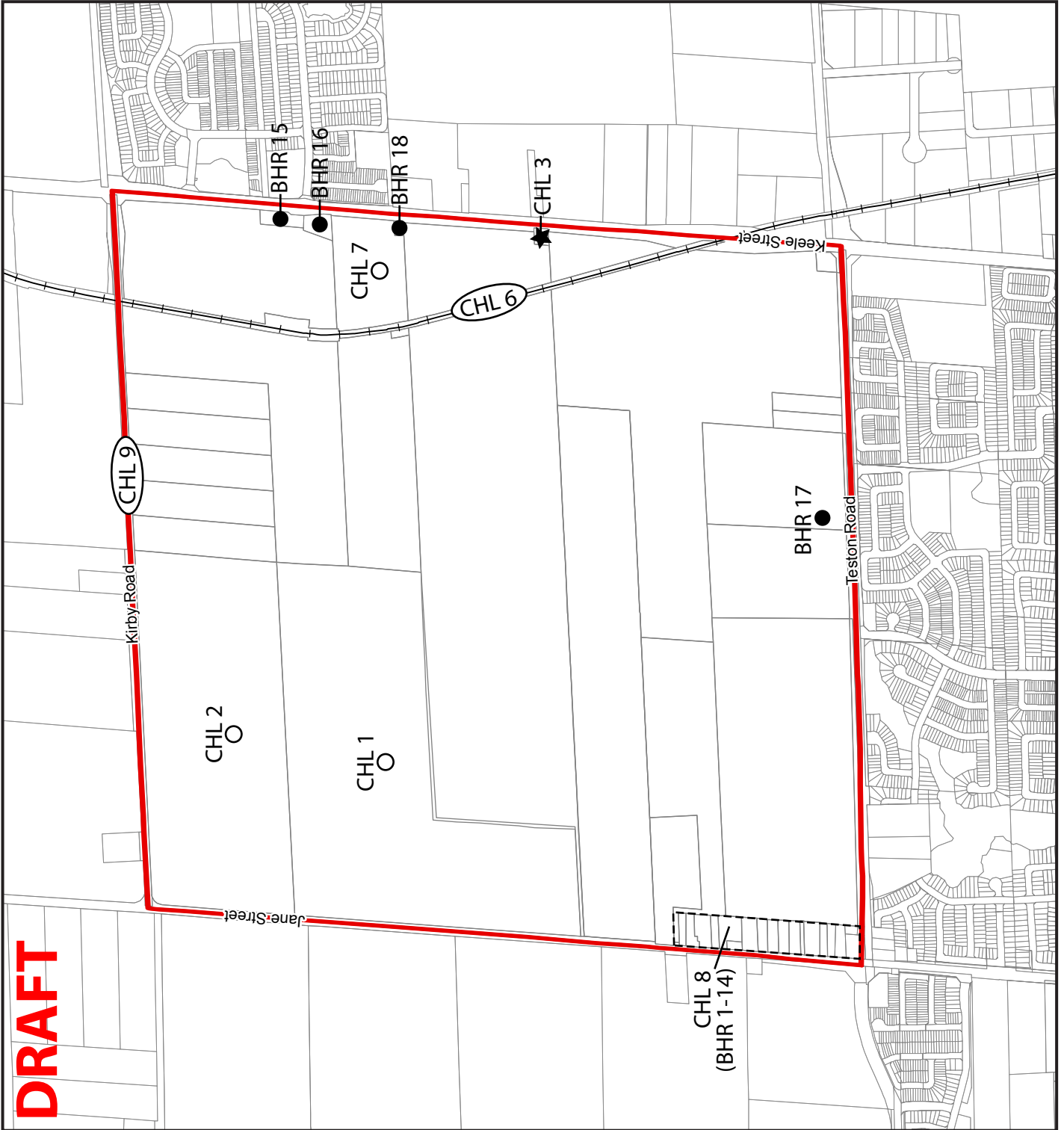
# SCHEDULE C

## BLOCK 27

### BUILT HERITAGE AND CULTURAL HERITAGE LANDSCAPES

Legend

- Secondary Plan Area
- Built Heritage Resource
- Cultural Heritage Landscape
- Cemetery (CHL 3)
- Hamlet of Teston
- Railway Line



# SCHEDULED

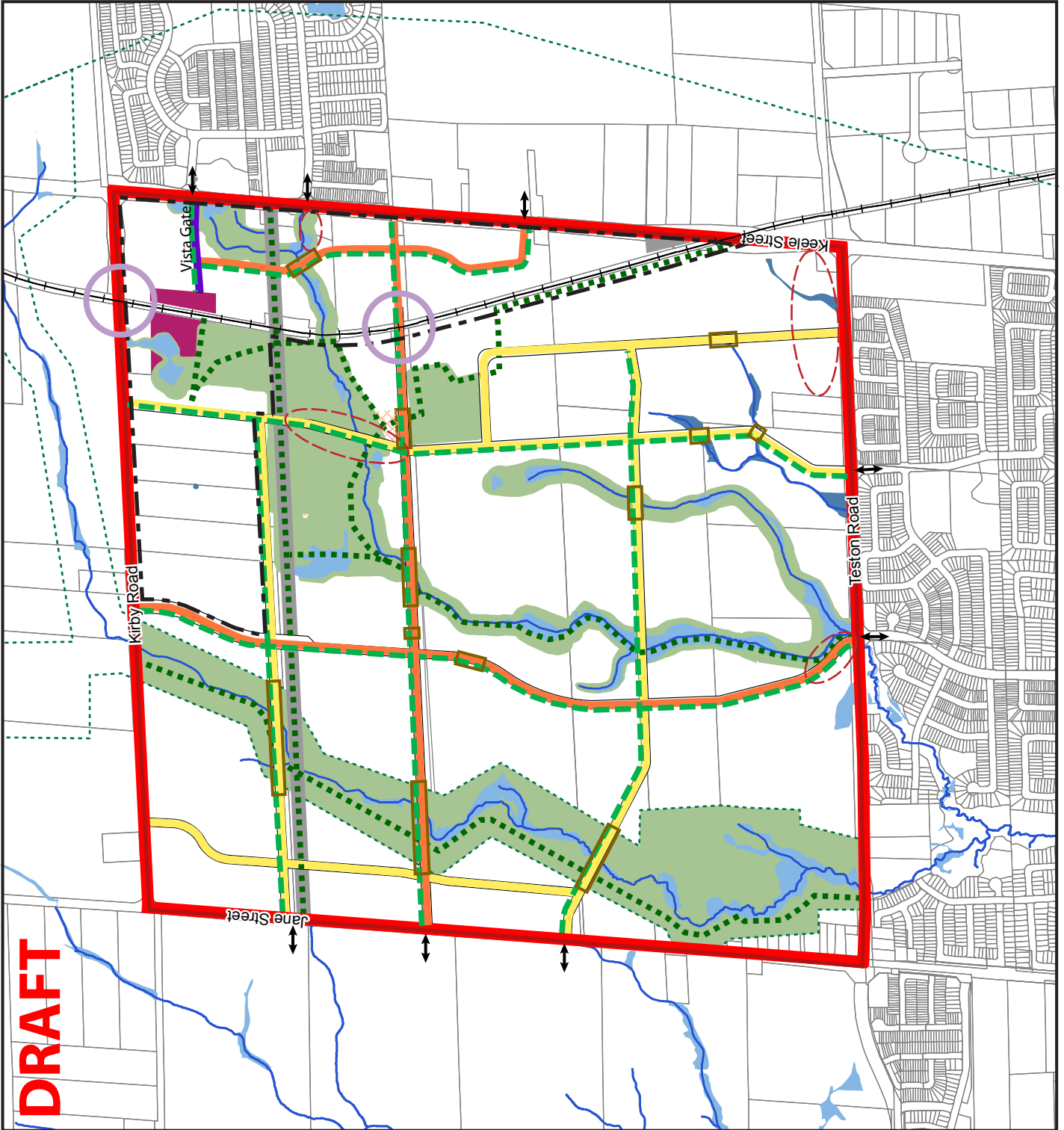
BLOCK 27

## MULTI-MODAL TRANSPORTATION NETWORK

### Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- Arterial Street
- Major Collector Street<sup>3</sup>
- Collector Street<sup>3</sup>
- Main Street
- External Connections
- Grade Separation
- Route/Alignment Subject to Further Study  
Refer to Policy 4.1.1c and d
- Transit Hub
- Separated Cycling Facility
- Multi-Use Recreational Path
- Natural Area
- Potential Enhancement Area
- Natural Area - Provincially Significant Wetlands
- Natural Area - Evaluated Wetlands
- Greenbelt Plan Area
- Infrastructure and Utilities
- Railway Line
- Stream
- Potential Valley Crossing  
Refer to Policy 4.1.1c and d

Note: 1. Main Street functions as a Collector Road  
2. See NVNCTMP for description of roads  
3. Route/Alignment subject to further study



**DRAFT**

# SCHEDULE E

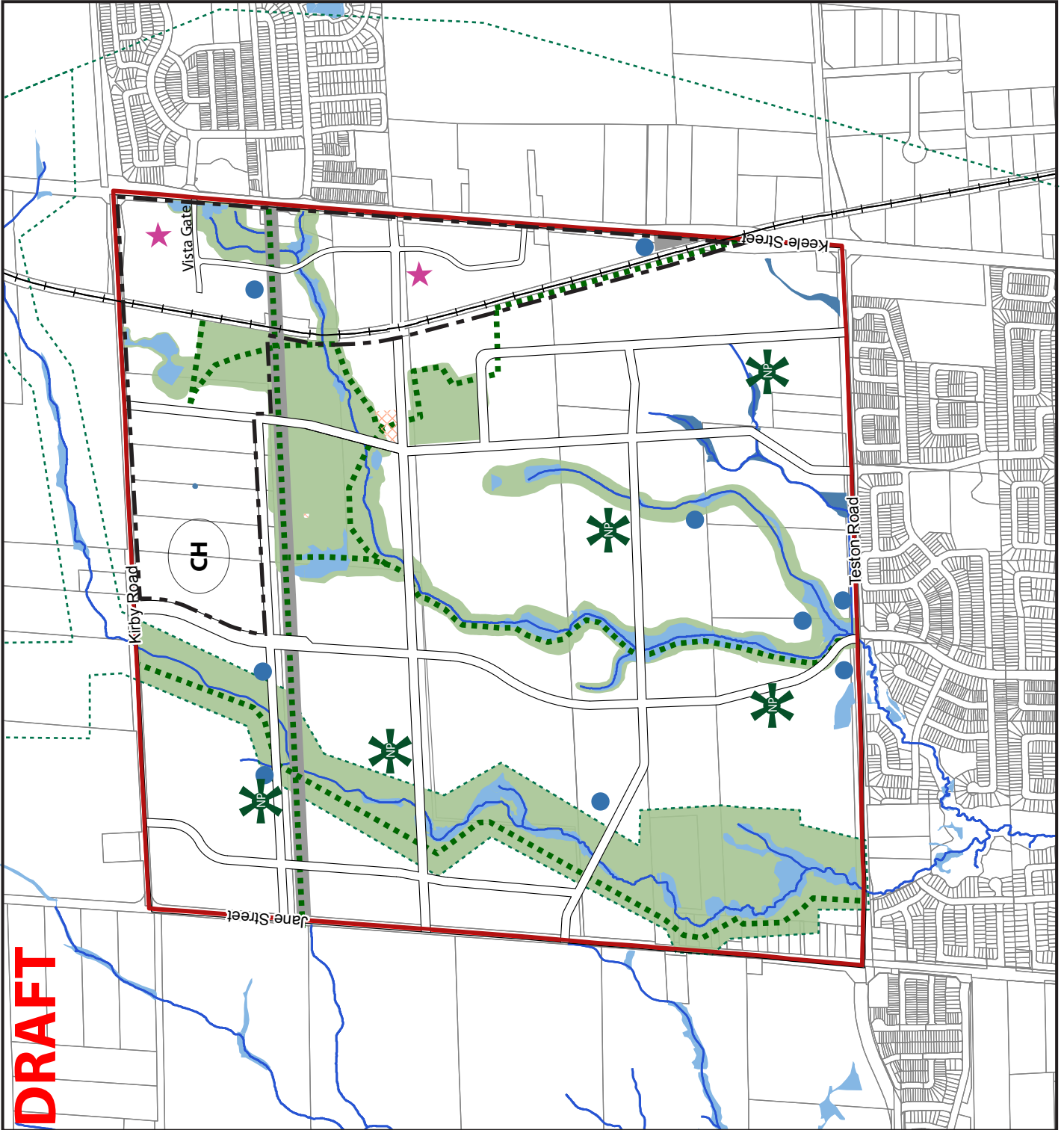
## BLOCK 27

### NATURAL HERITAGE NETWORK AND OPEN SPACE SYSTEM

#### Legend

- Secondary Plan Area
- Kirby GO - Transit Hub Centre
- Community Hub
- Neighbourhood Park
- Public Square
- Infrastructure and Utilities
- Potential SWM Facility
- Multi-Use Path
- Natural Area
- Potential Enhancement Area
- Natural Area - Provincially Significant Wetlands
- Natural Area - Evaluated Wetlands
- Greenbelt Plan Area
- Railway Line
- Stream

Note: Location and number of potential SWM to be finalized through the Block Plan/MESP process



<Context Location Map>

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## APPENDIX II

The subject lands are located north of Teston Road (Regional Road 49), east of Jane Street (Regional Road 5), south of Kirby Road and west of Keele Street (Regional Road 6) and forms Lots 26-40, Concession 4, City of Vaughan.

On **<DATE>**, Council considered a report and the following recommendation from the Commissioner of Planning with respect to the **<TITLE OF SECONDARY PLAN>**, File No. **##.##**.

- c. THAT **<RECOMMENDATION FROM REPORT>**; and,
- d. THAT **<RECOMMENDATION FROM REPORT>**.

At the **<DATE>** Council **Meeting**, Council approved the above-noted recommendation.

DRAFT

## ATTACHMENT 5

Summary of Public Meetings for the Block 27 Secondary Plan and related studies:

First Public Open House – Visioning Summit: A Visioning Summit hosted by the City was held on May 13, 2015. Approximately 100 people were in attendance. The meeting consisted of a presentation and workshop component. The City's consultant Macaulay Shiomi Howson presented panels that provided an overview of the study process, as well as development and land use type precedent images which participants were asked to label as being 'desirable' or 'not desirable' for the Block 27 Community. The second half of the meeting consisted of a workshop. The results of the workshop included the development of a draft vision statement and development principles for Block 27.

Second Public Open House – Review of the Draft Emerging Land Use Concept: A second Public Open House was held on November 25, 2015. The public meeting was attended by approximately 45 people. For the first 30 minutes of the evening participants were provided an opportunity to view and comment on several display boards reflecting important aspects of the study material and the draft emerging land use concept. This was followed by a presentation and a question answer period.

PIC/Public Meeting #1 for the Kirby GO Transit Hub Sub-Study: The first Kirby GO Transit Hub Sub-study meeting took place on June 9, 2016 and was attended by approximately 30 people. The purpose of the first public consultation meeting for the Kirby GO Transit Hub Sub-study was to present the study objectives, draft vision and site analysis for the study area, and receive feedback from community members/stakeholders that were in attendance.

Third Public Open House/PIC for the Block 27 Secondary Plan Kirby GO Transit Hub Sub-study and the NVNCTMP: The final Public Open House for the Block 27 Secondary Plan was a combined meeting which included information on the NVNCTMP and the Kirby GO Transit Hub Sub-study. The meeting was held on April 5, 2017 and attended by approximately 50 people. A presentation providing information on the land use plan and how it relates to proposed Secondary Plan policies, as well as a discussion related to the next steps in the study process, was provided followed by a question and answer (Q and A) session. Following the Q and A session attendees were given an opportunity to view the display boards and staff members were available to answer any follow-up questions.

## New Community Area - Block 27 Secondary Plan – Summary of Public Hearing Comments and Response

Theme	Response	Policy Reference VOP 2010	Block 27 Secondary Plan
<b>Land Use</b> Height and Density – Kirby GO – Transit Hub Centre	<p>Concerns were raised regarding the proposed concentration of higher density development in the Kirby GO - Transit Hub Centre.</p> <p>The inclusion of the Kirby GO Station in the Regional Transportation Plan 2041 (Metrolinx) has a significant influence on the land use structure and transportation network of the Block 27 Secondary Plan. The location of higher density, mixed-use development in the Kirby GO Transit Hub Centre achieves several key policy objectives concerning the integration of compact, complete communities and higher order transit service, as established through provincial, regional and municipal policy. The <i>Growth Plan (2017)</i> introduced a minimum density target (150 people and jobs combined per hectare) within a 500 metre radius of 8 Major Transit Station Areas (MTSA). In anticipation of the Region's Municipal Comprehensive Review work related to the implementation of MTSA policy, the City has included policies in the Secondary Plan to reflect this requirement for the Kirby GO Transit Hub Centre.</p> <p>The Secondary Plan proposes Mid-Rise Mixed-Use and Mid-Rise Residential designations in the Transit Hub Centre. These designations permit a range of Low-Rise and Mid-Rise building types to a maximum of 12 storeys, which are intended to produce a varied built form while meeting the required density targets. The Secondary Plan also incorporates an Urban Design policies, including policies specifically focused on the treatment of Kirby GO - Transit Hub Centre. These policies are intended to address the built form and public realm in the Kirby GO Transit Hub Centre and the transition to existing communities in adjacent Blocks through design elements such as Gateway features.</p>	Section 4.2.2.12 GO Transit	Part B: Section 3.1.2.a.b. Density  Part B: Section 3.15.2 Kirby GO - Transit Hub Centre
Retail Uses - Access	A key objective of the proposed Block 27 Secondary Plan is to establish the policy framework required for the development of a "complete community". The proposed Plan includes mixed-use designations to ensure greater access to commercial and retail services that meet the daily needs of users in the New Community. Concerns regarding the distribution of commercial land uses was raised at Public Hearing, particularly in the Neighbourhood Areas, interior to the Plan area.	Section 9.2.2.14.a. New Community Area	



	Mixed-use development is located along Arterial Streets that border the Plan area and in the areas adjacent to and surrounding the proposed Kirby GO Station. The major east – west mid-block Collector Road located in the centre of the Block is flanked by Low-Rise Mixed-Use designations that permit a variety of retail uses. Furthermore, the Low-Rise Residential designation in VOP 2010 permit <i>small-scale convenience retail</i> uses as-of-right, subject to specific locational and size criteria.	Section 9.2.2.1.b.iv. Low-Rise Residential: <i>small-scale convenience retail</i>	Part B: Section 3.2.2.d. Low-Rise Residential / Section 3.3.1 Low-Rise Mixed-Use
Heritage - Policies - Hamlet of Teston	The Block 27 Secondary Plan area includes lands in the Hamlet of Teston, as identified in the YROP. The Plan proposes a Low-Rise Mixed-Use designation and a Hamlet overlay for this area, that is intended to preserve the character of the Hamlet, while permitting a range of uses to promote adaptive re-use of existing structures. The maximum building height in the Hamlet is two storeys to maintain the built form and scale of the heritage area. Specific policies are included in the proposed Secondary Plan to determine the heritage value of existing buildings, including the requirement for a Cultural Heritage Impact Assessment (CHIA) to be conducted as part of the Block Plan process.		Part B: Section 3.14.5 Cultural Heritage Landscapes – Hamlet of Teston
Greenbelt Plan - Area Boundary	The mapping contained in the <i>Greenbelt Act 2017</i> , delineates the boundaries of the Greenbelt Plan areas in Vaughan. The schedules contained in Volume 1 of the VOP 2010 (Sch. 2 and 13) and the proposed Block 27 Secondary Plan conforms to these established boundaries.		Section III Basis 5, Part B Section 6.1 Natural Heritage Network and Greenbelt Plan
<b>Transportation</b>			
Street Network - Collector Streets	The Transportation Network identified in Schedule D of the Secondary Plan reflects the Major and Minor Collector streets as required in the VOP 2010. The Collector Road system was developed taking into consideration constraints such as the existing land uses, infrastructure and the Natural Heritage Network. The Secondary Plan conforms to Section 4.2.1.23 of the VOP 2010 which requires a minimum of two north / south and two east / west Collector Streets to be provided in new development areas.	Section 4.2.1.23 Collector Streets	Part B: Section 4.1.1.b.iii. Street Hierarchy
Street Network - Arterial Upgrades	Street network capacity in the Secondary Plan area was raised as a concern at the Public Hearing. Traffic volume on arterial Streets connecting to Block 27, particularly Teston Road and Kirby Road, are subject to significant pressure. Required upgrades to Arterial Streets were identified as necessary, given the number of additional vehicular trips that will be generated by future development within Block 27 and the Kirby GO Station.		

	<p>In response, York Region is currently undertaking the required studies to complete the necessary upgrades to Teston Road, including road widening and further connections east of the Block 27 Plan area. An Environmental Assessment for the widening Kirby Road through the Secondary Plan area will be undertaken. The North Vaughan and New Communities Transportation Master Plan outlines the required transportation network improvements for this area.</p> <p>Existing traffic conditions at the Maple GO and Rutherford GO Stations were raised at the Public Hearing in relation to the planning for the Kirby GO Station. Residents expressed concern regarding access and capacity at GO Station parking lots and the need to construct a grade separated crossing on Kirby Road at the Barrie GO Railway Line.</p> <p>The City acknowledges the concerns with traffic in existing GO Station sites, and is working with partner agencies to address these conditions. In response, the City is working closely with Metrolinx and York Region to ensure the proposed Kirby GO Station site features adequate access points for vehicular, transit and active modes of transportation. Section 3.7.4 Transit Hub Special Study Area of the Secondary Plan provides for the requirement of additional studies to be conducted in the designated Transit Hub Special Study Area including, consideration for a planned transportation network.</p> <p>In accordance with Section 4.2.1.23 of VOP 2010, a review is underway to complete a grade separated crossing at the intersection of Kirby Road and the Barrie GO Railway Line in the north end of the Block 27 Secondary Plan area.</p>		
GO Station – Parking and Grade separation		Section 4.2.1.23 Collector Streets	Part B: Section 3.7.4 Transit Hub Special Study Area
<b>Population</b>			
Population forecasts	<p>Concerns were raised through the Study process regarding the total population forecast for the full build out of the Secondary Plan area.</p> <p>Block 27 was identified as a New Community Area in the YROP and VOP 2010. In conformity with the YROP, New Community Areas must achieve a minimum density requirement of 70 people and jobs combined per hectare. The Growth Plan 2017 maintains these requirements until the completion of the Region's Municipal Comprehensive Review. The forecasted total population for Block 27 presented at the Public Hearing on March 6, 2018 is consistent with these targets and the overall population target for the City.</p>	Section 9.2.2.14.b.i. New Community Area	Part B: Section 3.1.2.a.b. Density

<p>Servicing Capacity – Water and Wastewater</p>	<p>Questions were raised at the Public Hearing regarding the water and wastewater servicing capacity for the Block 27 Secondary Plan area.</p> <p>The ultimate servicing scheme for the Block 27 Secondary Plan development areas has been identified in both City and Regional Master Plan Studies. Implementation of all necessary Municipal and Regional infrastructure will be secured via the development review and approvals process, after the Secondary Plan is approved. Specific development approval conditions associated with a Block Plan, Draft Plan of Subdivision and/or Site Plan approval will be used to ensure the sequencing of infrastructure is delivered with approved development phasing for the area. Allocation of servicing capacity to specific development applications will be distributed in accordance with City Council's approved Protocol.</p>		<p>Part B: Section 9.4.2 Phasing</p>
<p>Public Consultation – Notification</p>	<p>The Block 27 Secondary Plan Study process included several public open houses, meetings of Public Hearing and Committee of the Whole. The Policy Planning and Environmental Sustainability Department provided notification of these meetings through a comprehensive Communications Plan as discussed in the main report. Electronic channels including social media and the City of Vaughan website was used to communicate the Study process. Notification was also published in the Vaughan Citizen, the Thornhill Liberal and mailed to residents within the Study Area and the immediate surrounding community beyond the minimum polling requirements established in <i>Planning Act</i> and local Council notification protocol. All notification complied with the <i>Planning Act</i> requirements. In addition, electronic communications were also provided to individuals requesting notification through the study contact list, including email notification and courtesy notices not required under the <i>Planning Act</i>.</p>		

Item:



## Committee of the Whole Report

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

**WARD:** 1

**TITLE: SITE DEVELOPMENT FILE DA.18.026  
CEDAR FAIR  
VICINITY OF RUTHERFORD ROAD AND HIGHWAY 400**

**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.18.026 for the Subject Lands shown on Attachments #1 and #2, to permit the development of an 8-storey hotel as shown on Attachments #3 to #6.

### **Report Highlights**

- The Owner seeks approval for an 8-storey hotel with associated parking.
- The Development Planning Department supports approval of the Development, subject to the Recommendations in this report, as the proposed hotel use conforms with the Official Plan, is a permitted use by the Theme Park Commercial Zone in Zoning By-law 1-88, and is compatible with the existing and planned uses in the surrounding area.
- The Owner must obtain approval from the Committee of Adjustment for the necessary exceptions to Zoning By-law 1-88 identified in Table 1 of this report, to permit the Development.

## **Recommendations**

1. THAT Site Development File DA.18.026 (Cedar Fair) BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS, to permit an 8-storey hotel building, with a gross floor area (“GFA”) of 12,381m<sup>2</sup>, as shown on Attachments #3 to #6:
  - a) Prior to the execution of the Site Plan (Amending) Agreement:
    - i) the Development Planning Department shall approve the final site plan, building elevations, landscape plan, landscape Letter of Credit, signage details and Arborist Report;
    - ii) The Development Engineering Department shall approve the final site servicing and grading plan, erosion control plan, functional servicing and storm water management reports and drawings, site illumination plan, utility coordination plan, geotechnical and hydrogeological assessment, and Traffic Impact Study;
    - iii) The Owner shall pay the Development Engineering Site Plan fee pursuant to the Fees and Charges By-law as amended. If the fee is not paid in the calendar year in which it is calculated, the fee will be subject to increase in the next calendar year;
    - iv) The Owner shall enter into a Development Agreement with Development Engineering Department for the installation of any proposed service connections and agree to pay for design and construction of any improvements to the municipal infrastructure regarding the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this Development. The Owner also shall agree to pay applicable fees and post necessary Letter(s) of Credit pursuant to the City Fees and Charges By-law as amended;
    - v) The Owner shall make all necessary arrangements with the Owner of the adjacent property to the east (World of Food, 3300 Rutherford Road) to secure the required easement(s) over these lands for the proposed water and sanitary service connections and amend the existing easement agreement to this effect, or secure other suitable alternative servicing arrangements to the satisfaction of the City;
    - vi) the Owner shall satisfy all requirements of the Environmental Services Department Solid Waste Division;

- vii) the Owner shall successfully obtain approval of a Minor Variance application for the required zoning exceptions to Zoning By-law 1-88, as identified Table 1 in this report, and a Consent application, if required, for any easement(s) to facilitate the servicing of the Subject Lands, from the Vaughan Committee of Adjustment. The Committee's decision(s) shall be final and binding and the Owner shall satisfy any conditions of approval imposed by the Committee;
  - viii) the Owner shall satisfy all York Region requirements, including the payment of all York Region review fees;
  - ix) the Owner shall satisfy all requirements of the Ministry of Transportation Ontario ("MTO"), including but not limited to satisfying the MTO's requirement for additional stormwater management analysis, and successfully obtain approval of the required Building and Land Use Permits;
  - x) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority ("TRCA") and obtain approval of a site-specific Water Balance Analysis which addresses the Wellhead Protection Area-Q2 ("WHPA-Q2") requirements to the satisfaction of TRCA;
  - xi) "The Owner shall provide the City with a Letter of Credit for any tree compensation value and for the landscape and engineering works prior to the execution of the Site Plan Agreement"; and
  - xii) "The Owner shall obtain approval from the Development Planning Department for a separate municipal address for the proposed hotel building".
- b) that the Site Plan (Amending) Agreement include the following clauses:
- 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."
  - ii) "The Owner acknowledges that the City's 2018 Pedestrian and Bicycle Master Plan (in process) will identify a multiuse active

transportation connection across Highway 400 to connect to multi-use recreational trails on the east and west side of Highway 400 within Block 32. The future connection may require access through the Owner's lands, north of the proposed hotel. The City may request easements, in favour of the City, to provide for the future crossing."

- iii) "The Owner agrees that waste collection services for the Development will be the responsibility of the Owner."
  - iv) "The Owner shall agree in the Site Plan Agreement that prior to occupancy of the building, a noise consultant shall certify that the building plans are in accordance with the noise control features recommended by the approved Noise Report. Where wall, window and/or oversized forced air mechanical systems are required by the Noise Report, these features be certified by a Professional Engineer at the City's request. The Engineer's certificate must refer to the final Noise Report and be submitted to the City's Chief Building Official and the Director of Development Engineering."
  - v) "The Owner agrees that prior to occupancy of the building, the Owner shall submit to the City, satisfactory evidence that the appropriate Noise warning clauses have been included in the Offer of Purchase and Sale, lease/rental agreements and condominium declarations."
  - vi) "The Owner shall pay the applicable fees pursuant to the current Fees and Charges By-law including water consumption during building construction."
  - vii) "The Owner shall provide Presto cards to hotel staff as an incentive to promote transit usage."
  - viii) "Prior to occupancy, the existing Canada's Wonderland Theme Park entrance gates to this private driveway shall be relocated, north of the entrance of the proposed hotel driveway, in accordance with the recommendations of the Traffic Impact Study ("TIS"). The Owner shall submit a Letter of Credit in an amount equal to the value of relocating and/or reconstructing (if necessary) the existing gates, which shall be released upon confirmation of said works in accordance with the approved site plan and TIS" and related plans.
- c) That prior to the issuance of a Building Permit, the Owner agrees to pay all applicable Development Charges in accordance with the City of



Vaughan, York Region, York Region District School Board and York Catholic District School Board Development Charge By-laws at the time of the issuance of a Building Permit.

## **Background**

The 6.9 ha vacant subject lands (the “Subject Lands”) shown on Attachments #1 and #2, are located on the northeast corner of Rutherford Road and Highway 400. The Subject Lands form part of the Canada’s Wonderland amusement park property. The surrounding land uses are shown on Attachment #2.

### ***A Site Development Application has been submitted to permit the Development***

The Owner has submitted Site Development File DA.18.026 (“the Application”) on the Subject Lands shown on Attachments #1 and #2, to permit an 8-storey hotel building (the “Development”) and associated parking as shown on Attachments #3 to #6.

## **Previous Reports/Authority**

Not applicable.

## **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, health and resilient communities, while protecting the environment, public safety and facilitating economic growth. The PPS policies state (in part) that Settlement Areas:

- a) Section 1.1.1 - promote efficient development and land use patterns to sustain the long-term financial well-being of municipalities and the province and accommodate 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 a promotes their vitality and regeneration; and
- c) Section 1.2.3.2 – promotes densities and a mix of land uses which are transit-supportive, are appropriate and efficiently use the infrastructure available.

In this regard, the Development represents the intensification of a currently underutilized property within a settlement area in the City of Vaughan which promotes economic development and competitiveness within this community. The proposed hotel built form is designed to be compatible with the surround land uses and will support the needs of the existing and future businesses in the community. The Subject Lands form part of the

existing Canada's Wonderland Theme Park and are located adjacent to an existing commercial plaza and within walking distance of the Vaughan Mills Mall. The proposed hotel use will utilize the existing infrastructure within the community and the proposed use conforms with the "Theme Park and Entertainment" policies of the Vaughan Official Plan 2010. The Development is consistent with the policies of the PPS.

***The proposed hotel 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 direction 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 vacant Subject Lands are located within the built boundary of the Growth Plan and are located within a Primary Intensification Corridor (along Rutherford Road) and are immediately north of a Primary Centre (Vaughan Mills Centre Secondary Plan) identified in VOP 2010 as areas for future growth. The proposed hotel will improve an underutilized parcel of land and contribute to the efficient use of existing and planned infrastructure, thereby meeting this objective of the Growth Plan.

The surrounding area is well served by infrastructure to support the Development. The Subject Lands are adjacent to Highway 400 and Rutherford Road. The York Region Transportation Master Plan (2016) identifies Rutherford Road as a Frequent Transit Network. VOP 2010 identifies Rutherford Road as a Regional Transit Priority Network. VOP 2010 identifies specific land uses and densities for future development and the proposed hotel use conforms to the policy framework of the Growth Plan. The built form would utilize the Subject Lands more efficiently, and make efficient use of existing infrastructure, which supports the Growth Plan objectives, specifically:

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

The Development shown on Attachments #3 to #5 provides for a hotel use within a settlement area and the location of the Subject Lands adjacent to Highway 400 and the Primary Intensification Corridor with existing and planned higher order transit support the proposed use. In consideration of the above, the Development conforms to the relevant policies and objectives of the Growth Plan.

***The proposed hotel 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” of the YROP which permits a range of residential, commercial, industrial and institutional uses. The Subject Lands front onto Rutherford Road which is identified as a Frequent Transit Network in the YROP and is well served by the existing public transit and is adjacent to Highway 400, which is a major provincial highway corridor through the Greater Toronto Area (“GTA”). The YROP includes policies to diversify and strengthen the Region’s economic base, provide employment opportunities for residents and a competitive advantage for businesses. Sections 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. A hotel use in this location conforms to these YROP policies.

The Subject Lands form part of the Canada’s Wonderland Theme Park. Section 4.1.13 of the YROP includes a policy that supports the establishment and promotion of destinations for recreation and tourism to implement York Region’s Long-Term Tourism Destination and Development Strategy. The proposed hotel is on the Canada’s Wonderland property and will support the Theme Park use. Given its location opposite the Vaughan Mills Mall, the Subject Lands will also serve and support tourism in the immediate area and within the Region. The proposed Development conforms to the YROP.

***Previous Official Plan approvals permitted a hotel use on the Canada’s Wonderland property***

The Canada’s Wonderland Theme Park was approved through Vaughan Official Plan Amendments (“OPA”) #74, as amended by OPAs #114, #138 and #508. OPA #74 approved the “Theme Park” designation for the lands north and south of Major Mackenzie Drive, and permitted hotel and motel uses north of Major Mackenzie Drive.

OPA #114 redesignated the theme park lands “Theme Park Area” and permitted hotel and motel uses south of Major Mackenzie Drive.

OPA #138 permitted the amphitheater and required that theater traffic be distributed to Highway 400 via the Major Mackenzie Drive and Rutherford Road interchanges through the internal Canada’s Wonderland road system.

OPA #508 updated the existing policies for future expansion of the theme park, to include the “driveway entrance” parallel to Highway 400; specified permitted uses within the “Core Entertainment Area”; and, established a “Transition Area” which created a defined boundary for the park; an entrance to the “Core Entertainment Area”; and, a transition to the neighbouring development. OPA #508 includes implementation policies which recognized that the boundaries of these “Areas” were approximate and could be varied without amendment to the Official Plan. The boundaries of the “Transition Area”

were required to be defined in the implementing Zoning By-law (431-2001), which was approved by the then Ontario Municipal Board (“OMB”) on June 14, 2000.

***Vaughan Official Plan 2010 (“VOP 2010”) designation***

VOP 2010 designates the Canada’s Wonderland property as “Theme Park and Entertainment” however, this designation is not extended to the Subject Lands on “Land Use Schedule 13”.

Section 9.2.2.13 of VOP 2010 contains “Theme Park and Entertainment Area” policies specific to Canada’s Wonderland (identified on Schedule 13). A range of theme park uses are permitted in this designation including a hotel. The building types are not prescribed within the “Theme Park and Entertainment Area” land use policies.

VOP 2010 also contains interpretation policies in Section 10.2.1.6, which provide guidance in determining the boundaries of the land use designations. Section 10.2.1.6 states that boundaries of land use designations on Schedule 13 are approximate except where delineated by a Secondary Plan or area specific policy, or where they coincide with fixed distinguishable features such as streets, utility corridors, railroads or major natural features. VOP 2010 states that the boundaries of land use designations will be determined by a review of existing by-laws; prevailing lot depths; orientation of lot frontages; lot patterns; and land use patterns. The policy further indicates that where the intent of VOP 2010 is maintained, minor adjustments to the boundaries will not require amendment to VOP 2010.

The Subject Lands form part of Canada’s Wonderland property which is zoned Theme Park Commercial Zone (“TPC”). The lot depth of the portion of the Subject Lands to be used for the hotel is consistent with the existing lot depths of the commercial properties located on the north side of Rutherford Road, east of the Subject Lands.

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

In consideration of the site-specific OPA’s approved by Council prior to the adoption of VOP 2010, a hotel use was previously permitted on the majority of the Canada’s Wonderland property. Staff are satisfied that the “Theme Park and Entertainment” designation applies to the Subject Lands. Physically the Subject Lands form part of the theme park as they are operated and maintained by Canada’s Wonderland and Canada’s Wonderland Drive is the private access road, which services the theme park and provides landscape amenities.

The Implementation policies in Section 10.2.1.6, support that the Subject Lands, are part of the “Theme Park and Entertainment” designation. In addition, the existing zoning on the entire Canada’s Wonderland property (including the Subject Lands) is the “TPC Theme Park Commercial Zone” in Zoning By-law 1-88.

The existing “Theme Park and Entertainment” land use policies and the Interpretation policies of VOP 2010, combined with the contiguous land holding, the existing use of the Subject Lands as part of the Canada’s Wonderland Theme Park, the existing TPC

Zone, and the prior approvals of previous Official Plan Amendments for the theme park, support the rationale to conclude that the Subject Lands are interpreted to be designated as “Theme Park and Entertainment”. In consideration of the above, the Development conforms to the policies of VOP 2010.

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

The Subject Lands are zoned “TPC Theme Park Commercial Zone” (“TPC Zone”) by Zoning By-law 1-88, subject to site-specific Exception 9(194), which was approved by the OMB in June 2000, as shown on Attachment #2. The TPC Zone specifies permitted uses, associated with a theme park on the Canada’s Wonderland property, within the zone categories including “Core Entertainment Area”, “Transition Area 1” and “Transition Area 2”, as follows:

- “Core Entertainment Area” permits accommodation uses, defined as uses which provide short term accommodation including but not limited to, hotels, motels, timeshare resorts and convention centres, outdoor amusement rides, associated theme park uses, and entertainment uses;
- “Transition Area 1” permits landscaping, buffering, signage, entrance/exit facilities, internal roadways and parking; and
- “Transition Area 2” permits landscaping, buffering, signage, entrance/exit facilities, internal roadways and parking, accommodation uses, associated theme park uses, theme park services uses, and entertainment uses, provided they are located within enclosed buildings.

The Subject Lands, are located within “Transition Area 1”, which does not permit accommodation uses. An exception to Zoning By-law 1-88 is required to permit the hotel use on the Subject Lands, within the southerly portion of the “Transition Area 1” and which is defined on a Reference Plan and identified on the Site Plan, as shown on Attachment #7. Schedule “E-200b” to Zoning By-law 1-88 identifies the width of “Transition Areas 1 and 2”. Each “Transition Area” is 15m wide and is generally located adjacent to the property line around the “Core Entertainment Area” providing a combined 30m setback, as shown on Attachment #7.

The Subject Lands are located within a portion of the “Transition Area 1”, that has sufficient area to accommodate the proposed Development, maintain a 30m wide setback between the proposed Development and the property lines, and continue to maintain landscaping, buffering, signage, entrance/exit facilities and internal roadways for the theme park. The following site-specific zoning exceptions are required to permit the proposed Development within a portion of the “Transition Area 1” as shown on Attachment #7.

Table 1

	<b>Zoning By-law 1-88 Standard</b>	<b>Theme Park Commercial Zone Requirement Exception 9(194)</b>	<b>Proposed Exceptions to the Theme Park Commercial Zone Requirement Exception 9(194)</b>
a.	Uses Permitted "Transition Area 1"	Landscaping, buffering, signage, entrance/exit facilities, internal roadways and parking	Permit an 8-storey Hotel use, with a gross floor area ("GFA") of 12,381m <sup>2</sup> , in the area as defined on a Reference Plan, as shown on Attachment #7
b.	Maximum Building Height "Transition Area 1"	0 m (Not defined in Zoning By-law 1-88)	27m
c.	Loading Space Requirements	Loading space is not permitted between a building and a street	Permit a loading space between the building and Highway 400

The Development Planning Department can support the proposed zoning exceptions, which are required to implement the Development, for the following reasons:

a) Proposed Hotel Use

A hotel use is permitted in the "Theme Park Commercial Zone" within the "Core Entertainment Area" and the "Transition Area 2", shown on Attachment #7. "Transition Area 1" does not permit a hotel use. Relief from the Zoning By-law 1-88 is required to permit the "Accommodation Uses" (a hotel), within the location shown on Attachment #7.

The purpose of the "Transition Areas" is to provide a buffer for the adjacent sensitive lands uses, from the "Core Entertainment Area" theme park uses and to provide a landscape area along the outer edge of the park. This was achieved through the provision of a combined 30m setback (comprised of "Transition Areas 1 and 2") along the perimeter of the "Core Entertainment Area".

The Subject Lands are located within a portion of the “Transition Area 1” that has a sufficient area to accommodate the proposed Development; maintain a 30m wide setback between the Development and the property line; and continue to maintain landscaping, buffering, signage, entrance/exit facilities and internal roadways for the theme park, as intended by the TPC Zone. The 30m setback is equivalent to the combined width of the “Transition Areas 1 and 2”, and provides a setback consistent with the 30m “Transition Areas 1 and 2” setback width applied elsewhere on the Canada’s Wonderland property.

The Subject Lands have approximately 200m of frontage on Rutherford Road, and a depth of approximately 150m. The proposed building setback for the Development maintains appropriate building setbacks from the surrounding land uses, which are: 69m from the north property line; 67m from the east property line, 30m from the south property line (Rutherford Road); and, 40m from the west property line (Highway 400). The lot depth of the Subject Lands aligns with the lot depth of the abutting “Mid-Rise Mixed-Use” land use designation in VOP 2010, which is located on the north side of Rutherford Road and extends from Jane Street to Weston Road. The “Mid-Rise Mixed-Use” designation permits a hotel use. The proposed hotel use is compatible with the permitted uses in the “Core Entertainment Area” and the “Transition Area 2” zone categories (within the TPC Zone) and with the adjacent existing commercial uses to the east on the Subject Lands.

b) Other Zone Exceptions

Site-specific Exception 9(194) specifies a maximum building height of 30m for buildings in the “Core Entertainment Area” and “Transition Area 2”. A maximum building height of 27m is proposed for the 8-storey hotel building on the Subject Lands, as shown on Attachment #7. The proposed height of the Development is consistent with the maximum 30m building height permitted within the “Core Entertainment Area” and “Transition Area 2” of the Canada’s Wonderland property.

The Development includes one loading space, located on the west elevation to accommodate the loading and the waste management areas. An exception is required to permit the proposed loading area to be located between the building and the street (Highway 400). The loading area will be screened with coniferous trees to the satisfaction of the City.

In consideration of the above, the Development Planning Department has no objections to the proposed amendments to Zoning By-law 1-88, as identified in Table 1. The Owner shall successfully obtain approval of a Minor Variance application for the required site-specific exceptions to Zoning By-law 1-88, as identified in Table 1 of this report, from the Vaughan Committee of Adjustment. The Committee’s decision must be final and binding and the Owner shall satisfy any conditions imposed by the Committee of Adjustment, should the Application be approved. A condition to this effect is included in the Recommendations of this report.



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

The proposed site plan includes an 8-storey, 12,381m<sup>2</sup> hotel and 247 surface parking spaces, as shown on Attachment #3. The hotel will provide a shuttle service to the theme park for guests. The Development Planning Urban Design and Cultural Heritage Division has requested additional landscaping and pedestrian sidewalk connections be provided within the surface parking area. A total of 7 Accessible Parking Spaces are required in accordance with Ontario Regulation – O. Reg. 413/12. The final site plan shall include these requirements.

York Region and the Ministry of Transportation Ontario (“MTO”) have also requested changes to the location of the sidewalk connecting the building with Rutherford Road as discussed later in this report. The requested changes to the sidewalk location will improve the pedestrian safety and movement through the site and must be to the satisfaction of the City, York Region and the MTO.

Vehicular access to the hotel is proposed from a driveway on the west side of Canada’s Wonderland Drive, which is a private driveway entrance to the theme park and is open seasonally. The existing gates at Rutherford Road will be relocated north of the proposed driveway that serves the hotel to provide year-round access to the Subject Lands as recommended by the Traffic Impact Study submitted in support of the Application. A condition of approval is included recommending that the relocation and/or reconstruction of the gates be secured by a Letter of Credit. Urban Design Staff have requested that an architectural gateway or landscape feature be provide at the driveway entrance to the hotel to define the entry point.

The final building elevations and landscape plans, and landscape cost estimate shall be approved to the satisfaction of the Development Planning Department. Urban Design Staff have requested that glazing be provided adjacent to the patio area in the 1-storey portion of the building. Bird friendly treatment on the first 16m of glazing on the main façade, using a denser pattern of visual markers on the glass at a spacing of 50mm X 50mm, is required, which must be included on the final plans. The signage for the hotel is illustrated on the proposed building elevations shown on Attachment #5 and #6, and the Owner is advised that the MTO requires sign permits for buildings located within the MTO Corridor for Highway 400. A condition to this effect is included in the Recommendations of this report.

The main hotel entrance is located on the north elevation adjacent to the main parking area and is accessed from Canada’s Wonderland Drive (private driveway). There is a second entrance to the hotel which connects to the sidewalk on Rutherford Road. Urban Design staff have requested this entrance be more prominent and be revised to include more distinctive architectural features.

Urban Design Staff have requested that the landscape plan be revised to provide more robust planting materials including deciduous trees at 60 to 80 mm caliper, and coniferous trees at 2400mm to 3000mm height to provide better screening of the loading area.

The Development encourages sustainability by incorporating green energy standards into the site design including LED and photocells, lighting fixtures, lighting controls to prevent night sky lighting and the storage and collection areas for recycling and organic waste. Stormwater management systems to achieve optimal water quality and quantity treatment are included in the design. The location of the Development encourages sustainability as it is located within walking distance (400 metres or less) of a diverse range of amenities and a York Region Transit stop.

The Development Planning Department is generally satisfied with the Development and shall approve the final site plan, building elevations, landscape plan, landscape cost estimate, illumination plan, and signage details prior to the execution of the amending Site Plan Agreement, and will continue to work with the Owner to finalize these details. A condition to this effect is included in the Recommendations of this report.

***There are no Cultural Heritage concerns with the Development***

Cultural Heritage staff have advised there are no cultural heritage concerns respecting the Subject Lands.

***Development Engineering Department has no objection to the Development, subject to the conditions in this report***

The Development Engineering (“DE”) Department has provided the following comments:

Site Servicing

The Owner submitted a Functional Servicing Report (“FSR”) and a Stormwater Management Report (“SWM”) each prepared by WSP Canada Group Limited, dated March 2018, in support of the Application. The following summarizes the servicing scheme for the Development:

i) Water Supply Network

The Subject Lands are located within Pressure District 6 (“PD6”). There is no local watermain adjacent to the Subject Lands. The Owner proposes a water service connection through a proposed easement on the adjacent property to the east (World of Food property at 3300 Rutherford Road) to the existing municipal 300mm diameter watermain on Komura Road. The above noted easement must be secured to make this proposed servicing option viable. The final water service connection design must be to the satisfaction of the City.

ii) Sanitary Sewer Network

There is no local sanitary sewer adjacent to the site. The Owner also proposes a sanitary service connection through an easement on the World of Food property (3300 Rutherford Road) to the existing municipal 200mm diameter sewer on Komura Road. The FSR downstream analysis confirmed there is sufficient capacity in the sewer system for the Development. The required easement must be secured to the satisfaction of the City to make this servicing option viable. The FSR report identifies

two other locations where sanitary service connections can be made to the municipal system.

Easements on the World of Food property are required for water and sanitary services to the Subject Lands. The Owner shall make the necessary arrangements with the Owner of the World of Food property to acquire the required easements for the proposed water and sanitary service connections and amend the existing easement agreement (to convey storm drainage from Canada's Wonderland through World of Food's property on Komura Road) to reflect the servicing easements proposed in the FSR to the satisfaction of the City. A condition to this effect is included in the Recommendations of this report.

iii) Storm Sewer Network and Stormwater Management ("SWM") Measures

There is no storm sewer system within the immediate vicinity of the Subject Lands. The SWM report shows storm flows collected by existing ditches on either side of Canada's Wonderland Drive and out-letting into a small creek southwest of the amusement park; the existing subdivision's stormwater management pond (east of the Subject Lands); and the storm system of the commercial property to the south of the site. The controlled and uncontrolled runoff generated by the site will be discharging, via a new headwall, into the existing ditch west of Canada's Wonderland Drive. The site post-development flows must be controlled to its pre-development flow. The MTO has requested changes to the SWM Report, which are discussed later in this report, to direct stormwater flows away from Highway 400. Prior to the execution of the Site Plan Agreement, the City, TRCA and MTO shall be satisfied with the FSR and SWM Report to ensure there will be no negative impact to the adjacent areas, and the Subject Lands, in terms of surcharging and flooding.

iv) Development Agreement

The Owner shall enter into a Development Agreement with the DE Department for the installation of any proposed service connections and agree to pay for the design and construction of any improvements to the municipal infrastructure regarding the Subject Lands servicing assessment, should it be determined that upgrades are required to the infrastructure to support this Development. The Owner shall also agree to pay applicable fees and post the necessary Letter(s) of Credit, pursuant to the City Fees and Charges By-law, as amended. A clause to this affect is included in the Recommendations of this report.

v) Access

The Subject Lands will be accessed by a future driveway onto Canada's Wonderland Drive, which is an existing private road with access to Rutherford Road by way of the signalized intersection with the Highway 400 Northbound Off-Ramp. A Traffic Impact Study ("TIS") was submitted in support of the Development. A proposed northbound left-turn lane, on Canada's Wonderland Drive, is required to provide access to the Subject Lands, in accordance with the recommendations of the TIS. The DE Department

requires the Owner to confirm that the height of the vegetation within the existing Canada's Wonderland Drive median does not impact vehicle visibility and requires all possible sightline obstructions be removed or relocated.

The existing site plan and the supporting documents must be amended to relocate the existing entrance gates to Canada's Wonderland at Rutherford Road north of the proposed hotel driveway, in accordance with the recommendations in the TIS, to provide year-round driveway access to the Development. A condition to this effect is included in the Recommendations of this report.

vi) Pedestrian Connections

The pedestrian connection from the south building entrance to the sidewalk on Rutherford Road sidewalk must be to the satisfaction of the City, the MTO and York Region.

The DE Department also requires an active transportation connection (i.e. a sidewalk) between the proposed hotel and the entrance to the theme park. Although the TIS indicates that a guest shuttle service will be provided between the hotel and the theme park, the sidewalk connection will encourage the use of alternative modes of travel to and from the theme park, which would help to alleviate traffic congestion during peak times (i.e. after fireworks).

vii) Transportation Design Requirements

All accessible parking spaces shall satisfy the Accessibility for Ontarians with Disabilities Act ("AODA") requirements. Short and long-term bicycle parking spaces shall be provided as identified in the City's Draft Parking Standard ("IBI Study 2010") and a proposed pavement markings and signage plan shall be provided to the City for final approval.

viii) Noise

The DE Department has reviewed the Noise Impact Study, prepared by J.E. Coulter Associates Limited, dated April 3, 2018. The final architectural drawings must be reviewed to ensure they are compatible with the recommendations of the report. Updates to the report or architectural drawings may be necessary. The Owner shall agree that prior to the occupancy of the building the Owner shall submit to the City satisfactory evidence that the appropriate noise warning clauses have been included in the lease/rental agreements. A clause to this effect is included in the Recommendations of this report.

ix) Environmental Site Assessment ("ESA")

The Owner submitted a Phase One ESA report, entitled "Phase I Environmental Site Assessment, Plan D-714, Part 1 and 2, Lots 16 & 17, Concession 5, City of Vaughan, ON, dated October 4, 2017, prepared by Safetech Environmental Ltd. The report demonstrates that based on the finding of the report, a Phase II ESA is not required for the Subject Lands at this time.

The DE Department shall approve the final site servicing and grading plan, erosion control plan, functional servicing and storm water management reports and drawings, site illumination plan, utility coordination plan, geotechnical and hydrogeological assessment, and Traffic Impact Study ("TIS"). A condition to this effect is included in the Recommendations of this report.

***The Parks Development Department is protecting for a Multiuse Recreational Pathway***

The City is currently developing the 2018 Pedestrian and Bicycle Master Plan which conceptually identifies a multiuse active transportation connection across Highway 400 to connect to multiuse recreational trails on the east and west sides of Highway 400, mid-block within Block 32, as shown conceptually on Attachment #2. This connection may require access through the Owner's lands, north of the Development, and will not impact the processing of this Application. A future crossing feasibility study will be conducted by the City to identify the location, structural connections and land requirements for the connection. The City may request easements over portions of the Subject Lands, in favour of the City, to allow for this crossing. A clause to this effect will be included in the Site Plan Agreement, as indicated in the Recommendations of this report.

***The Parks Operations and Forestry Department will require securities for tree compensation***

The Parks Operations and Forestry Department will require appropriate securities in the form of a Letter of Credit for tree compensation value (if required) prior to final approval of the Site Plan Agreement.

***Development Charges are applicable for the Development***

The Financial Planning and Development Finance Department has advised that the Owner shall pay applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board, and York Catholic District School Board. A standard clause to this effect will be included in the Site Plan Agreement, as indicated in the Recommendations of this report.

***Cash-in-lieu of the dedication of parkland is required for the Development***

The Office of the City Solicitor, Real Estate Department has advised that "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. A condition to this effect is included in the Recommendations of this report.

***The Toronto and Region Conservation Authority (“TRCA”) requires a site-specific water balance analysis for the Development***

The Subject Lands are located within a Source Water Protection vulnerable area referred to as the Wellhead Protection Area-Q2 (“WHPA-Q2”). This area was delineated to help manage activities that may reduce recharge to the aquifer. The Source Water Protection Plan recommends the implementation of best management practices, such as Low Impact Development, with the goal to maintain pre-development recharge. The TRCA has no objection to the Development, provided the Owner agrees to complete a site-specific Water Balance Analysis addressing WHPA-Q2 requirements to the satisfaction of the TRCA, prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

***Ministry of Transportation Ontario (“MTO”) requires additional stormwater analysis, the relocation of a sidewalk and an illumination plan for the Highway 400 ramp for the Development***

The MTO has no objection to the Development subject to the Owner satisfying the MTO’s requirements including the provision of a left turn lane as noted in the TIS provided for the Development. The Stormwater Management Report must be revised to the satisfaction of the MTO to address stormwater flows away from the Highway 400.

The photometric analysis for the Development must be revised to the MTO’s satisfaction to address light levels on the Highway 400 on-ramp.

The MTO requires that the proposed sidewalk connection to Rutherford Road, as shown on Attachment #3, be relocated to along the westerly limit of Canada’s Wonderland Drive to connect with the existing sidewalk terminus at Rutherford Road (northwest corner of the intersection). The proposed sidewalk connection must comply with the MTO requirements and any encroachments for works proposed on the MTO right-of-way (for the sidewalk) requires a MTO Encroachment Permit. Since the proposed sidewalk will be partially located within the MTO right-of-way, MTO requires a letter from the municipality with jurisdiction over the road right-of-way (i.e. York Region or the City of Vaughan) acknowledging that the municipality will be responsible for all maintenance costs and liability for the sidewalk extension from Rutherford Road to the Development. A condition to this effect is included in the Recommendations of this report.

***Environmental Services Department***

The Environmental Services Department, Waste Management Division has advised that as per requirements of the City’s Waste Collection Design Standards Policy, the Development requires a waste storage room attached to or integral to the main building. A waste storage room large enough to accommodate all waste being generated for the proposed hotel must be provided and shall illustrate where the bins will be stored. The Truck Movements must be shown on a plan. In addition, the size of the bins must be specified on the Waste Collection Design Standards submission, to the satisfaction of the Waste Management Division. The Owner shall agree in the Site Plan Agreement that the Development will have private waste collection services. A condition to this effect has been included in the Recommendations of this report.

***Agencies/Departments/Utilities with no comments regarding the proposed Development***

Bombardier, Vaughan Building Standards Department, Vaughan Cultural Heritage, By-law Enforcement, and Rogers have no objection to the Development.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

The York Region Community Planning and Development Services Department has no objection to the Application subject to the Owner satisfying York Region's conditions.

York Region has requested additional technical reports not included in original Application submission. These additional reports address the construction aspects of the proposed Development.

York Region also requested a Revised Transportation Mobility Plan Study for the Development and requires that it include the Vaughan Mills Secondary Plan in the background development and notes additional comments may be provided once the Transportation Mobility Plan Study is provided to York Region for review.

York Region has also requested that the sidewalk connection to the building be revised to connect to Rutherford Road in a location which aligns better with the existing driveway and that bicycle parking be shown on the site plan near the main entrances. The Region also requires that the Owner provide Presto cards to hotel staff as an incentive to promote transit usage. A condition to this effect is included in the Recommendations of this report.

**Conclusion**

Site Development File DA.18.026 has been reviewed in consideration of the policies of the PPS, the Growth Plan, the York Region Official Plan, VOP 2010, the development standards in Zoning By-law 1-88, comments from City Departments and external public agencies, and the surrounding area context. The Development is consistent with the policies of the PPS and conforms to the Growth Plan and the York Region and City Official Plans. The Development is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of Site Development File DA.18.026, subject to the Recommendations in this report.

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

**Attachments**

1. Context Location Map
2. Location Map
3. Site Plan and Zoning
4. Landscape Plan
5. Elevations Plans (West and North)

6. Elevations Plans (East and South)
7. Existing Zoning (Zoning By-law 1-88, Exception 9(194)) & Proposed Location of Hotel Site within Transition Area 1

**Prepared by**

Laura Janotta, Planner, ext. 8634

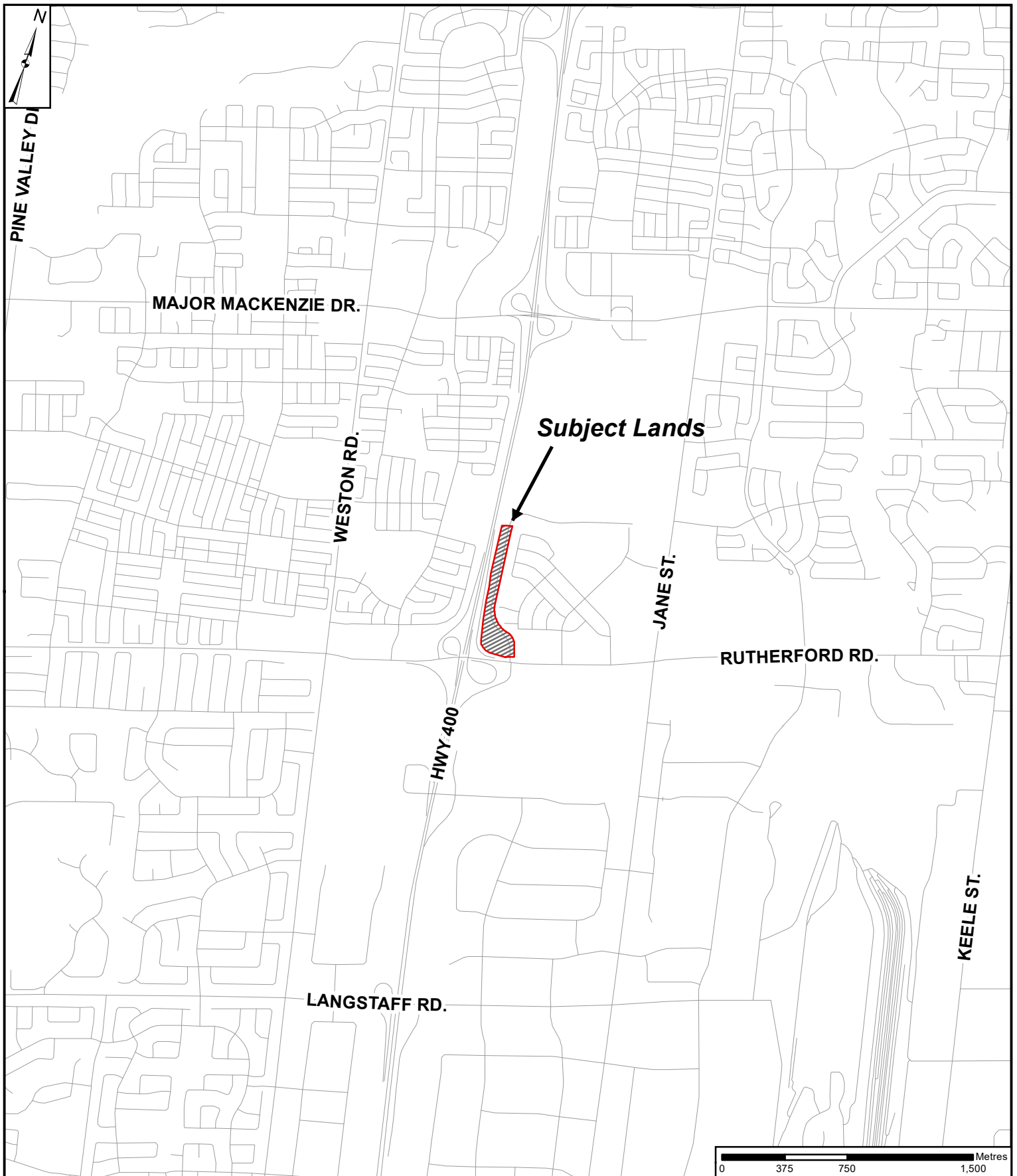
Stephen Lue, Senior Planner, ext. 8210

Carmela Marrelli, Interim Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning, ext. 8407

/CM





## Context Location Map

**LOCATION:**  
Part of Lot 16 & 17, Concession 5

**APPLICANT:**  
Cedar Fair



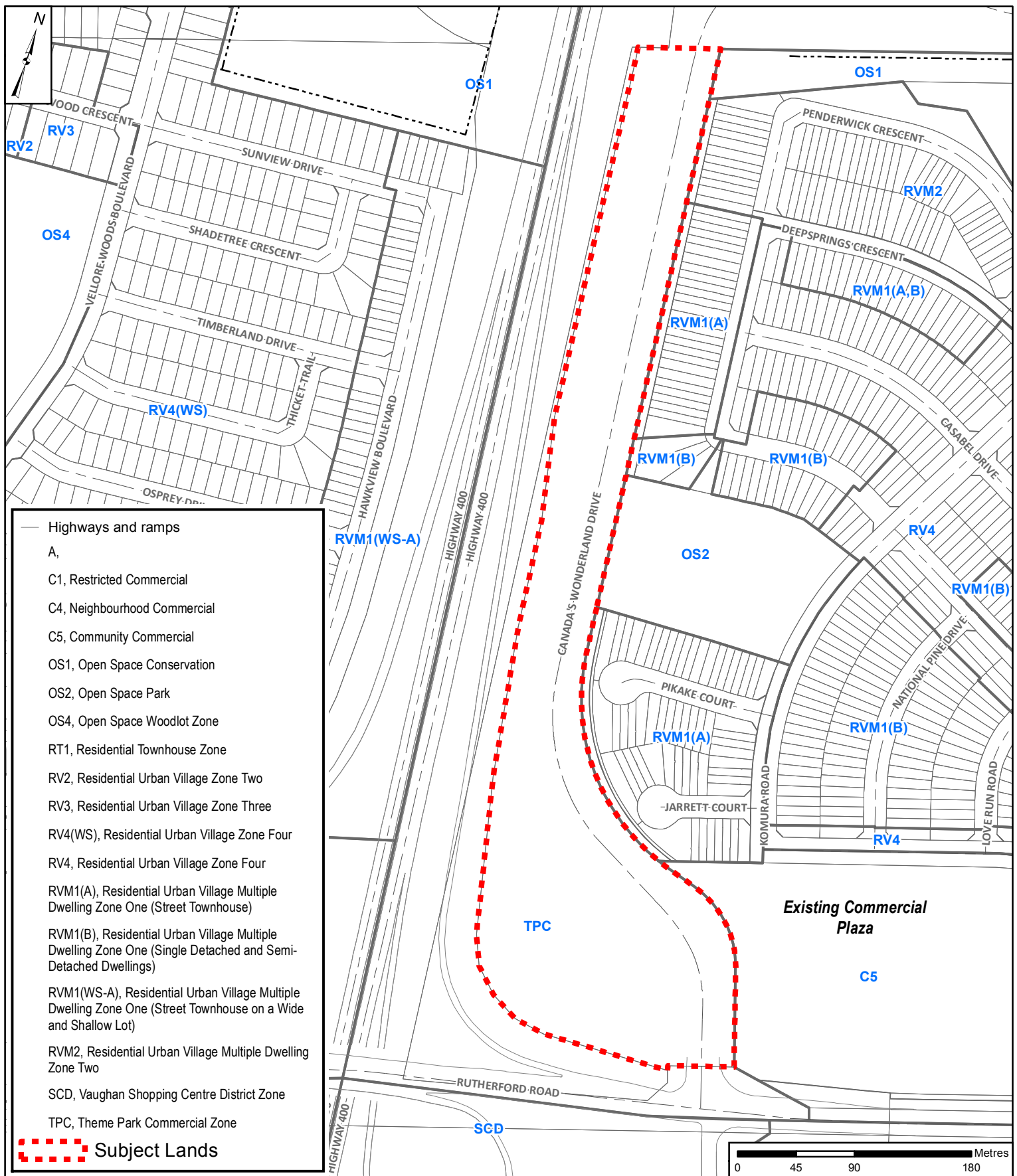
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## Attachment

**FILES:**  
DA.18.026

**DATE:**  
June 5, 2018

1



## Location Map

**LOCATION:**  
Part of Lot 16 & 17, Concession 5

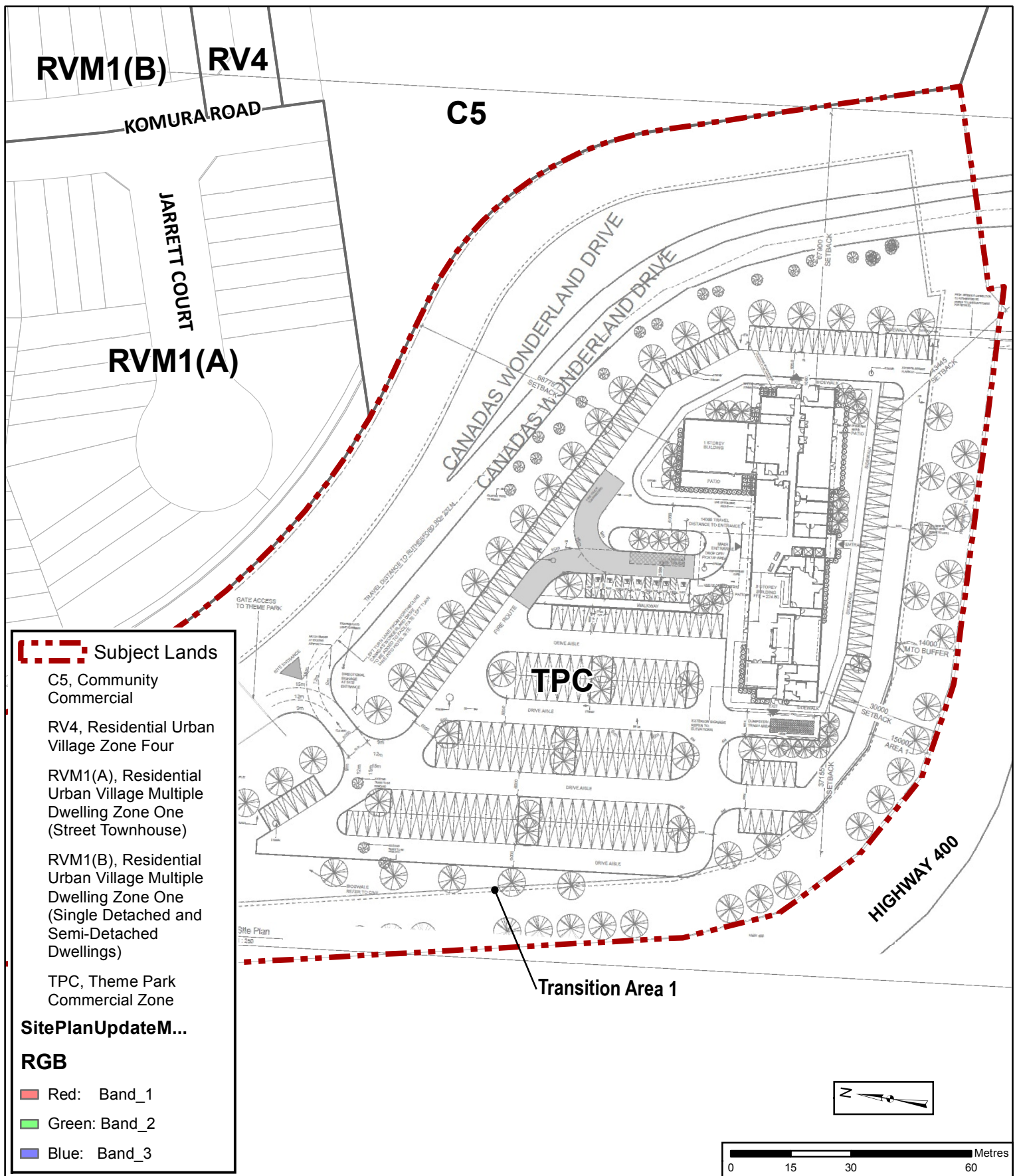
**APPLICANT:**  
Cedar Fair

## Attachment

**FILES:**  
DA.18.026

**DATE:**  
June 5, 2018

**2**



## Site Plan and Zoning

**LOCATION:**  
Part of Lot 16 & 17, Concession 5

**APPLICANT:**  
Cedar Fair

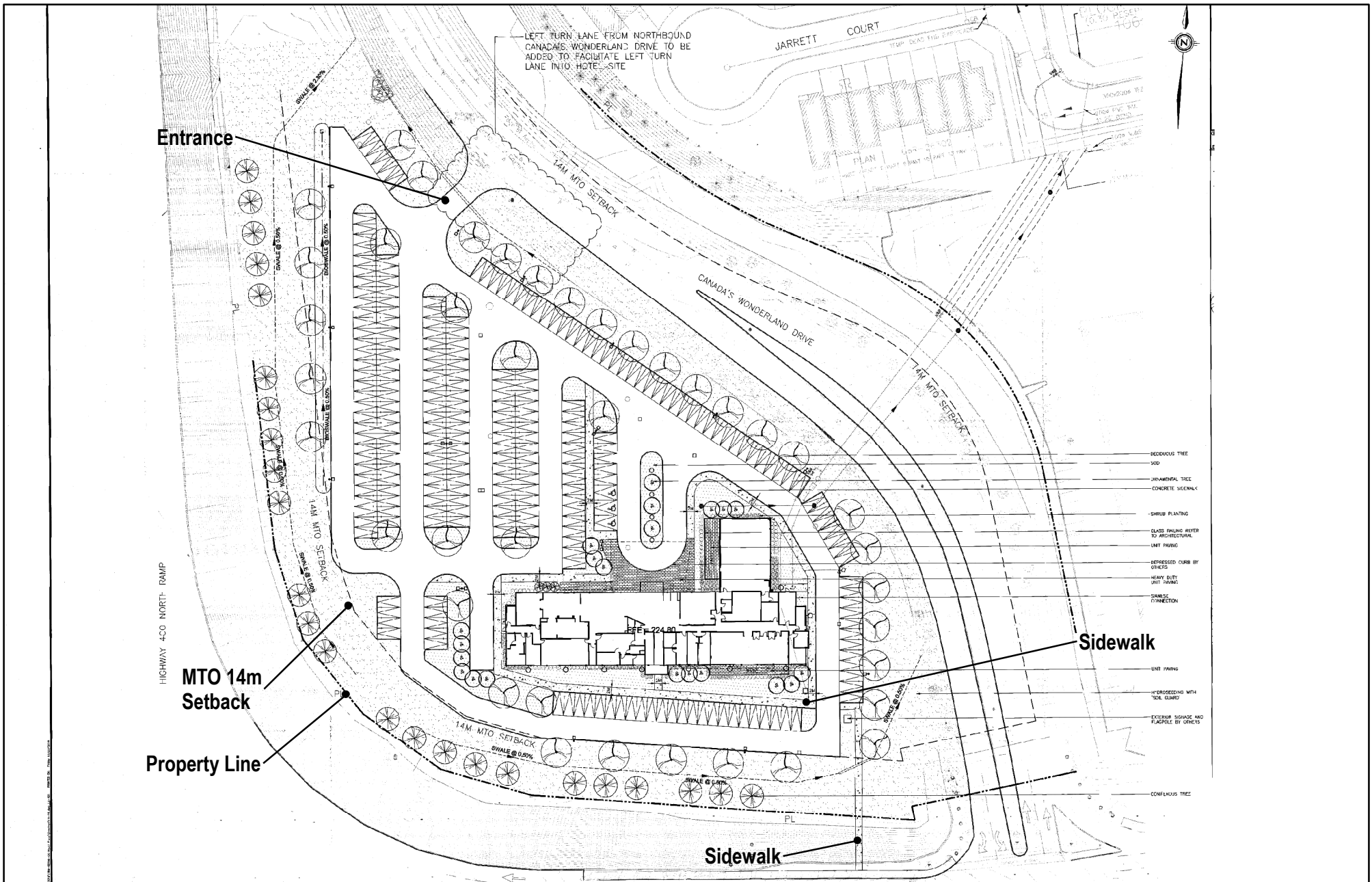
## Attachment

**FILE:**  
DA.18.026

**DATE:**  
June 5, 2018

**3**





# Landscape Plan

**LOCATION:**  
Part of Lot 16 & 17, Concession 5

**APPLICANT:**  
Cedar Fair

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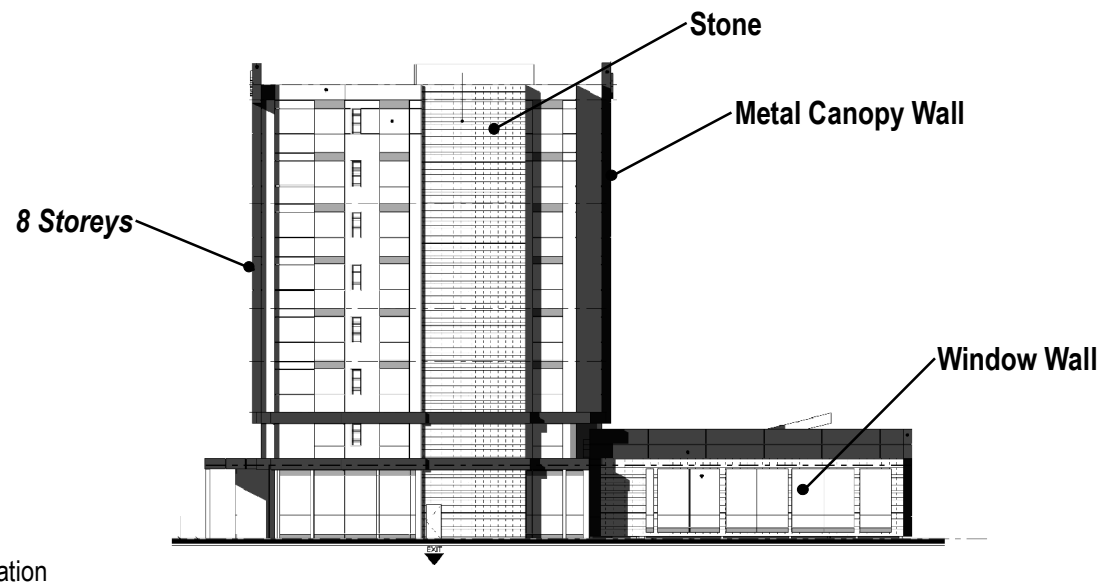
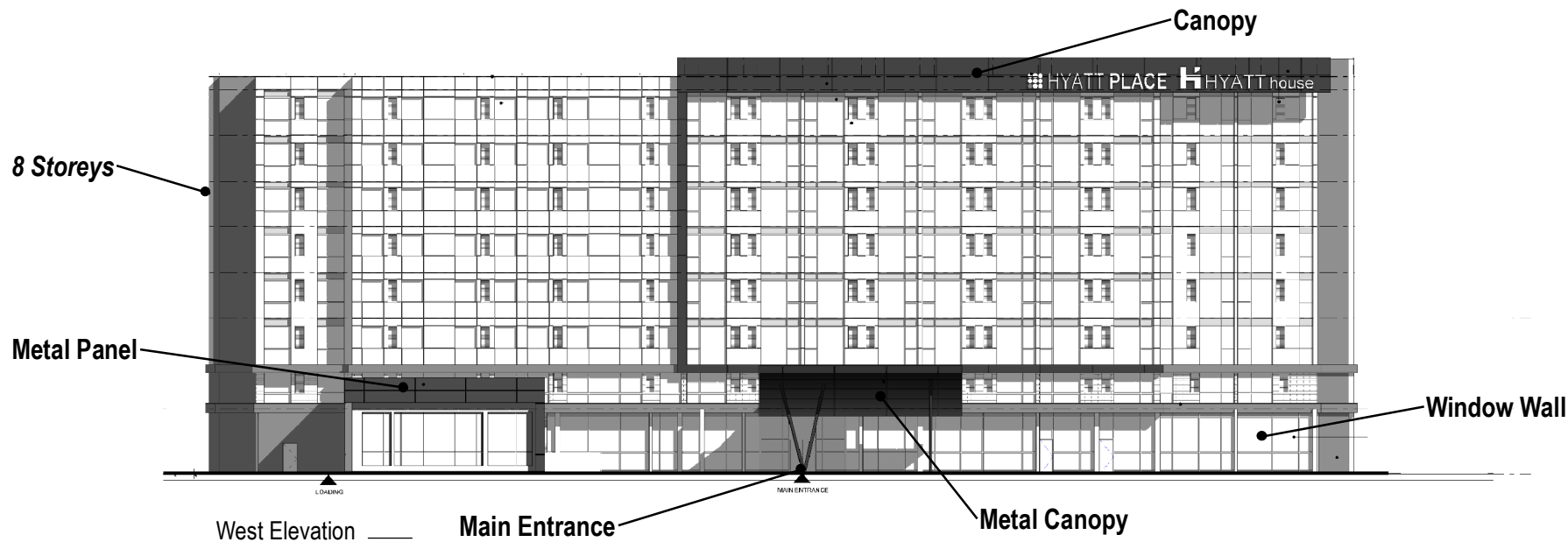
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**FILES:**  
DA.18.026

**DATE:**  
June 5, 2018

**4**

Printed on: 4/26/2018

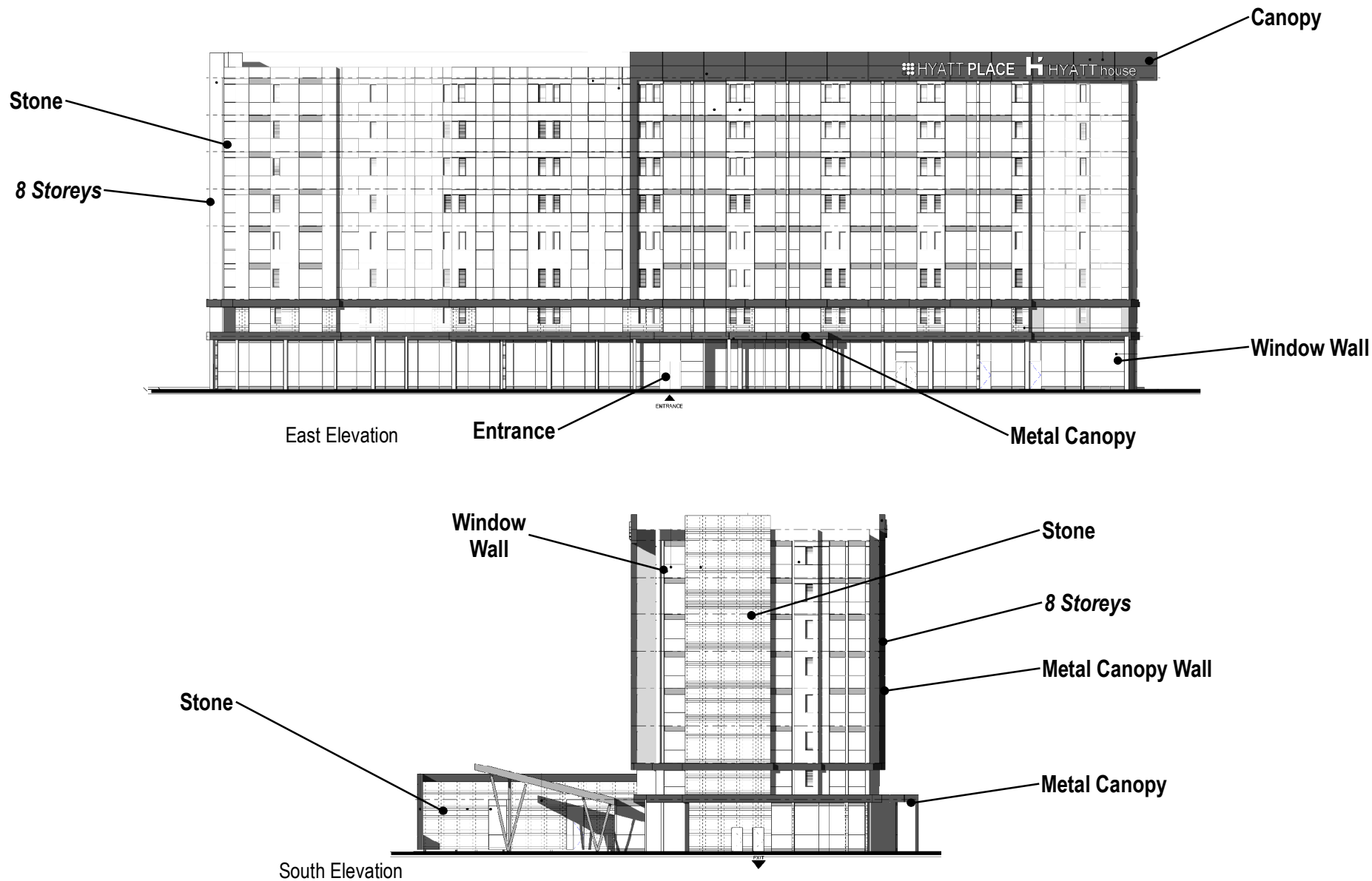


## Elevation Plans (West & North)

**LOCATION:**  
Part of Lot 16 & 17, Concession 5

**APPLICANT:**  
Cedar Fair

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## Elevation Plans (East & South)

**LOCATION:**  
Part of Lot 16 & 17, Concession 5

**APPLICANT:**  
Cedar Fair



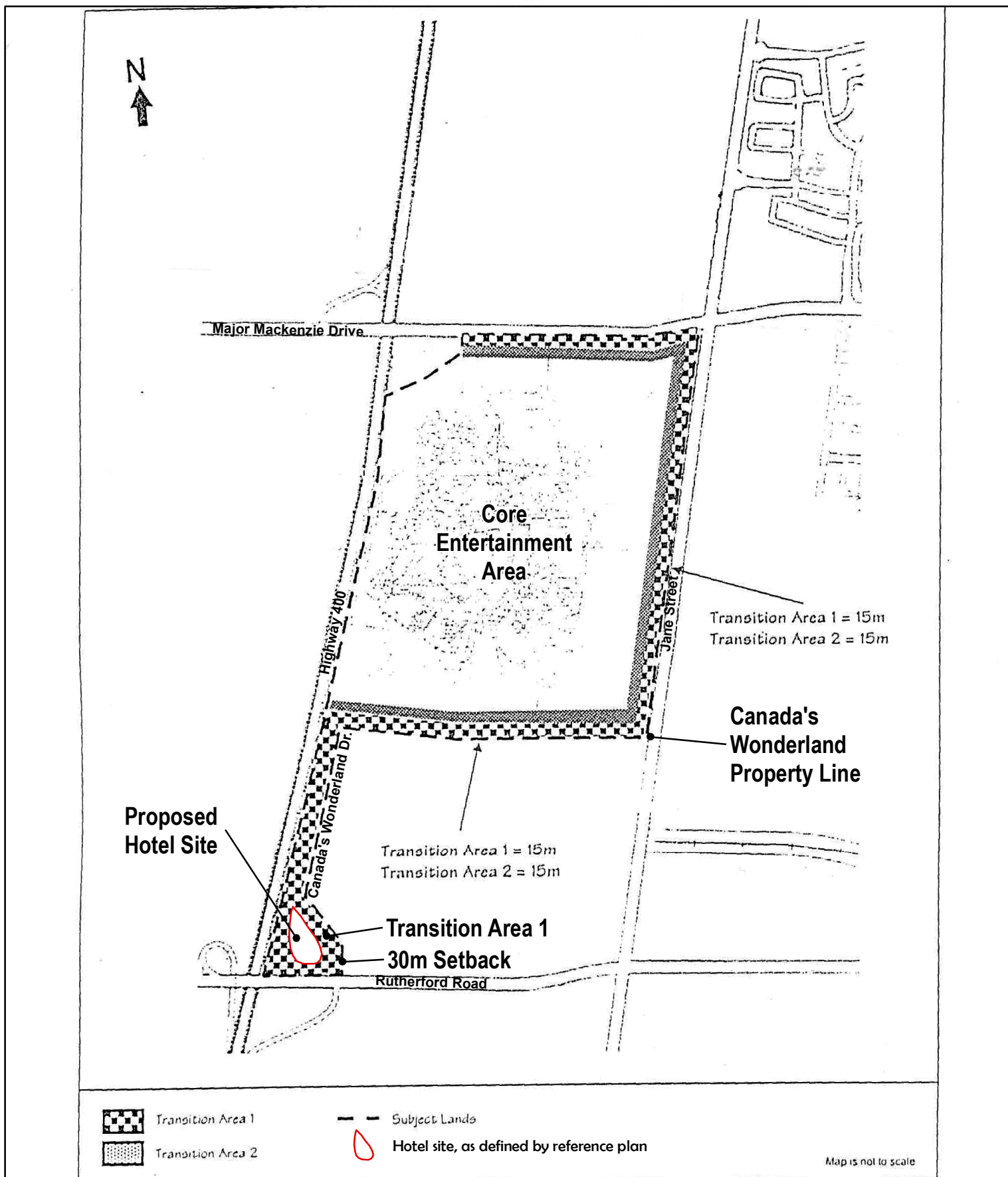
Page 178

Attachment

**FILES:**  
DA.18.026

**DATE:**  
June 5, 2018

6



## Existing Zoning (Zoning By-law 1-88, Exception 9(194)) & Proposed Location of Hotel Site within Transition Area 1

**APPLICANT:** Cedar Fair  
**LOCATION:** Part of Lot 16 & 17, Concession 5

## Attachment 7

**FILE:** DA.18.026

**DATE:** June 5, 2018

Item:



## Committee of the Whole Report

---

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

**WARD:** 1

**TITLE: OFFICIAL PLAN AMENDMENT FILE OP.17.010  
ZONING BY-LAW AMENDMENT FILE Z.17.026  
DRAFT PLAN OF SUBDIVISION FILE 19T-17V009  
TESTON SANDS INC.  
VICINITY OF DUFFERIN STREET AND TESTON ROAD**

**FROM:**

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

**ACTION:** DECISION

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### **Purpose**

To seek endorsement from the Committee of the Whole of the Recommendation contained in this report for Official Plan Amendment File OP.17.010, Zoning By-law Amendment File Z.17.026 and Draft Plan of Subdivision File 19T-17V009, which have been appeal to the Local Planning Appeal Tribunal ("LPAT"), to permit a residential plan of subdivision consisting of 87 lots that would be developed with detached dwellings.

### **Report Highlights**

- The Owner proposes a residential plan of subdivision consisting of 87 lots to be developed with detached dwellings.
- The Owner is dedicating 6.44 ha of core features and their related vegetative protection zone into public ownership, in accordance with the policies of Vaughan Official Plan 2010 ("VOP 2010").
- The Owner has appealed the Official Plan and Zoning By-law Amendment Applications and the Draft Plan of Subdivision Application to the Local Planning Application Tribunal.
- The Development Planning Department recommends that Council endorses the Recommendations in this report regarding the proposed development as it is consistent with the *Provincial Policy Statement*, conforms with the Growth Plan, Oak Ridges Moraine Conservation Plan, the York Region Official Plan, VOP 2010 and is consistent with the existing and planned land uses in the surrounding area.



## **Recommendations**

THAT the Local Planning Appeal Tribunal (“LPAT”) be advised that Vaughan Council ENDORSES the following Recommendations:

1. THAT Official Plan Amendment File OP.17.010 (Teston Sands Inc.) BE APPROVED; to amend Site-Specific Policy 13.20 (Attachment #6) of the Vaughan Official Plan 2010 (VOP 2010), Volume 2 to redesignate the Subject Lands from “Natural Areas” to “Low-Rise Residential” subject to the “Low-Rise Residential” policies of VOP 2010.
2. THAT the implementing Official Plan Amendment include the following policy to the satisfaction of York Region:

“The southern portion of the Subject Lands may be affected by the recommendations of the Teston Road Individual Environmental Assessment (“IEA”) and that a portion may be subject to the Holding Symbol “(H)” provisions under the *Planning Act*, implemented through subsequent development applications. If it is determined that the lands are not required for the Teston Road extension, the underlying land use designations identified in this Plan shall prevail, without the need for further amendment to this Plan. Subsequent development applications will need to be consistent with the findings of the approved Teston Road IEA.”

3. THAT Zoning By-law Amendment File Z.17.026 (Teston Sands Inc.) BE APPROVED; to amend Zoning By-law 1-88, to rezone the Subject Lands from “A Agricultural Zone” and “OS5 Open Space Environmental Protection Zone” to “RD1 Residential Detached Zone One”, “RD3 Residential Detached Zone Three”, “RD3 (H) Residential Detached Zone Three” with the Holding Symbol “(H)”, “OS1 (H) Open Space Conservation Zone” with the Holding Symbol “(H)”, and “OS5 Open Space Environmental Protection Zone in the manner shown on Attachment #4.”
4. THAT the Holding Symbol “(H)” shall not be removed from the lands zoned “RD3(H) Detached Residential Zone Three” with the Holding Symbol “(H)” and “OS1(H) Open Space Conservation Zone” with the Holding Symbol “(H)” as shown on Attachment #4, until the following matters have been addressed to the satisfaction of the City, York Region and the Toronto and Region Conservation Authority:
  - i) For Lots 1 to 5 and Block 92 (Stormwater Management Pond) until York Region has completed the design and is satisfied the vertical and horizontal design is approved or until the Region has sufficient certainty regarding the potential alignment(s) of the Teston Road extension, or in the likelihood of its ultimate approval and construction; and,

- ii) For Lots 46 to 53, Lots 1 to 7 and Blocks 91 and 92 until such time as the design of Teston Road has been completed and approved by York Region and until an alternative stormwater management solution which does not require these lands is approved by the City, York Region and the Toronto and Region Conservation Authority.
- 5. THAT the Owner be permitted to apply for a Zoning By-law Amendment application(s) or a Minor Variance Application(s) to the City and/or the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into effect, to permit minor adjustments to the implementing Zoning By-law.
- 6. THAT Draft Plan of Subdivision File 19T-17V009 (Teston Sands Inc.) as shown on Attachment #4 BE APPROVED; to facilitate a residential plan of subdivision consisting of 87 lots that would be developed with detached dwellings, subject to the Conditions of Draft Plan Approval set out in Attachment #1.
- 7. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-17V009 (Teston Sands Inc.) shall contain 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 5% or 1 ha per 300 dwelling units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City’s Cash-in-lieu Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, 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.”
- 8. THAT Vaughan Council adopt the following resolution for allocation of water and sewage servicing capacity:
 

“IT IS HERBY RESOLVED THAT Draft Plan of Subdivision File 19T-17V009 (Teston Sands Inc.) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 87 residential units (311 persons equivalent).
- 9. Should the Local Planning Appeal Tribunal (“LPAT”) approve the applications, then LPAT withhold its final Order on the Official Plan Amendment File OP.17.010, Zoning by-law Amendment File Z.17.026 and Draft Plan of Subdivision File 19T-17V009 until confirmation from the City is received indicating that the Owner’s LPAT appeal of Vaughan Official Plan 2010 (File No. PL111184) (Appeal #162) as

it pertains to the Subject Lands is resolved to the satisfaction of the City Solicitor and Deputy City Manager, Planning and Growth Management.

10. THAT City of Vaughan Staff be directed to attend the LPAT proceedings in support of the Recommendations contained in this report and the Conditions of Draft Approval identified in Attachment #1 for Official Plan Amendment File OP.17.010, Zoning By-law Amendment File Z.17.026 and Draft Plan of Subdivision File 19T-17V009.

## **Background**

The Subject Lands (the “Subject Lands”) are located on the north side of the unopened allowance for Teston Road, west of Dufferin Street, and are municipally known as 1600 Teston Road, shown as Subject Lands on Attachments #2 and #3. The surrounding land uses are shown on Attachment #3.

### ***The Owner has appealed Vaughan Official Plan 2010 (“VOP 2010”) and the current Official Plan and Zoning By-law Amendment Applications and the Draft Plan of Subdivision Application to the Local Planning Appeal Tribunal***

On August 22, 2016, the Owner submitted an Appeal (File No. 111184) to the then Ontario Municipal Board (“OMB”) now the Local Planning Appeal Tribunal (“LPAT”) respecting the Subject Lands, specifically Schedule 2 – “Natural Heritage Network” of VOP 2010.

On December 19, 2017, the Owner submitted an Appeal (File No. PL180012) to the then OMB on Zoning By-law Amendment File Z.17.026, pursuant to Section 34 (11) of the *Planning Act* for Vaughan Council’s failure to make a decision on the Application within 120 days of the City deeming the Application complete.

On April 1, 2018, the Owner submitted Appeals to the then OMB on Official Plan Amendment File OP.17.010 and Draft Plan of Subdivision File 19T-17V009, pursuant to Sections 17 (40) and 51 (34) of the *Planning Act* for Vaughan Council’s failure to make a decision on the Applications within 180 days of the City deeming the Applications complete.

The LPAT has scheduled a pre-hearing for the Official Plan Amendment and Zoning By-law Amendment Application, and the Draft Plan of Subdivision Application on November 8, 2018.

### ***Official Plan and Zoning By-law Amendment and Draft Plan of Subdivision Applications have been submitted to permit the Draft Plan***

The Owner has submitted, the following applications (the “Applications”) to permit a residential plan of subdivision consisting of 87 lots that would be developed with detached dwellings:

1. Official Plan Amendment File OP.17.010 to amend Site-Specific Policy 13.20 of Vaughan Official Plan 2010 ("VOP 2010"), Volume 2, to redesignate the subject lands from "Natural Areas" to "Low-Rise Residential" in the manner shown on Attachment #4, and subject to the "Low-Rise Residential" policies of VOP 2010.
2. Zoning By-law Amendment File Z.17.026 to amend Zoning By-law 1-88, to rezone the Subject Lands from "A Agricultural Zone" and "OS5 Open Space Environmental Protection Zone" to "RD1 Residential Detached Zone One", "RD3 Residential Detached Zone Three", "RD3(H) Residential Detached Zone Three" with the Holding Symbol "(H)", OS1(H) "Open Space Conservation Zone" with the Holding Symbol "(H)", and "OS5 Open Space Environmental Protection Zone" in the manner shown on Attachment #4.
3. Draft Plan of Subdivision File 19T-17V009 (the "Draft Plan") shown on Attachment #4, to facilitate a residential plan of subdivision consisting of the following:

Lots 1-87	Detached Residential (frontages 12m - 21m)	4.21ha	87 units
Block 89	Vegetation Protection Zone	0.81ha	
Block 90	Natural Heritage (Core Features)	5.63ha	
Blocks 88 & 91	Walkway / SWM Access	0.04ha	
Block 92	Stormwater Management Pond	1.15ha	
Block 96	Open Space	0.08ha	
Block 93	Road Widening	0.28ha	
Blocks 94-95, 97-105	0.3m Reserves	0.01ha	
Roads	17.5m to 20m (Public Roads "A"- "E")	1.48ha	
Total		13.69ha	87 units

***The Owner has revised the Draft Plan to address comments from internal departments, external public agencies and comments from local residents***

The original Draft Plan shown on Attachment #5 was the subject of the Public Hearing held on January 23, 2018, and the Community Meeting held on March 27, 2018. The Owner has made the following revisions to the Draft Plan, as shown on Attachment #4 to address comments from internal departments, external public agencies and from area residents:

- The number of lots has been reduced from 96 to 87;
- The lot areas for Lots 14 to 27 have been increased to be consistent with the existing abutting lots to the north and east;
- The lot frontages for Lots 14 to 27 have been increased from 15 m to 21 m, except for pie-shaped Lots 19 to 23 and 27, to be consistent with existing abutting lots to the north and east;

- The interior lot lines for Lots 14 to 27 are matched with the interior lot lines of the existing abutting lots to the east and north;
- A stormwater management pond (Block 92) designed to meet City's and TRCA's requirements resulting in the removal of Street "F" and reconfiguration of the lots formerly located south of Street "D" and formerly east of Street "A" is included in the Draft Plan. The Owner will convey the pond to the City;
- Public connections (Blocks 91 and 88) are included through the stormwater management pond and to the core features, specifically the valley and stream corridor area;
- 6.44 ha of core features (valley and stream corridor, natural features, natural hazards) and associated vegetation protection zone (Blocks 89 and 90) are included on the Draft Plan. The Owner will be dedicating these Blocks into public ownership in accordance with City and TRCA policies as it promotes the long-term protection of these important natural areas for the Don River corridor; and
- A minimum vegetation protection zone ("MVPZ") to the valley and stream corridor, is included on the Draft Plan, as a separate buffer block (Block 89), in accordance with City and TRCA policies. These lands will be rezoned to OS5 Open Space Environmental Protection Zone as Attachment #4.

***The Official Plan Amendment, Zoning By-law Amendment and the Draft Plan of Subdivision Applications were considered at the January 23, 2018, Public Hearing***

On December 22, 2017, a Notice of Public Hearing was circulated to all property owners within an expanded notification area beyond 150 m as shown on Attachment #2 and to the MacKenzie Ridge Ratepayers' Association. The Notice of Public Hearing was also posted on the City's web-site at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the property in accordance with the City's Notice Sign Procedures and Protocols.

The recommendation of the Committee of the Whole to receive the Public Hearing report of January 23, 2018, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on January 30, 2018. Council also resolved to hold a community meeting with residents, City staff, and the Local and Regional Councillors. The Community Meeting was held on March 27, 2018.

The following is a list of individuals who either made a deputation or submitted written correspondence at the January 23, 2018 Public Hearing and at the March 27, 2018 Community Meeting:

Deputations:

- R. Kenedy, Mackenzie Ridge Ratepayers Association, Georgia Crescent
- R. Lorello, Treelawn Boulevard, Kleinburg
- Mr. Gary, street name and first initial redacted, Maple
- Mr. Atticus, street name and first initial redacted, Maple

### Written Submissions:

- S. Sigrist, email dated September 18, 2017
- R. Kenedy, Georgia Crescent, email dated September 22, 2017
- A. Avsiannikov, Hunterwood Chase, email dated September 24, 2017
- M. Muzzo, Georgia Crescent, email dated September 25, 2017
- P. Bender, email dated September 25, 2017
- N. and S. Chopra, Georgia Crescent, email dated September 25, 2017
- J. Vitale, Adirondack Road, email dated October 1, 2017
- C. Gabriel, Germana Place, email dated October 1, 2017
- K. Gabriel, Germana Place, email dated October 1, 2017
- R. Gabriel, Germana Place, email dated October 1, 2017
- J. and M. Baksi, Antonini Court, email dated October 1, 2017
- K. Gabriel, Germana Place, email dated October 2, 2017
- F. Liberatore, email dated October 1, 2017
- J. Vukman, Germana Place, email dated October 2, 2017
- S. Lee, Teston Road, email dated January 22, 2018

The following is a summary of the comments made by the Public at the Public Hearing meeting, community meeting and in written submissions, including comments appended to a petition signed by approximately 70 individuals and emailed March 29, 2018 by the Mackenzie Ratepayers Association and responses to these comments from the Development Planning Department:

- i) The Subject Lands are located within the Oak Ridge Moraine and the proposed development will harm the surrounding environment;

#### Response

The Subject Lands are designated “Settlement Area” by the Oak Ridges Moraine Conservation Plan (“ORCMP”), which permits development and lot creation subject to the policies of the ORCMP. The Development conforms to the Settlement Area policies of the ORCMP, discussed in detail in the Analysis and Options section of this report. The City and the TRCA are satisfied with the development limits shown on Attachment #4, discussed further in the TRCA section of this report.

- ii) The quality of fill should be monitored, and the large quantity of fill required to properly grade the Subject Lands and the tamping of the fill may cause vibrations and structural damage to neighbouring properties.

Response

The placement of fill is regulated by City's Fill By-law and grading and drainage plans approved by the City submitted in support of the Applications. The Vaughan Development Engineering Department has reviewed the submitted grading plans and has no objections to the proposed grading, which is discussed further in the Development Engineering section of this report.

- iii) A large treed buffer zone between the proposed development and all neighbouring properties should be established and be publicly owned.

Response

Publicly owned landscaped buffer blocks located between compatible residential uses are not required. The Tree Inventory and Preservation Plan and the Arborist Report submitted in support of the Applications recommends that where possible existing vegetation located along the east property boundary be preserved and protected. A condition approval is included in Attachment #1 that the Owner shall not remove trees without written approval from the City and that Owner shall enter into a tree protection agreement with the City.

- iv) There will be potential drainage issues caused by heavy rain and potential flooding of new homes and existing neighbouring properties.

Response

The Development includes a stormwater management pond (Block 92). The Development Engineering Department and the TRCA have reviewed the submitted stormwater management report and have no objection to the report, which is discussed further in the Development Engineering section of this report.

- v) There will be increased traffic generated by the proposed development given there is only one access onto Teston Road.

Response

The Traffic Impact Study ("TIS") submitted in support of the Applications concludes that the existing road system can accommodate the increase in traffic volumes attributed to the Development. The Development Engineering Department and York Region have reviewed the TIS and have no comment.

- vi) The development proposal should include executive lots like the abutting residential neighbourhood.



### Response

The original Draft Plan (Attachment #5) has been revised to increase the lot area for Lots 14 to 27 (Attachment #4) and to increase the lot frontage from 15 m to 21 m for Lots 14 to 27, except for pie-shaped Lots 19 to 23 and 27, to be consistent with existing abutting lots to the east and north. The interior lot lines for Lots 14 to 27 are modified to match the interior lot lines of the existing abutting lots to the east and north.

- vii) The unauthorized removal of trees on the Subject Lands should be replaced and the replanting program and should be monitored.

### Response

The By-law and Compliance Department laid charges for the unauthorized tree removal. The City requires that a compensation plan be prepared by the Owner for all trees removed to date and for all trees that will be removed as part of the inventory removals plans for the proposed Draft Plan. A condition of approval to this effect is included in Attachment #1

- viii) There is no public transit along Dufferin Street, between Major Mackenzie and King-Vaughan Road to support the proposed development.

### Response

Public transit is the responsibility of York Region. York Region has reviewed the Applications and has not provided comments with respect to transit (Attachment #1b). The Region of York Transportation Master Plan indicates that public transit is planned for both Dufferin Street and Teston Road adjacent to the Subject Lands in the next 10 to 14 years.

- ix) Existing schools in the area are at capacity.

### Response

The York Catholic and the York District School Boards have reviewed the Applications and have advised they have no comment or objection to the Draft Plan.

On May 28, 2018, the Vaughan Development Planning Department mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals that requested notice of further consideration of the Applications, appeared at the Public Hearing and submitted correspondence to the City.

## **Previous Reports/Authority**

[https://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW\(PH\)0123\\_18\\_1.pdf](https://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW(PH)0123_18_1.pdf)

## **Analysis and Options**

The Development Planning Department has reviewed the proposed amendment to Site-Specific policy 13.20 of VOP 2010, Volume 2 in consideration of the following policies:

### ***The Draft Plan 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 enables development while ensuring that the resources of provincial interests, public health and safety, and the quality of the natural and built environment are protected.

Part V - “Policies” of the PPS state (in part) the following:

### **Settlement Areas**

1.1.3.1 “Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.”

1.1.3.2 “Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

- efficiently use land and resources;
- are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion”.

2.1.3.3 “Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

### **Housing**

1.4.3 “Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market by (in part):

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed”.

### Natural Heritage

2.1.2 “The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

2.1.8 “Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.”

The Subject Lands are located within a defined settlement area by the PPS. The Draft Plan achieves the intention of the Settlement Areas, Housing and Natural Heritage policies of the PPS, by making more efficient use of the Subject Lands as it minimizes land consumption, proposes a housing typology that will help meet projected housing needs, and utilizes existing servicing and infrastructure. In addition, the Draft Plan will result in the long-term protection for the surrounding natural environment by bringing it into public ownership.

### ***The Draft Plan conforms with the Growth Plan for the Greater Golden Horseshoe (2017)***

The Provincial *Growth Plan for the Greater Golden Horseshoe* (“Growth Plan”) is intended to guide decision making on the development of land by encouraging compact built form, diverse land uses, and a range and mix of housing types. The Growth Plan encourages the concentration of population and employment growth within the settlement areas, and promotes the development of complete communities that offer a mix of housing types, access to local amenities, and connections to municipal water and wastewater systems.

### *Managing Growth (in part)*

*Policies 2.2.1.1 and 2.2.1.2 of the Growth Plan state that the forecasted population and employment growth identified will be used for planning and managing growth to the horizon of the Growth Plan, and the forecasted growth will be allocated based on the following (in part):*

- c) within settlement areas, growth will be focused in:*
  - i) delineated built-up areas;*
  - ii) strategic growth areas; and,*
  - iv) areas with existing or planned public service facilities.*

*Policy 2.2.1.4 further states that the Growth Plan will support the achievement of complete communities that (in part):*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; and*
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.*

The Draft Plan is consistent with the policy framework envisioned by the Growth Plan by making more efficient use of the Subject Lands by incorporating a compatible form of ground related residential development within an existing built-up area, utilizing municipal services, providing a stormwater management pond and protecting for new Regional infrastructure, the extension of Teston Road.

### ***The Draft Plan conforms to the Oak Ridges Moraine Conservation Plan (2017)***

The Subject Lands are located within the *Oak Ridges Moraine Conservation Plan* (“ORMCP”) and are designated “Settlement Area”. Development within the “Settlement Area” designation of the ORMCP shall focus and contain urban growth by minimizing the encroachment and impact of development on the ecological functions and hydrological features of the ORMCP Area (Section 18(1)(a)), and to maintain, and where feasible, restore the health, diversity, size and connectivity of key natural heritage features, hydrologically sensitive features and related ecological functions (Section 18(2)(a)). New lots may be created in Settlement Areas (Section 18(2)(4)), subject to the policies of the

ORMCP, the Owner must demonstrate that the Draft Plan will not adversely affect the ecological integrity of the ORCMP (Section 18(6)(d)).

The Draft Plan conforms to the ORMCP as the proposed lots for detached residential dwelling units are located on lands designated Settlement Area. The Owner has provided the vegetation protection zone as a separate buffer block (Block 89) to minimizing the impact of development on the adjacent core features (Block 90) and to maintain the connectivity of the natural heritage system. Blocks 89 and 90 will be dedicated into Public ownership to provide for the long-term protection of the surrounding natural environment.

### ***The Draft Plan conforms to the York Region Official Plan 2010***

The York Region Official Plan 2010 ("YROP 2010") designates the Subject Lands as "Urban Area" by Map 1 – "Regional Structure", which permits a range of residential, commercial, industrial and institutional uses, subject to additional policy criteria. The Draft Plan conforms to the YROP 2010.

York Region has commenced the Terms of Reference for the Individual Environmental Assessment ("IEA") for the proposed Teston Road link between Keele Street and Bathurst Street. York Region, in consultation with residents, stakeholders and the general public will draft the Terms of Reference framework to guide the future IEA study. The project construction date is currently scheduled for 2026 and the Terms of Reference for the Teston Road IEA remains under review. The preferred alignment of Teston Road is being considered by York Region and all options of right-of-way requirements are being protected. Therefore, York Region requests the implementing Official Plan Amendment include the following policy:

"The southern portion of the Subject Lands may be affected by the recommendations of the Teston Road Individual Environmental Assessment ("IEA") and that a portion may be subject to Holding Symbol "(H)" provisions under the Planning Act, implemented through subsequent development applications. If it is determined that the lands are not required for the Teston Road extension, the underlying land use designations identified in this Plan shall prevail, without the need for further amendment to this Plan. Subsequent development applications will need to be consistent with the findings of the approved Teston Road IEA."

York Region has indicated they have no objections to the Applications, subject to their comments in the Regional Implications section of this report, and the Conditions of Approval included in Attachment #1.

### ***The Draft Plan conforms to the Vaughan Official Plan 2010***

The Subject Lands are designated "Natural Areas" by Vaughan Official Plan 2010 ("VOP 2010") as identified on Schedule 13 - "Land Use" and are subject to Site-Specific Policy 13.20 of VOP 2010, Volume 2, as outlined on Attachment #6.

Site-Specific Policy 13.20 states (in part) that notwithstanding Schedule 13 – “Land Use” the “Enhancement Area” policies in Section 3.2.3 of VOP 2010, Volume 1 shall apply to the Subject Lands.

Enhancement Areas are identified conceptually on Schedule 2 – “Natural Heritage Network” of VOP 2010. The Subject Lands are identified as an “Unapproved” site under consideration for Core Features Additions, Core Feature Deletions or classification as an Enhancement Area (Note 3, Schedule 2, VOP 2010). Enhancement Areas have the potential to provide additional habitat and or ecological connectivity to the Natural Heritage Network through restoration or re-naturalization (Section 3.2.3.1, in part). As noted, Enhancement Areas including unapproved areas are identified as approximate on Schedule 2 and as part of development process (Planning Act applications) environmental studies will be conducted to determine the final location and boundary of the Enhancement Area (Section 3.2.3.14, in part).

In accordance with Site-Specific Policy 13.20, and the Enhancement Area policies noted above, the Owner has submitted Official Plan Amendment File OP.17.010 together with the required environmental studies in support of the Applications to redesignate the Subject Lands to “Low-Rise Residential” in the manner shown on Attachment #4, to permit the Draft Plan.

The lands identified as “Other Lands Owned by the Applicant” shown on Attachment #4, as the undeveloped balance of Area “B” (Block 89 and parts of Block 90) will remain designated “Natural Areas” and will be rezoned from A Agricultural Zone to OS5 Open Space Environmental Protection Zone and dedicated into public ownership.

The privately-owned lands identified as “Area A” (Block 90 and parts of Block 89) will remain designated “Agricultural Area”, zoned OS5 Open Space Environmental Protection Zone and are subject to the “Core Features” policies noted below (in part).

Section 3.2.3.10 of VOP 2010 requires that Core Features and their related vegetation protection zone(s) be conveyed to the City and/or TRCA as a condition of development approval. To enable comprehensive management, such features shall not be fragmented, but shall be brought into public ownership to ensure their continued protection and management.

In accordance the enhancement area policies the Applications and supporting studies have been reviewed by internal City departments and external public agencies. The City and the TRCA are satisfied with the limits of development shown on Attachment #4. The Owner is conveying the Natural Areas (Block 90) and the related vegetation protection zone (Block 89) into public ownership in accordance with the Core Features policies of VOP 2010. The Draft Plan conforms to VOP 2010.

In consideration of the above, the Development Planning Department is satisfied that the Draft Plan is consistent with the PPS conforms with the Growth Plan, *Oak Ridges Moraine Conservation Plan*, the York Region Official Plan, VOP 2010 and is compatible with the existing land uses in the surrounding area. The conveyance of the core features and vegetation protection zone will ensure the continued protection and comprehensive management of the natural heritage system. Accordingly, the Development Planning Department can support the proposal to redesignate the Subject Lands from “Natural Areas” to “Low Rise Residential”, subject to the “Low Rise Residential” policies of VOP 2010.

***The Amendments to Zoning By-law 1-88 are required to permit the Draft Plan***

The Subject Lands are zoned “A Agricultural Zone” by Zoning By-law 1-88, as shown on Attachment #3, which does not permit the Draft Plan. The Owner is proposing to rezone the Subject Lands to “RD1 Residential Detached Zone One”, “RD3 Residential Detached Zone Three”, “RD3(H) Residential Detached Zone Three” with the Holding Symbol “(H)”, “OS1(H) Open Space Conservation Zone” with the Holding Symbol “(H)” and “OS5 Open Space Environmental Protection Zone” in the manner shown on Attachment #4. The Owner is proposing to comply with all zoning provisions and development standards in Zoning By-law 1-88 for the RD1, RD3, OS1 and the OS5 Zones.

Should the Applications be approved, the Vaughan Development Planning Department recommends that the implementing Zoning By-law rezone a portion of Subject Lands (Lots 1 to 7, 46 to 53 and Block 91) to “RD3(H) Residential Detached Zone Three” with the Holding Symbol “(H)” and the storm water management pond (Block 92) to OS1 Open Space Conservation Zone. The Holding Symbol “(H)” is being added to ensure the York Region, TRCA and City requirements regarding the final alignment of the Teston Road extension and the ultimate design and location of the stormwater management pond identified in this report and added as a Recommendation to this report, are satisfied. This condition is also included in Attachment #1.

***The Development Planning Department has no objection to the approval of the Draft Plan, subject to the Conditions of Approval***

The Draft Plan shown on Attachment #4 consists of 87 residential lots for detached dwelling units with frontages ranging from 12 m to 21 m, and lot depths ranging from 27 m to 50 m. The Draft Plan will be accessed by new public roads (Streets “A” to “D”) from the future Teston Road extension. Street “A” will be 23 m wide at the Teston Road intersection and taper to 17.5 m internal to the Draft Plan, together with the remain public roads “B” to “D”, as shown on Attachment #4.

Core features Block 90 and vegetation protection zone Block 89 are proposed along the westerly limit of Lots 28 to 46 and stormwater management Block 92. The rear yards of Lots 28 to 46 will be fenced to prevent the encroachment of rear yard amenity into the

natural heritage and protection zone lands. Two 6 m wide trail connections are proposed, Block 88 connects Street “E” to the adjacent natural heritage system and Block 91 connects Street “D” through stormwater management pond Block 92 to a trail system that provides a circuitous connection around the pond. Open space Block 96 is proposed along the easterly limit of Street “A”. Blocks 89 and 90 will be conveyed into public ownership to the City or the TRCA and Blocks 88, 92 and 96 will be conveyed to the City. Conditions to this effect are included in Attachment #1.

***The Policy Planning and Environmental Sustainability Department has no objection to the Draft Plan, subject to the Conditions of Approval***

The Policy Planning and Environmental Sustainability (“PPES”) Department have reviewed the Oak Ridges Moraine Conservation Plan Conformity Report, dated April 2018, and the Natural Heritage Evaluation Report, dated April 2018, and are satisfied that the Department’s comments dated December 16, 2017, have been addressed in the revised reports. The Department acknowledges that the Owner will be conveying core features (valley and stream corridor) and their related vegetation protection zone into public ownership.

In consideration that the TRCA is satisfied that the appropriate limits of development have been established for the Subject Lands, the Department defers to the TRCA and the City’s Development Engineering Department for the final approval of the design of the stormwater management pond. The PPES Department has no objection to the Draft Plan subject to the conditions of approval set out in Attachment #1.

***The Parks Development Department has no objection to the approval of the Draft Plan, subject to comments in this report and the Conditions Approval***

Pedestrian Pathway

Two 6 m wide pedestrian pathway connections (Blocks 88 and 91) are included in the Draft Plan. Block 88 will connect Street “E” west to the valley and stream corridor and Block 91 will connect Street “D” to the edge of the stormwater management pond (Block 92) to a trail system that provides a circuitous connection around the pond. These trail connections shall be dedicated to the City, free of all charges and encumbrances.

The Owner shall construct these pathways, lit from Street ‘E’ to the edge of the pathway entering the valley and stream corridor and lit from Street ‘D’ to the edge of the stormwater facility in accordance with City standards and requirements. A 1.5 m high black vinyl chain link fence and a 1.8 m high wood privacy fence shall be constructed along the flankage to delineate the boundary of the proposed pathways.



## Parkland

Through the provision of the valley and stream corridor and stormwater pond trail system which will connect the Subject Lands with the existing development and a municipal park to the north, parkland on the Subject Lands are not required. The Owner shall provide payment-in-lieu of the dedication of parkland.

## Blanket Easement and Trail Feasibility Report

The Parks Development Department requires a blank easement in favour of the City on the valley and stream corridor and related vegetation protection zone (Blocks 90 and 89) on the Subject Lands for the purposes of constructing and maintaining a publicly accessible trail in the valley and stream corridor. The objective is to connect the Subject Lands, utilizing connecting lands to the north owned by the TRCA and a private landowner in order to access City-owned lands located to the north; thereby creating a larger trail network system in the valley and stream corridor and connecting to the North Maple Regional Park, in the future. The City will require an easement for the future trail on the private landowner's site and will make efforts to obtain an easement in favour of the City in the future.

The Owner shall submit a Trail Feasibility Report, which will examine trail connections and provide alternative trail alignment options should the first option not be feasible. This Trail Feasibility Report shall include costs estimates for the above-noted trail alignment along with alternative alignments should the first option prove to be impractical, all to the satisfaction of the Parks Development Department.

The Parks Development Department has no objection to the Applications, subject to the Conditions of Draft Approval set out in Attachment #1.

***The Development Engineering ("DE") Department has no objection to the Draft Plan, subject to the comments in this report and the Conditions of Approval***

## Environmental

The Owner has submitted a Phase I and a Limited Phase II Environmental Site Assessments ("ESA"), which confirmed the property is suitable for the Development and no further environmental investigation is recommended at this time. The DE Department has reviewed the ESA reports and has no further objections.

## Road Network

Teston Road does not currently extend to the Subject Lands. York Region is currently undertaking an IEA Study on Teston Road and Dufferin Street. The Owner shall be

responsible to construct a temporary road from Dufferin Street to the proposed Street “A” at the Owner’s cost to the satisfaction of the City and York Region.

#### Lot Grading

There is a grade transition within the property and filling is proposed to support the proposed municipal right-of-way. The Subject Lands drain generally in a south/south-westerly direction toward the valley and stream corridor and ultimately the nearby East Don River tributary. All run-off generated on the Subject Lands is to be contained and captured within the storm sewer network proposed for the Development. In some limited areas along the perimeter of the Subject Lands, 3:1 grading and retaining walls (in the range of 1 to 4m in height) are proposed to allow the internal site grades to match into grades of adjacent properties, while keeping lot grades within the acceptable limits of City’s Lot Grading Criteria.

The DE Department has reviewed the provided Grading Plans and has no objections to the proposed grading, however, requires fences and berms to be shown on the grading plans. At the detailed design stage, the Owner shall provide detailed grading plans confirming that the grading of the site and lot grading of the individual lots meet the current City’s Lot Grading Criteria.

#### Water/Sanitary/Storm Servicing and Stormwater Management

The Owner has submitted a revised Functional Servicing and Stormwater Management Report prepared by Schaeffers Consulting Engineers, dated April 27, 2018. The report demonstrates that servicing is available for the Development and the proposed water supply, sanitary servicing and stormwater management plans are consistent with City’s criteria. The DE Department has reviewed the report and agrees with the conclusions. The report provides the following site servicing and stormwater management schemes for the Development:

a) Water Servicing

Water will be supplied to the Subject Lands via two watermains along the proposed road connected to the existing 300mm watermain on Dufferin Street. Fire flow for the Subject Lands is expected to be adequate.

b) Sanitary Servicing

The sanitary sewer flow will be discharged to the existing 450mm sanitary sewer on Dufferin Street, which is part of the Bathurst Collector network. The proposed sanitary flows will not adversely affect the existing sanitary sewer system.

c) Stormwater Management

In the present condition, the Subject Lands are not serviced by any existing stormwater management infrastructure. Stormwater management ("SWM") for the Draft Plan will consist of on-site detention to attenuate the post-development flows to levels that are less than or equal to the maximum allowable release rates. The Plan provides for the ultimate pond in Block 92. However, Teston Road does not extend past Street "A", which creates grading unknowns for Block 92. As such, a temporary SWM facility in the form of a dry pond located on Lots 6, 7, 46 to 53, Block 91 and partially on Block 92 is proposed until the design of Teston Road is completed and approved and the dry pond located on Block 92 in the ultimate condition is constructed. The site release rate will be achieved through use of an inlet structure system in each of the ponds including orifice controls at the outlets.

Noise

The Owner has submitted a Noise Report prepared by Jade Acoustics, dated April 28, 2017. The noise report recommends acoustical measures to be implemented into the Development and concludes that with the recommended noise control measures the sound levels will be within the appropriate environmental noise criteria. The DE Department has reviewed the report and agrees with the analysis. The Owner shall provide an updated Noise Report to incorporate the revisions on the Draft Plan and Grading Plan at the detailed design stage. The future occupants will be advised through the use of warning clauses where mitigation is required.

The DE Department has no objection to the Applications, subject to the Conditions of Draft Approval set out in Attachment #1.

***Cash-in-lieu of the dedication of parkland is required for the Draft Plan***

The Real Estate Department has provided the following condition to be included in the Subdivision Agreement:

"The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 dwelling units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-lieu Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, 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."

***The Toronto and Region Conservation Authority (TRCA) has no objection to the Draft Plan, subject to the comments in this report and the Conditions of Approval***

The TRCA has reviewed the Applications and the supporting materials and is satisfied that the appropriate limits of development have been established on the northern portion of the Draft Plan, north of Street “D”. The TRCA has concluded that the southern portion of the Draft Plan, south of Street “D” may require adjustments pending the outcome of the required studies, taking into account the Teston Road IEA and TRCA comments outlined in Attachment #1c). The TRCA supports the approval of the Draft Plan with the use of the Holding Symbol “(H)” provision, in accordance with the *Planning Act*, placed on Lots 1 to 7 inclusive, Lots 46 to 53 inclusive and Blocks 91 and 92. The Holding Symbol “(H)” shall not be lifted until such time as the technical input and re-design of the area needed to confirm the stormwater management pond (Block 92) boundaries and lot configuration taking into account the work being undertaken by York Region related to Teston Road. A condition to this effect is included in the Recommendations of this report and in Attachment #1.

The Owner shall address the TRCA’s comments outlined in Attachment #1c) prior to moving forward with detailed design which may necessitate redline revisions to the Draft Plan. The TRCA has no objection to the Applications subject to the Conditions of Draft Approval set out in Attachment #1c).

***Canada Post has no objection to the Draft Plan***

Canada Post has no objection to the Draft Plan, subject to the Owner installing mail box facilities and equipment to the satisfaction of Canada Post. Conditions to this effect are included in Attachment #1d) of this report.

***The various utilities have no objection to the Draft Plan***

Alectra Utilities Corporation has indicated no objection to the Draft Plan. It is the Owner’s responsibility to contact Alectra and discuss all aspects of the Draft Plan. Conditions to this effect are included in Attachment #1e).

Enbridge Gas Distribution Inc. has no objection to the Draft Plan subject to the conditions included in Attachment #1f).

***The York Region School Boards have no objection to the Draft Plan***

The York Catholic and the York District School Boards have advised they have no comment or objection to the Draft Plan.

## **Financial Impact**

N/A

## **Broader Regional Impacts/Considerations**

The Subject Lands are designated "Urban Area" by the York Region Official Plan (2010), which permits a wide range of residential, commercial, industrial and institutional uses. York Region has commenced the Terms of Reference for the Individual Environmental Assessment ("IEA") for the proposed Teston Road link between Keele Street and Bathurst Street. York Region, in consultation with residents, stakeholders and the general public will draft the Terms of Reference framework to guide the future IEA study. The project construction date is currently scheduled for 2026 and the Terms of Reference for the Teston Road IEA remains under review. The preferred alignment of Teston Road is being considered by York Region and all options of right-of-way requirements are being protected. Therefore, the Region requests the Official Plan Amendment (File OP.17.010) include the following policy:

"The southern portion of the Subject Lands may be affected by the recommendations of the Teston Road IEA and that a portion may be subject to Holding Symbol ("H") provisions under the *Planning Act*, implemented through subsequent development applications. If it is determined that the Subject Lands are not required for the Teston Road extension, the underlying land use designations identified in this Plan shall prevail, without the need for further amendment to this Plan. Subsequent development applications will need to be consistent with the findings of the approved Teston Road IEA."

York Region requests the use of a Holding Symbol "(H)" provision in accordance with Section 32 of the *Planning Act* for Lots 1 to 5 and Block 92 (Stormwater Management) until York Region has completed the design and is satisfied the vertical and horizontal design is approved or until York Region has sufficient certainty regarding the potential alignment(s) of the Teston Road extension, or in the likelihood of its ultimate approval and construction. Conditions respecting the Official Plan Amendment policy and the Holding Symbol provision have been included in the Recommendations section of this report.

York Region has reviewed the Applications and has no objection to their approval, subject to the comments and conditions of approval set out in Attachment #1b). At the time of the preparation of this report York Region had not exempted the Official Plan Amendment application from York Region approval.

## **Conclusion**

Official Plan Amendment File OP.17.010, Zoning By-law Amendment File Z.17.026 and Draft Plan of Subdivision File 19T-17V009 have been reviewed in consideration of the

policies of the PPS, the Growth Plan, the ORCMP, the YROP 2010, VOP 2010, the requirements of Zoning By-law 1-88 and comments from the public, City departments and external public agencies.

The Vaughan Development Planning Department can support the Applications to redesignate the Subject Lands from “Natural Areas” to “Low-Rise Residential”, and to rezone the Subject Lands into the appropriate residential and open space zone categories as shown on Attachment #4.

The Development is consistent with the *Provincial Policy Statement*, conforms with the Growth Plan, Oak Ridges Moraine Conservation Plan, the York Region Official Plan, VOP 2010 and is consistent with the existing and planned land uses in the surrounding area. These Applications have been appealed to the Local Policy Appeal Tribunal (“LPAT”). The Development Planning Department has provided Recommendations for Council’s endorsement, should the LPAT approve the applications. The Vaughan Development Planning Department supports the Applications, subject to the conditions in the Recommendations section of this report and the Conditions of Draft Approval in Attachment #1, including the recommendation to advise the LPAT of the City’s Recommendations.

**For more information**, please contact: Christina Napoli, Senior Planner at extension 8483.

### **Attachments**

1. Conditions of Draft Plan Approval
2. Context Location Map
3. Location Map
4. Proposed Draft Plan of Subdivision File 19T-17V009, Official Plan and Zoning By-law Amendments
5. Original Proposal: Draft Plan of Subdivision File 19T-17V009, Official Plan and Zoning By-law Amendments, Public Hearing January 23, 2018
6. Approved Site-Specific Policy 13.20, VOP 2010, Volume 2

### **Prepared by**

Christina Napoli, Senior Planner, extension 8483

Carmela Marrelli, Interim Senior Manager of Development, extension 8791

Mauro Peverini, Director of Development Planning, extension 8407

/LG

## **ATTACHMENT NO. 1**

### **CONDITIONS OF DRAFT APPROVAL**

**DRAFT PLAN OF SUBDIVISION 19T-17V009 (THE  
“PLAN”) TESTON SANDS INC. (THE “OWNER”)  
PART OF LOT 26, CONCESSION 3, CITY OF  
VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (THE  
“CITY”) THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR  
REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-17V009. ARE AS  
FOLLOWS:**

#### **City of Vaughan Conditions**

The Owner shall satisfy the following conditions:

1. The Conditions of Approval of the City of Vaughan as set out in Attachment No. 1a).
2. The Conditions of Approval of York Region as set out in Attachment No. 1b), dated May 7, 2018 and February 20, 2018.
3. The Conditions of Approval of the Toronto and Region Conservation Authority as set out in Attachment No. 1c), dated May 14, 2018.
4. The Conditions of Approval of Canada Post as set out in Attachment No. 1d), dated September 29, 2017.
5. The Conditions of Approval of Alectra Utilities as set out in Attachment No. 1e), dated September 1, 2017.
6. The Conditions of Approval of Enbridge Gas as set out in Attachment No. 1f), dated September 5, 2017 and May 4, 2018.

#### **Clearances**

1. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:
  - a) phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools and other essential services; and
  - b) all commenting agencies agree to registration by phases and provide

clearances, as required by Conditions in Attachments Nos. 1a) to 1f) for each phase proposed for registration; furthermore, the required clearances may relate to lands not located within the phase sought to be registered.

2. The City shall advise that Conditions in Attachment No. 1a) have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
3. York Region shall advise that Conditions in Attachment No. 1b) have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
4. The Toronto and Region Conservation Authority shall advise that Conditions in Attachment No. 1c) have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
5. Canada Post shall advise that Conditions in Attachment No. 1d) have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
6. Alectra Utilities shall advise that Conditions in Attachment No. 1e) have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.
7. Enbridge Gas shall advise that Conditions in Attachment No. 1f) have been satisfied; the clearance letter shall include a brief statement detailing how each condition has been met.



**ATTACHMENT NO. 1a)**

**DRAFT PLAN OF SUBDIVISION FILE 19T-17V009  
("THE PLAN") TESTON SANDS INC. (THE "OWNER")  
PART OF LOT 26, CONCESSION 3, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (THE "CITY")  
THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF  
PLAN OF SUBDIVISION FILE 19T-17V009, ARE AS FOLLOWS:**

City of Vaughan Conditions

Vaughan Development Planning Department

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Lucas & Associates Consultants in Planning and Land Development, dated May 4, 2018, Revision #6.
2. The lands within this Plan shall be appropriately zoned by a zoning by-law which has come into effect in accordance with the provisions of The *Planning Act.*, Particular zoning categories to be applied are as follows:
  - RD1 Residential Detached Zone One;
  - RD3 Residential Detached Zone Three;
  - RD3 (H) Residential Detached Zone Three with the Holding Symbol "H" for Lots 1 to 7 and Lots 46 to 53 and Block 91;
  - OS1 (H) Open Space Conservation Zone with the Holding Symbol "H" for Block 92; and
  - OS5 Open Space Environmental Protection Zone.

The Owner shall submit a surveyor's certificate prior to registration of the Plan to confirm compliance with lot areas, frontages and depths. Lot Frontage shall be measured in accordance with Lot Frontage as defined in Section 2.0 Definitions of the City's Zoning By-law 1-88.

3. The Owner shall pay any and all outstanding application fees to the Development Planning Department, in accordance with Tariff of Fees By-law 018-2018.
4. The Owner shall agree to create easements for maintenance purposes for all lots providing less than 1.2 m side yards, or having roof encroachments, prior to transfer of land.
5. Prior to final approval, easements required for utility, drainage and construction purposes shall be created and granted to the appropriate authority(ies), free of all charge and encumbrances.

6. The Owner shall enter into a subdivision agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including development charges.
7. Prior to final approval, the Owner shall provide a detailed tree preservation study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation based on the arborist report recommendations.
  - The study shall also include a compensation plan for all trees removed to date and for trees that will be removed as part of the inventory/preservation/removals plan;
  - The Owner shall not remove trees without written approval by the City; and
  - The Owner shall enter into a Tree Protection Agreement, which will form a condition of Draft Plan of Subdivision approval.
8. Prior to final approval, the Owner shall prepare an Urban Design Brief in accordance with the City-Wide Urban Design Guidelines.
  - The Urban Design Brief is required to demonstrate an ability to achieve the performance standards outlined in the City-Wide Urban Design Guidelines with an overall master plan; and
  - Deviations from the applicable standards are to be summarized with justification in the Urban Design Brief. Acceptance of these deviations shall be at the discretion of the City.
9. Prior to the landscape plan review by the City, a fee shall be provided by the Owner to the Development Planning Department in accordance with Council approved Tariff of Fee By-law (commencing January 31, 2018); i.e. Tariff of Fees for Vaughan Planning Applications - Landscape Plan Review.
  - This fee will include the City's review and approval of proposed streetscaping/landscaping within the Development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, natural feature edge restoration/management plans), and tree inventory/preservation/removals plans.
  - In addition, a fee will be applied for each subsequent inspection for the start of the guaranteed maintenance period and assumption of the development by the City.

10. Prior to final approval, the Owner shall prepare a Landscape Master Plan (“LMP”) which shall address, but not be limited to the following:
  - Co-ordination of the urban design/streetscape elements including lot fabric, built form, fencing treatments, street tree planting, and natural heritage / open space lands;
  - Sustainability design practices/guidelines;
  - The LMP shall address the appropriate landscaping for the stormwater management pond; and
  - The LMP shall address the pedestrian urban connections between streets, built forms, natural heritage / open space lands, and the stormwater management pond.
11. Prior to final approval, the Owner shall prepare Architectural Control Design Guidelines.
12. Prior to final approval, the Owner shall provide a buffer Block abutting the natural heritage Block in accordance with TRCA policies along residential lots.
13. Prior to final approval, the Owner shall prepare a detailed Edge Management Plan Study (the “Study”) for the perimeter of the natural heritage Block. The Study shall include an inventory of all existing trees within an 8 metre zone inside the staked edges, and areas where the natural heritage Block edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included. The Owner shall not remove any vegetation without written approval by the City.
  - The Owner shall provide a Study for a 20 metre zone within all staked natural heritage Block edges to the satisfaction of the TRCA and City, which identifies liability and issues of public safety and recommends woodlot/forestry management practices and removal of hazardous and all other trees as identified to be removed prior to assumption of the Plan.
14. The warning clause Council approved September 29,1997, with regard to “Tree Fees” shall be included in the subdivision agreement:
  - “Purchasers are advised that the planting of trees on City boulevards in front of residential units is a requirement of the subdivision agreement. A drawing depicting the conceptual location for boulevard trees is included as a schedule in this subdivision agreement. This is a conceptual plan only and while every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice.”

- “The City has not imposed an amount of a ‘Tree Fee’ or any other fee which may be charged as a condition of purchase for the planting of trees. Any ‘Tree Fee’ paid by the purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of a residential dwelling.”
15. The Owner shall agree in the subdivision agreement to erect a permanent 1.5 metre-high black vinyl chain-link fence or approved equal along the limits of the residential lots that abut the natural heritage Block 90 and associated vegetation protection zone buffer Block 89.
  16. The Owner shall agree in the subdivision agreement to erect a permanent 1.5 metre high black vinyl chain-link fence or approved equal along the limits of the residential lots that abut the stormwater management pond Block 92.
  17. The Owner shall agree in the subdivision agreement to erect a permanent 1.5 metre high black vinyl chain-link fence or approved equal along the limits of the existing City Fire Station that abut the open space Block 96.
  18. The Owner shall agree in the subdivision agreement to erect permanent wood fence treatments for flanking residential Blocks; to be co-ordinated with the Environmental Noise Report and Urban Design Brief.
  19. The Owner shall convey the natural heritage Block 90, vegetation protection zone Block 89, and open space Block 96 to the TRCA or the City free of all cost and encumbrances.
  20. Prior to final approval, the Owner shall submit a Stage 2 Archeological Assessment and a Heritage Impact Assessment prior to any disturbance to the lands in the Plan, to the satisfaction of the City.
  21. Prior to final approval, the Owner acknowledges that the City has Species at Risk within its jurisdiction, which are protected under the *Endangered Species Act*. 2007, S.O.2007. The Owner is required to comply with Ministry of Natural Resources and Forestry regulations and guidelines to protect these species at risk and their habitat. The Owner acknowledges that, notwithstanding any approvals made or provided by the City in respect to the Plan or the related Subdivision Agreement, the Owner must comply with the provisions of the *Act*.
  22. Prior to final approval, a Pond Evaluation and Strategy should be conducted to determine the form and function of the feature to the satisfaction of the City. The implementation of the Pond Strategy shall be at the cost of the Owner.

23. Prior to final approval, the Owner shall provide an updated detailed Enhancement Area/ Compensation Plan as an Addendum to the Natural Heritage Evaluation to the satisfaction of the City.
24. Prior to final approval, the Owner shall provide an Excess Soil Management Plan to the satisfaction of the City, as per the Ministry of the Environment and Climate Change Management of Excess Soil - A Guide for Best Management Practices.
25. Prior to Plan registration, the Owner agrees to convey a Blanket Easement (the "Blanket Easement") on the whole of the Natural Heritage/Valleyland Block 90 and Buffer Block 89, for the purposes of public access and the construction and maintenance of a future public trail/walkway over the portion of the blanket easement lands.

Upon execution of the agreement, the Owner agrees to convey a Blanket Easement over the whole of Blocks 89 and 90, in favour of the City for the purposes of public access and the construction and maintenance of a future public trail/walkway and associated structures (the "Public Trail/Walkway") over a portion of Blocks 89 and/or 90. The Owner and the City agree that the Blanket Easement shall remain on Blocks 89 and 90 until the following is under taken, to the satisfaction of the City: (i) a reference plan showing the location of the Public Trail/Walkway and associated structures on a portion of the Blanket Easement Lands, is prepared by the City and deposited on title; (ii) the Public Trail/Walkway is constructed; and (iii) an easement for the Public Trail/Walkway has been registered on title. Upon the occurrence of items (i), (ii), and (iii) the City shall register a Transfer, Release and Abandonment of the Blanket Easement.

All costs associated with the works as noted above as it relates to the Blanket Easement and transfer, release and abandonment of the Blanket Easement shall be borne by the Owner.

26. The Owner shall submit a Trail Feasibility Report, to the satisfaction of Parks Development, which is to be completed by an active transportation specialist and will include the following:
  - Examines the potential trail connection from the subject lands through the adjacent valleylands/buffer Blocks and proceeding in a general northerly direction and connecting into City owned lands in the adjacent existing residential subdivision;
  - Tree Assessment/Arborist component which examines the impact of the proposed trail on vegetation and proposed Restoration Plan;
  - Geotechnical/Slope Stability component which examines slopes in the area in the context of the proposed trail connection;
  - Examines alternative trail alignments with the general goal of achieving a

- connection to North Maple Regional Park; taking into account the above-noted natural features and as any other natural features including wetlands;
- Examines a trail alignment that achieve a circuitous route around Stormwater Management Pond Block 92; and
- Total cost estimates for each trail alignment proposed.

All costs associated with the preparation of the Trail Feasibility Report shall be borne by the Owner.

27. Prior to registration of the Plan, the Owner shall design and agree to construct the following:

- Lit pedestrian walkway from Street “E” to the eastern edge of Buffer Block 89 to the satisfaction of and at no cost to the City;
- Lit pedestrian walkway from Street “D” to the northerly edge of Stormwater Management Block 92; and
- An open space and stormwater management pond pedestrian trail in accordance with the approved Trail Feasibility Report including portions of the trail located off the subject lands, to the satisfaction of and no cost to the City.

The Owner will be responsible for obtaining approvals, including any associated application fees from any applicable regulatory bodies, including but not limited to the Toronto and Region Conservation Authority (“TRCA”) and the Ministry of Natural Resources and Forestry (“MNRF”) for the development and construction of said trail.

28. The Owner shall provide the City with a Letter of Credit totaling the complete costs to build the lit pedestrian pathways on City property (Blocks 88 and 91) and the open space/stormwater pedestrian trail, as detailed in the future approved Trail Feasibility Report, which shall be held for the estimated construction costs for the proposed site works, which shall include but is not limited to all required geotechnical reports, construction testing, surveying, and all required construction costs to build said lit path and trail. The Owner is responsible for the total cost of the design and construction of all works to complete the lit pedestrian pathway, open space pedestrian trail and associated landscape works, including but not limited to any works of a temporary nature. Portions or the total sum of the Letter of Credit may be drawn upon by the City, as necessary, to complete the above-noted pedestrian path and trail works, in the case where the Owner does not fulfil Condition No. 27 and/or if deemed necessary by the City.
29. The Owner shall erect a 1.5 metre high black vinyl chain link and a 1.8 metre high wood privacy fence abutting the walkway boundary (Blocks 88 and 91) with all fencing material, including foundations, wholly on the lot as per City

Walkway Standard to delineate the boundary of the walkway and to screen the side yard amenity area on the adjacent lots (Lots 29, 30 and Lots 48, 49).

30. To meet dedication requirements under the *Planning Act*, the VOP 2010 (Section 7.3.3 Parkland Dedication) and By-law 139-90, as amended by 205-2012, payment-in-lieu of parkland shall be provided. The Vaughan Real Estate Department shall review and provide comments as required.
31. An Arborist Report shall be submitted to Transportation Services, Parks and Forestry Operations for review and advice and approval on tree compensation requirements/values, if any. Appropriate securities in the form of a Letter of Credit will be required prior to final approval, to the satisfaction of the City.
32. The following warning clauses are to be placed within all Offers of Agreement of Purchase and Sale or Lease for all lots abutting the Open Space Valleylands/Buffer and Stormwater Management Blocks (Lots 1 to 7 inclusive and Lots 28 to 53 inclusive):

*Open Space Trail:*

"Purchasers and/or tenants are advised that the lot abuts an open space valley and associated buffer, and are designed for naturalization and therefore, shall receive minimal maintenance."

"Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot to the valley and/or open space buffer Block(s) are prohibited."

"Purchasers and/or tenants are advised that the lot abuts an open space valley and associated buffer, which may include trails and maintenance access routes and that noise and/or lighting should be expected from the use of the trail and operation and maintenance of the associated structures and facilities."

"Purchasers and/or tenants are advised that the lot abuts an open space valley space buffer within which the City or other contracted party may construct a trail in the future together with satisfactory security and safety arrangements, and that noise and/or lighting should be expected from the active use of the trail."

*Stormwater Management Trail:*

"Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot to the stormwater management Block are prohibited."

"Purchasers and/or tenants are advised that the lot abuts a stormwater management pond Block, which may include trails and maintenance access routes and that noise and/or lighting should be expected from the use of the trail and operation and maintenance of the associated structures and facilities."

"Purchasers and/or tenants are advised that the lot abuts a stormwater management pond Block within which the City or other contracted party may construct a trail in the future together with satisfactory security and safety arrangements, and that noise and/or lighting should be expected from the active use of the trail."

33. The Owner shall enter into a subdivision agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payments of development levies, the provisions of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
34. The road allowances included within this Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
35. The road allowances included within this Plan shall be named to the satisfaction of the City and the York Region Community Planning and Development Services Department.
36. The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 metre reserves. The pattern of streets and the layout of lots and Blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
37. Any dead ends or open sides of road allowances created by this Plan shall be terminated in 0.3 metre reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
38. The Owner shall agree in the subdivision agreement that construction access shall be provided only in a location approved by the City and York Region.
39. Prior to final approval, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.



40. Prior to the initiation of grading, and prior to the registration of this Plan or any phase thereof, the Owner shall submit to the City for review and approval the following:

A detailed engineering report that describes the storm drainage system for the proposed development within this draft plan, which report shall include:

- a. plans illustrating how this drainage system will tie into surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
- b. the location and description of all outlets and other facilities;
- c. storm water management techniques which may be required to control minor or major flows; and
- d. proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.

41. The Owner shall agree in the subdivision agreement that no Building Permits will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the Plan.
42. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost of any external municipal services, temporary and/or permanent built or proposed, that have been designed and oversized by others to accommodate the development of the Plan.
43. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.
44. The Owner shall agree in the subdivision agreement to design, purchase material and install a streetlighting system in the Plan in accordance with City Standards and specifications. This Plan shall be provided with decorative streetlighting to the satisfaction of the City.

45. The Owner shall agree that all lots or Blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing.
46. The Owner shall agree in the subdivision agreement to maintain adequate chlorine residuals in the watermain within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
47. The Owner shall cause the following warning clauses to be included in a schedule to all offers of Purchase and Sale, or Lease for all lots/Blocks within the entire Plan:

- (a) "Purchasers and/or tenants are advised that proper grading of all lots in conformity with the Subdivision Grading Plans is a requirement of this subdivision agreement.

The City has taken a Letter of Credit from the Owner (Subdivision Developer) for the security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for lot grading purposes, is NOT a requirement of this subdivision agreement. The City of Vaughan does not control the return of such deposits and purchasers/tenants must direct inquiries regarding this return to their vendor/landlord."

- (b) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."
- (c) "Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan By-law 1-88, as amended, as follows:
- a) The maximum width of a driveway shall be 6 metres measured at the street curb, provided circular driveways shall have a maximum combined width of

9 metres measured at the street curb.

- b) Driveway in either front or exterior side yards shall be constructed in accordance with the following requirements:

Lot Frontage	Maximum Width of Driveway
6.0 - 6.99m <sup>1</sup>	3.5m
7.0 - 8.99m <sup>1</sup>	3.75m
9.0 - 11.99m <sup>1</sup>	6.0m
12.0m and greater <sup>2</sup>	9.0m

<sup>1</sup>The Lot Frontage for Lots between 6.0 – 11.99m shall be comprised of a Minimum of 33% Landscaped Front or Exterior side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior side yard shall be soft landscaping in accordance with Paragraph 4.1.2.

<sup>2</sup>The Lot Frontage for Lots 12.0m and greater shall be comprised of a Minimum of 50% Landscaped Front or Exterior side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior side yard shall be soft landscaping in accordance with Paragraph 4.1.2.”

- (d) “Purchasers and/or tenants are advised that mail delivery will be from a designated community mailbox as per requirements dictated by Canada Post. The location of the mailbox shall be shown on the community plan provided by the Owner in its Sales Office.”
- (e) “Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the building occupants.”
- (f) “Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and Blocks abutting public lands, including public highway, laneway, walkway or other similar public space, is a requirement of this subdivision agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3m reserve, as shown on the Construction Drawings.
- (g) “The City has taken a Letter of Credit from the Owner for security to

ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposit from the Purchasers to the City and/or Owner, for fencing, is not a requirement of this subdivision agreement.”

- (h) “Purchasers and/or tenants are advised that fencing along the lot lines of Lots and Blocks abutting public lands is a requirement of this subdivision agreement and that all required fencing, noise attenuation feature and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 metre reserve, as shown on the Construction Drawings.

The maintenance of the noise attenuation feature or fencing shall not be the responsibility of the City, or York Region and shall be maintained by the Owner until assumption of the services of the Plan. Thereafter the maintenance of the noise attenuation feature or fencing shall be the sole responsibility of the lot Owner. Landscaping provided on York Region Road right- of-ways by the Owner or the City for aesthetic purposes shall be approved by the Region and maintained by the City with the exception of the usual grass maintenance.”

- (i) “Purchasers and/or tenants are advised that this plan of subdivision is designed to include rear lot catchbasins. The rear lot catchbasin is designed to receive and carry only clean stormwater. It is the home Owner’s responsibility to maintain the rear lot catchbasin in proper working condition by ensuring that the grate is kept clear of ice, leaves and other debris that would prevent stormwater from entering the catchbasin. The rear lot catchbasins are shown on the Construction Drawings and the location is subject to change without notice.”
- (j) “Purchasers and/or tenants are advised that the Owner (Subdivision Developer) has made a contribution towards recycling containers for each residential unit as a requirement of this subdivision agreement. The City has taken this contribution from the Owner to off-set the cost for the recycling containers, therefore, direct cash deposit from the Purchasers to the Owner for recycling containers purposes is not a requirement of the City of Vaughan. The intent of this initiative is to encourage the home Purchasers to participate in the City’s waste diversion programs and obtain their recycling containers from the Joint Operation Centre (JOC), 2800 Rutherford Road, Vaughan, Ontario, L4K 2N9, (905) 832-8562; the JOC is located on the north side of Rutherford Road just west of Melville Avenue.”

Any additional warning clause as noted in the subdivision agreement shall be included in all Offers of Purchase and Sale or Lease for all Lots and/or Blocks within the Plan to the satisfaction of the City.

48. The Owner acknowledges that the final engineering design(s) may result in minor variations to the Plan (e.g. in the configuration of road allowances and lotting, number of lots etc.), which may be reflected in the final Plan to the satisfaction of the City.
49. The Owner shall agree in the subdivision agreement to revise the Plan to incorporate the recommendation of the approved Individual Environmental Assessment ("IEA") for Teston Road, if required, to the satisfaction of the City and York Region.
50. The Owner shall agree in the subdivision agreement that a Holding Zone "(H)" shall be placed on Lots 1 to 7 and Lots 46 to 53 until the design of Teston Road has been completed and approved by York Region, the ultimate pond on Block 92 is constructed and the temporary pond is decommissioned to the satisfaction of the City.
51. The Owner shall agree in the subdivision agreement to construct a temporary road from Dufferin Street to the proposed Plan at the Owner's cost as per approved Construction Drawings and to the satisfaction of the City and York Region.
52. The Owner acknowledges that the alignment of Street "A" from Teston Road to Street 'D' may change as a result of the outcome of the Individual Environmental Assessment ("IEA") for Teston Road. The Owner shall agree in the subdivision agreement to design and reconstruct Street "A", the cost shall be secured through a Letter of Credit based on cost estimate, to the satisfaction of the City.
53. The Owner acknowledges that all infrastructure constructed along the temporary access road and along Street "A" from Teston Road to Street "D" may require relocation, replacement, decommissioning to accommodate the ultimate design for Teston Road. The Owner shall agree in the subdivision agreement to relocate the necessary infrastructure, the cost shall be secured through a Letter of Credit based on cost estimates, to the satisfaction of the City.
54. The Owner shall agree in the subdivision agreement to submit sightline analyses for the intersection of Teston Road and Street "A" and provide all necessary mitigation measures to ensure that adequate sightlines are available, when the design of Teston Road has been completed and approved by York Region.

55. The Owner shall agree in the subdivision agreement to remove the existing Cul- De-Sac on Teston Road external to the Plan for the temporary Teston Road extension to Street "A" and reinstate the road at the Owner's cost in accordance with the approved Construction Drawings and to the satisfaction of the City.
56. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed Geotechnical report to the satisfaction of the City. The report shall consider the impact of the extensive proposed filling to support the proposed municipal right-of-ways and include monitoring for future road settlements.
57. The Owner shall provide Geotechnical certification for any engineered fill or retaining wall to support the proposed municipal roads or stormwater management facilities within Plan. The Owner shall be responsible for all costs associated with the engineered fill or retaining wall solution, including costs and security associated with proposed future removal of the temporary solution.
58. The Owner shall agree in the subdivision agreement to convey a temporary easement at intersection of Teston Road and Street "A" within Block 92 for the purpose of grading to support Street "A" until such time Block 92 is conveyed to the City.
59. The Owner shall convey Block 93 for future road and temporary access to Street "A" to the City or York Region free of all charge and encumbrances.
60. The Owner shall agree in the subdivision agreement to construct a temporary pond per City Standards within Lots 6, 7, 46 to 53, Block 91 and partially on Block 92 at the Owner's cost as per the approved Construction Drawings and to the satisfaction of the City.
61. The Owner shall agree in the subdivision agreement to construct the ultimate pond on Block 92 per City Standards and decommission the temporary pond located on Lots 6, 7, 46 to 53, Block 91 and partially on Block 92, when the design of Teston Road has been completed and approved by York Region at the Owner's cost as per the approved Construction Drawings and to the satisfaction of the City. The cost shall be secured through a letter of credit based on cost estimates, to the satisfaction of the City.
62. The Owner shall convey Blocks 91 and 92 to the City for stormwater management purposes, free of all costs and encumbrances, when the design of Teston Road has been completed and approved by York Region, to the satisfaction of the City.

63. The Owner shall convey an easement within Lots 6, 7, 46 to 53, Block 91 and part of Block 92 to the City for temporary stormwater management purposes, free of all costs and encumbrances, to the satisfaction of the City.
64. The Owner shall agree in the subdivision agreement that prior to the conveyance of Block 92 all existing structures located on Blocks 89 and 92 shall be demolished to the satisfaction of the City.
65. The Owner shall agree in the subdivision agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the Draft Plan, to the satisfaction of the City.
66. Prior to final approval, or prior to the initiation of grading or stripping of topsoil, whichever comes first, the Owner shall submit an Erosion and Sedimentation Control Plan, including topsoil storage plan, detailing the location, size, side slopes, stabilization methods and time period, for approval by the City; topsoil storage shall be limited to the amount required for final grading with the excess removed from the site.
67. Prior to the initiation of the grading or striping of top soil and final approval, the Owner shall submit a top soil storage Plan detailing the location, size, slopes stabilization methods and time period, for the review and approval by the City. Top soil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on the either park or school Blocks.
68. Prior to final approval, the Owner shall not remove any vegetation or topsoil or start any grading of the lands, without a fill permit issued by the City, and a development agreement, if necessary.
69. The Owner shall cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City, and no Building Permit shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan:
  - a. the Neighbourhood Plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines etc.;
  - b. the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval;
  - c. the location of parks, open space, stormwater management facilities and trails;

- d. the location of institutional uses, including schools, places of worship, community facilities;
- e. the location and type of commercial sites;
- f. colour-coded residential for townhouses; and
- g. the following notes in BOLD CAPITAL TYPE on the map:

"For further information, on proposed and existing land uses, please call or visit the City of Vaughan Development Planning Department, at 2141 Major Mackenzie Drive, (905) 832-8585."

"For detailed grading information, please call the developer's engineering consultant, (name) at ".

"This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers."  
*[In such circumstances, the Owner is responsible for updating the map and forwarding it to the City for verification.]*

- 70. Where the Owner proposes to proceed with the construction of a model home(s) prior to registration of the Plan, the Owner shall enter into an agreement with the City, setting out the conditions, and shall fulfill relevant conditions of that agreement prior to issuance of a Building Permit.
- 71. The Owner shall prepare a noise report at the Owner's expense and shall be submitted to the City for review and approval. The Owner shall agree in the subdivision agreement to carry out, or cause to carry out, the noise consultant recommendations in the report to the satisfaction of the City.
- 72. The Owner shall agree in the subdivision agreement to revise the noise report and amend the subdivision agreement if additional noise attenuation is required to the satisfaction of the City.
- 73. Prior to final approval of the Plan, the Trustee for Block 12 shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 12 Land Owners Cost Sharing Agreement.
- 74. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City which shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the Plan.
- 75. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed Stormwater Management Report to the satisfaction of the City.



76. Any proposed road allowances, road widening, and daylight corners on the Plan shall be dedicated as public highway on the final plan for registration to the satisfaction of the City and free of all encumbrances.
77. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study for the review and approval of the City that identifies, if any, local wells that may be influenced by construction and, if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision.
78. Prior to final approval of the Plan, and/or any conveyance of land, and/or any initiation of grading or construction, the Owner shall submit the Environmental Site Assessment ("ESA") Phase 1 Report and if required, Phase 2 Report and the Remedial Action Plan for the lands within the Plan, in accordance with the Ontario Regulation 153/04, "Soil, Ground Water and Sediment Standards" for Use Under Part XV.1 of the Environmental Protection Act. In addition, for park Blocks and open space Blocks, a Phase II Environmental Site Assessment ("ESA") report is to be carried out in accordance with the "Guideline Phase II Environmental Assessment, Proposed Parkland, City of Vaughan" and submitted to the City for review and approval.
79. The Owner shall agree in the subdivision agreement to include following warning statements, in wording satisfactory to the City, in all agreements of Purchase and Sale/or tenants within the Plan:
- a) gate of access point:
    - "Purchasers and/or tenants are advised that the installation of any gate of access point from the lot/Block to the walkway is prohibited."
  - b) Teston Road:
    - "Purchasers and/or tenants are advised that York Region has Plans to widen and reconstruct Teston Road between Dufferin Street and Keele Street, which may impact the intersection of Teston Road and Street "A", including reconstruction, road closures, delays, etc."
  - c) potential transit route:
    - "Purchasers and/or tenants are advised that Teston Road may be used as transit routes in the future."

d) Landfill:

- “Purchasers and/or tenants are advised that the City of Toronto owned and operated a landfill within 4 kilometres of the property and the facility is now closed and will be redeveloped into a passive park.”

e) Oak Ridges Moraine:

- “Purchasers and/or tenants are advised that the Plan lies within the boundary of the Oak Ridges Moraine as defined through the Oak Ridges Moraine Conservation Plan 2017.”

f) abutting any open space, woodlot or stormwater facility:

- "Purchasers and/or tenants are advised that the adjacent open space, woodlot or stormwater management facility may be left in a naturally vegetated condition and receive minimal maintenance."

g) Fire Station:

- “Purchasers and/or tenants are advised that the Lands abut a Fire Station and the emergency response of the facility could impact their living environment due to the noise, lighting and 24/7 nonstop service.”

80. Prior to final approval of the Plan, the City and York Region shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the proposed development.
81. Prior to initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods, topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the TRCA Erosion and Sediment Control Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.
82. The Owner shall agree in the subdivision agreement to decommission any existing wells and driveways on the Plan in accordance with all applicable provincial legislation and guidelines and to the satisfaction the City.

83. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned reports to the satisfaction of the City.
84. That all homes within the proposed subdivision shall be sprinklered under National Fire Protection Association ("NFPA") 13D residential sprinkler design.
85. The Owner shall enter into an Agreement with York Region and the City of Vaughan acknowledging that all liability and maintenance responsibilities associated with the temporary road shall be the responsibility of the Owner.



Corporate Services

May 7, 2018

Mr. Mauro Peverini  
Director of Development Planning  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Attention: Christina Napoli, Senior Planner

**RE: Revised Draft Plan of Subdivision 19T-17V09 (SUBP.17.V.0035)**  
**1600 Teston Road**  
**Part of Lot 26, Concession 3**  
**(Teston Sands Inc.)**  
**City of Vaughan**

York Region staff has now completed our review of the above noted revised plan of subdivision prepared by Lucas and Associates, Revision No. 5, dated April 21, 2018. The subject site is located on the north side of Teston Road and west of Dufferin Street, on lands municipally known as 1600 Teston Road, in the City of Vaughan. The proposed development consists of 87 single detached units and the subject site is 13.69 ha in size.

York Region has no objection to draft plan approval of the revised plan of subdivision subject to the Region's conditions of draft approval dated February 20, 2018 and the revised wording for Condition 2(c) below:

2. c) A Holding Provision shall be placed on Lots 1 to 5 and Block 92 (Stormwater Management) until the Region has completed the design and is satisfied the vertical and horizontal design is approved or until the Region has sufficient certainty regarding the potential alignment(s) of the Teston Road extension, or in the likelihood of its ultimate approval and construction.

Please contact Justin Wong, Planner, at 1-877-464-9675 ext. 71577 or by email at [Justin.Wong@york.ca](mailto:Justin.Wong@york.ca) should you require further assistance.

Sincerely,

  
Duncan MacAskill, M.C.I.P., R.P.P.  
Manager, Development Planning

JW/

Attachment (1) Region's Comments and Conditions for OP.17.010, Z.17.026 & 19T-17V09

YORK-#8399581-v1-19T-17V09\_(Revised\_2)\_-\_Regional\_Condition\_Letter

February 20, 2018

Mr. Mauro Peverini  
Director of Development Planning  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Attention: Christina Napoli, Senior Planner

**RE: Proposed Official Plan Amendment OP.17.010 (LOPA.17.V.0039)  
Zoning By-law Amendment Z.17.026 (ZBA.17.V.0048)  
Draft Plan of Subdivision 19T-17V09 (SUBP.17.V.0035)  
1600 Teston Road  
Part of Lot 26, Concession 3  
(Teston Sands Inc.)  
City of Vaughan**

This is in response to your circulation and request for comments for the above-captioned Official Plan Amendment (OPA), zoning by-law amendment and draft plan of subdivision application. The subject site is located on the north side of Teston Road and west of Dufferin Street, on lands municipally known as 1600 Teston Road, in the City of Vaughan. The proposed development consists of 96 single detached units and the subject site is 6.5 ha in size.

### **Official Plan Amendment**

#### Purpose and Effect of the Proposed Amendment

The subject lands are designated "Settlement Area" under the Oak Ridges Moraine Conservation Plan (2017) and "Natural Areas and Countryside" and "Natural Areas" by the Vaughan Official Plan 2010 (VOP 2010). The proposed OPA will amend the VOP 2010 by redesignating the subject lands from "Natural Areas and Countryside" to "Community Areas" and from "Natural Areas" to "Low-Rise Residential".

#### 2010 York Region Official Plan

The subject site is designated "Urban Area" by the York Region Official Plan (2010), which permits a wide range of residential, commercial, industrial and institutional uses.

### **Teston Road Environmental Assessment**

York Region has commenced the Terms of Reference for the Individual Environmental Assessment (IEA) for the proposed Teston Road link between Keele Street and Bathurst Street.

York Region, in consultation with residents, stakeholders and the general public will draft the Terms of Reference framework to guide the future IEA study. The project construction date is currently scheduled for 2026 and the Terms of Reference for the Teston Road IEA remains under review. The preferred alignment of Teston Road is being considered by York Region and all options of right-of-way requirements are being protected. Therefore, the Region requests the Official Plan Amendment include the following policy:

“The southern portion of the subject lands may be affected by the recommendations of the Teston Road IEA and that a portion may be subject to Holding Symbol provisions under the Planning Act, implemented through subsequent development applications. If it is determined that the lands are not required for the Teston Road extension, the underlying land use designations identified in this Plan shall prevail, without the need for further amendment to this Plan. Subsequent development applications will need to be consistent with the findings of the approved Teston Road IEA.”

### **Zoning By-law Amendment**

The Region requests the use of a Holding provision in accordance with Section 32 of the Planning Act, on lots 1 to 8 to protect for the future alignment of the Teston Road extension.

### **Draft Plan of Subdivision**

#### Sanitary Sewage and Water Supply

Residential development requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Duffin Creek WPCP Outfall Modification – 2021 pending the outcome of the Class EA currently underway
- Other projects as may be identified in future studies.

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

Based on our understanding of the Functional Servicing Report, the wastewater and water servicing for the proposed development are connecting to existing City of Vaughan wastewater and water infrastructure in the Dufferin Street right-of-way. There is no Regional infrastructure in the vicinity of the subject development.

#### Transportation & Infrastructure Planning

The Transportation Demand Management Plan as part of the applicant's Traffic Impact Study should assess the feasibility of providing a pedestrian and cycling connection to the existing community on the north side to have access to the existing community park.



Capital Planning & Delivery

The Regional Capital Planning & Delivery branch has reviewed the draft plan of subdivision and offer the following comments:

- York Region will not be responsible for the temporary road connecting the proposed development to Dufferin Street. An acknowledgement from the City of Vaughan or proof of an agreement with the Owner satisfying maintenance and liability responsibilities will be required.
- There is a sharp drop in the existing terrain that exceeds standard road grades. Should Teston Road be extended to Keele Street, the road grades may be significantly higher than the existing grades.
- The impacts of the Teston Road project are unknown at this point and the grading impacts may extend across Lots 1 to 8. Development of these lots should be finalized after the Teston Road vertical and horizontal alignment is approved.
- Further details will be required for the interim works on the Teston Road right-of-way extension. Further information is required on the maintenance of the access during the construction of the Teston Road to Keele Street extension.
- The Sanitary Sewer design shows one existing and one proposed sewer on Teston Road to Dufferin Street. If the existing sewer cannot accommodate the flows of the new subdivision, the new sewer should be sized to accommodate the total flow and the existing sanitary sewer removed from the ROW, with all the existing service connections to the new sanitary sewer.
- All proposed utilities are to be designed in the standard locations within the corridor as per York Region's standard requirements.

**Summary**

York Region has no objection to the proposed Official Plan Amendment, zoning by-law amendment and draft plan of subdivision subject to the aforementioned comments, the inclusion of the above requested policy to the Official Plan Amendment to satisfaction of the Region and the attached Schedule of Conditions. We request that a copy of the Notice of Decision be forwarded to this office.

Please contact Justin Wong, Planner, at 1-877-464-9675 ext. 71577 or by email at [Justin.Wong@york.ca](mailto:Justin.Wong@york.ca) should you require further assistance.

Sincerely,



Karen Whitney, M.C.I.P., R.P.P

Director of Community Planning and Development Services

JW/

OP.17.010, Z.17.026 & 19T-17V09 - Consolidated Regional Comments

**Schedule of Conditions  
19T-17V09 (SUBP.17.V.0035)  
1600 Teston Road  
Part of Lot 26, Concession 3  
(Teston Sands Inc.)  
City of Vaughan**

Re: Lucas & Associates, dated December 2, 2017

**Conditions to be Included in the Subdivision Agreement**

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. York Region has commenced the Terms of Reference for the Individual Environmental Assessment (IEA) for Teston Road. Project construction delivery date is currently scheduled for 2026. Therefore, the Owner acknowledges and agrees to the following:
  - a) The results of the Teston Road IEA have to be accommodated in the subdivision plan.
  - b) Revisions to the draft plan of subdivision may be required to incorporate the recommendations of the approved IEA for Teston Road. These revisions shall be in conformity with the recommendations of the approved environmental assessment.
  - c) Hold Provisions shall be placed on Lots 1 to 8 until the Region has completed the design and is satisfied the vertical and horizontal design is approved.
  - d) The temporary road constructed from the proposed subdivision to Dufferin Street, including the section that fronts Lots 1 to 8, shall be at the Owner's cost and risk. The Region will not provide DC Credit for any works and will not be responsible for the maintenance or liability associated with the temporary roads.
  - e) Any infrastructure constructed under the temporary Teston Road that requires relocating to accommodate the Region's ultimate design for Teston Road will be at the developer's cost. This cost will be secured through a letter of credit based on cost estimates calculated by the Region.
  - f) Should the Region, in their opinion, incur significant additional costs to maintain vehicular and emergency access to the subdivision as part of the ultimate construction of Teston Road, the Owner will be responsible for the additional cost. This cost will be secured through the same letter of credit noted e) above based on cost estimates calculated by the Region.
  - g) The Region will not assume the temporary roads and will not be responsible for the maintenance or liability of the temporary roads servicing the subdivision.
3. The Owner shall agree in wording satisfactory to Development Engineering, to implement the noise attenuation features as recommended by the noise study and to the satisfaction of Development Engineering.
4. The Owner shall agree in wording satisfactory to Development Engineering, that where berm, noise wall, window and/or oversized forced air mechanical systems are required, these



features shall be certified by a professional engineer to have been installed as specified by the approved Noise Study and in conformance with the Ministry of Environment guidelines and the York Region Noise Policy.

5. The following warning clause shall be included with respect to the lots or blocks affected:

"Purchasers are advised that despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants".

6. Where noise attenuation features will abut a York Region right-of-way, the Owner shall agree in wording satisfactory to York Region's Development Engineering, as follows:

- a) That no part of any noise attenuation feature shall be constructed on or within the York Region right-of-way;
- b) That noise fences adjacent to York Region roads may be constructed on the private side of the 0.3 metre reserve and may be a maximum 2.5 metres in height, subject to the area municipality's concurrence;
- c) That maintenance of the noise barriers and fences bordering on York Region right-of-way shall not be the responsibility of York Region

7. The Owner shall convey the lands identified in the Region's approved IEA to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor. This will include but is not limited to widenings to satisfy a planned 36.0m right of way, additional widenings for the purpose of auxiliary lanes, 15.0m daylight triangles at proposed intersections and temporary or permanent grading easements.

8. The Owner shall agree in wording satisfactory to Development Engineering, to be responsible to decommission any existing wells on the owner's lands in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the area municipality.

9. The Owner shall agree in wording satisfactory to Development Engineering that the Owner will be responsible for determining the location of all utility plants within York Region right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.

**Conditions to be Satisfied Prior to Final Approval**

10. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
11. York Region shall confirm that adequate water supply and sewage capacity are available and have been allocated by the City of Vaughan for the development proposed within this draft plan of subdivision or any phase thereof. Registration of the plan of subdivision shall occur in phases based on the availability of water supply and sewage servicing allocation.
12. The Owner shall provide an electronic set of the final engineering drawings showing the watermains and sewers for the proposed development to the Community Planning and Development Services Division and the Infrastructure Asset Management branch for record.
13. The Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required road improvements for this subdivision. The report/plan, submitted to Development Engineering for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues. The report will include a TDM Plan and assess the feasibility of providing a pedestrian and cycling connection to the existing community on the north side to have access to the existing community park.
14. Concurrent with the submission of the subdivision servicing application (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be constructed on or adjacent to the York Region road, to Development Engineering, Attention: Manager, Development Engineering, that includes the following drawings:
  - a) Plan and Profile for the York Region road and intersections;
  - b) Grading and Servicing;
  - c) Intersection/Road Improvements, including the recommendations of the Traffic Report;
  - d) Construction Access Design;
  - e) Utility and underground services Location Plans;
  - f) Signalization and Illumination Designs;
  - g) Line Painting;
  - h) Traffic Control/Management Plans;
  - i) Erosion and Siltation Control Plans;
  - j) Landscaping Plans, including tree preservation, relocation and removals;
  - k) Requirements of York Region Transit/Viva
15. The Owner shall demonstrate, to the satisfaction of Development Engineering that elevations along the streetline shall be 0.2 metres above the centreline elevations of the York Region roadway, unless otherwise specified by Development Engineering.
16. The Owner shall submit drawings depicting the following to the satisfaction of York Region staff:

- a) All existing woody vegetation within the York Region road right-of-way,
  - b) Tree protection measures to be implemented on and off the York Region road right-of-way to protect right of way vegetation to be preserved,
  - c) Any woody vegetation within the York Region road right of way that is proposed to be removed or relocated. However, it is to be noted that tree removal within York Region road right-of-way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal.
  - d) A planting plan for all new and relocated vegetation to be planted within the York Region road right of way, based on the following general guideline:
  - e) Tree planting shall be undertaken in accordance with York Region standards as articulated in Streetscaping Policy and using species from the York Region Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed in the York Region right-of-way by the Owner or the area municipality for aesthetic purposes they must be approved by Development Engineering and shall be maintained by the area municipality with the exception of the usual grass maintenance,
  - f) For landscape features not maintained to York Region's satisfaction, the area municipality will be responsible for the cost of maintenance or removal undertaken by the Region.
17. The Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of Development Engineering recommending noise attenuation features.
18. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the lands identified in the Region's approved IEA to York Region.
19. The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any



subsequent reports or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

20. The Owner shall demonstrate, to the satisfaction of Development Engineering that Street "A" shall be designed to intersect Teston Road at a right angle, or on a common tangent.
21. The Owner shall demonstrate, to the satisfaction of Development Engineering, that the throat width of Street "A" shall be designed to accommodate the recommendations of the transportation report approved by York Region.
22. The Owner shall demonstrate, to the satisfaction of Development Engineering, that pedestrian access to Teston Road shall be provided from Street "A".
23. The intersection of Street "A" and Teston Road shall be designed to the satisfaction of Development Engineering with any interim or permanent intersection works including turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by Development Engineering.
24. The Owner shall demonstrate, to the satisfaction of Development Engineering, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is needed to accommodate the local services adjacent to York Region's right-of-way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.
25. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
26. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.

27. The Regional Corporate Services Department shall advise that Conditions 1 to 26 inclusive, have been satisfied.

May 14, 2018

**BY E-MAIL (Christina.napoli@vaughan.ca)**

Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, Ontario L6A 1T1

**Attn: Christina Napoli, Senior Planner**

**Re: Second Submission  
Official Plan Amendment Application OP.17.010  
Zoning By-law Amendment Application Z.17.026  
Draft Plan of Subdivision 19T-17V009  
1600 Teston Road  
Part Lot 26, Concession 3, City of Vaughan  
(Teston Sands Inc.)**

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The purpose of this letter is to acknowledge receipt of and to provide comments on the following:

- Draft Plan of Subdivision 19T-17V009, Part of Lot 26, Concession 3, City of Vaughan, Regional Municipality of York, prepared by Lucas & Associates, dated April 21, 2018

This revised draft plan of subdivision was submitted in support of Draft Plan of Subdivision Application 19T-17V009, Official Plan Amendment Application OP.17.010 and Zoning By-law Amendment Application Z.17.026 in Block 20, in the City of Vaughan.

In addition, the City of Vaughan has requested that TRCA staff provide conditions of approval for the above noted subdivision lands subject to this draft plan of subdivision application.

**Background**

It is our understanding that the Owner has submitted revised draft plan of subdivision, official plan amendment and zoning by-law amendment applications to facilitate the development of a residential subdivision consisting of 87 residential lots, municipal roads, stormwater management pond and natural heritage with associated buffers.

**Current Applications**

There have been several changes to the draft plan of subdivision since TRCA's initial letter dated November 14, 2017 on the first submission, including:

*Significant Valley and Woodlands*

We note that the Owner has included the significant valley and woodland natural features, natural hazards and associated buffers on the property as part of the application (see Blocks 89 and 90). The Owner will be dedicating these lands into public ownership. TRCA appreciates these changes to the applications as it promotes the long-term protection of these important natural areas for the Don River corridor.

*Significant Valley and Woodlands Buffer Blocks*

The Owner has included the minimum vegetation protection zone (MVPZ) to Significant Valley and Significant Woodlands as a separate buffer block on the plan (Block 89). These lands will be re-zoned to an OS5 Open Space Environmental Protection Zone.

*Stormwater Management Pond*

The Owner has relocated the ultimate stormwater management (SWM) pond onto the lower tier of the valley. While it has been set back 30m from the unevaluated wetland, the full extent of the SWM block has not yet been finalized as the following items have not yet been consolidated and confirmed:

- a) Long Term Stable Top of Slope for the lower and upper slopes have not been clearly identified;
- b) SWM pond configuration and footprint as well as the outlet location have not been evaluated and confirmed;
- c) the extent of valley cut/fill and grading required is not yet fully understood;
- d) revision of the proposed SWM Block (Block 92) to place the core feature located in the south east corner into its own Open Space Block (Block XX) and associated 10m Buffer Block (Block YY), and
- e) confirmation from Ministry of Natural Resources and Forestry (MNRF) remains outstanding in relation to required setbacks or design components as the site is contributing Redside Dace and amphibian wetland habitat (online pond/unevaluated wetland). Discussions/study of valley pond feasibility for retention or removal need to be confirmed as well as potential rehabilitation, as needed.

The southern sector of the site presents complex landscape grading and stabilization challenges requiring an integrated design and policy solution for roadway, lot creation and SWM feasibility. An examination of short or long term proposals for this sector of the site may also be required subject to the outcome of the Environmental Assessment for Teston Road and Regional requirements. Valley wall reconstruction requires careful examination as it forms a reconstructed transition edge to a significant forested valley feature within the Don Watershed and important Provincial ANSI. Filling and landform alteration must be minimized to the greatest extent possible to meet Oak Ridges Moraine Conservation Plan objectives.

TRCA appreciates that the landowner team have provided preliminary assessment for this sector of the site.

**Recommendation**

Based on our review of the subject applications and the supporting materials listed in Appendix 'A', to date, TRCA is satisfied that the appropriate limits of development have been established on the northern half of the site (North of Street D), but the subdivision is not complete at this time due to the following outstanding issues:

- a) extensive slope filling and regrading inclusive of final geotechnical stability
- b) unconfirmed wetland buffers and protection of natural core areas
- c) final sizing and location of stormwater pond block and outfall location
- d) confirmation from MNRF in relation to Species at Risk and valley pond requirements
- e) slope and reconstructed valley wall landscape restoration plan.
- f) comprehensive water balance implementation approach for the subdivision

Specific comments on the second submission regarding the items listed above can be found in Appendix 'B' to this letter.

TRCA has given the applications significant consideration and have concluded that the southern sector of the subdivision plan, including lands south of Street D may require considerable adjustments pending the outcome of the required studies, taking into account the Teston Road Environmental Assessment, City, Regional and TRCA comments (as outlined in Appendix 'B' and 'C'). If the City plans to proceed to take these files forward to the Committee of the Whole in June 2018, TRCA will only support approval of this application with a Holding Provision placed on lots 1 to 7 inclusive, 46 to 53 inclusive and SWM Block 92. Portions of this Holding Provision are consistent with the recommendations of York Region as well. The Holding Provision would be tied to TRCA's draft plan conditions provided in Appendix 'C'. These specific conditions outline the technical input and re-design of the area needed to confirm SWM block boundaries and lot configuration taking into account the work being undertaken by the Region related to Teston Road.

It is our expectation that the Owner will address all of TRCA's outstanding comments outlined in Appendix 'B' prior to moving forwards with detailed design. This may necessitate redline revisions to the draft plan.

TRCA's comments on Official Plan Amendment Application OP.17.010 and Zoning By-law Amendment Application Z.17.026 can be found within Appendix 'B' (detailed comments on the second submission) and Appendix 'C' (conditions of draft plan approval).

Should any revisions to Draft Plan of Subdivision Application 19T-17V009, Official Plan Amendment Application OP.17.010 or Zoning By-law Amendment Application Z.17.026 be proposed now or in the future, TRCA staff asks to be given the opportunity to amend our conditions and comments accordingly.

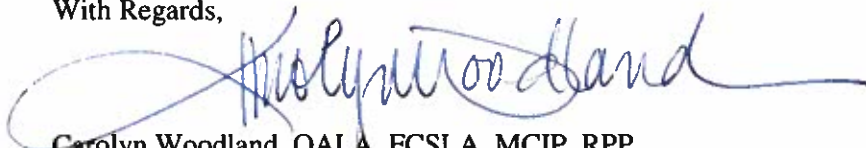
Please provide the Notice of Decision for the draft plan of subdivision, official plan amendment and zoning by-law amendment once they are approved.

#### **Fees**

By copy of this letter, we thank the Owner for providing the initial \$60,810.00 TRCA plan review fee. This project will be subject to a clearance fee at the time of clearance, which will be based on the fee schedule in effect at that time.

We trust these comments are of assistance. Should you have any questions, please contact me at extension 5307 or at [cbonner@trca.on.ca](mailto:cbonner@trca.on.ca)

With Regards,



Carolyn Woodland, OALA, FCSLA, MCIP, RPP  
Senior Director, Planning and Development

Enclosure (Appendix 'A' through 'D')

cc: Glenn Lucas- Lucas and Assoc., [gilucas@rogers.com](mailto:gilucas@rogers.com)  
Justin Wong - York Region, [justin.wong@york.ca](mailto:justin.wong@york.ca)



**Appendix 'A' – Materials Reviewed by TRCA, received April 30, 2018**

- a) Drafted Official Plan Amendment OP.17.010., prepared by Lucas & Associates., received by TRCA April 30, 2018
- b) Drafted By-law amendment Z17.026., prepared by Lucas & Associates., received by TRCA April 30, 2018
- c) Draft Plan of Subdivision 19T-17V009., prepared by Lucas & Associates., revised April 21, 2018
- d) Planning Justification Report – Proposed Residential Plan of Subdivision., prepared by Lucas & Associates., revised April 2018
- e) Comment Matrix., updated April 26, 2018., received by TRCA April 30, 2018
- f) Oak Ridges Moraine Conservation Plan Conformity Report., prepared by Bousfileds Inc., dated April 2018
- g) Functional Servicing & Stormwater Management Report- 1600 Teston Road., prepared by Schaeffers Consulting Engineers., revised April 2018
- h) Response Matrix prepared by Schaeffers Consulting Engineers., dated April 26, 2018
- i) Natural Heritage Evaluation – 1600 Teston Road, Vaughan, ON., prepared by Savanta., revised April 2018
- j) Natural Heritage Evaluation response matrix, prepared by Savanta., dated April 26, 2018
- k) Additional Slope Stability Investigation: Proposed Residential Development 1600 Teston Road., prepared by Sirati & Partners Consultants Ltd., dated April 27, 2018
- l) Hydrogeological Investigation (Wellhead protection areas and water balance) proposed residential development: 1600 Teston Road., prepared by Sirati & Partners Consultants Ltd., dated revised April 27, 2018
- m) Dwg. Parkland Dedication Calculation., prepared by Lucas & Associates., dated April 25, 2018
- n) Dwg. Compensation Plan., prepared by Lucas & Associates., dated April 25, 2018
- o) Dwg. Lot Statistics., prepared by Lucas & Associates., revised April 21, 2018

## Appendix 'B' – Detailed TRCA Comments on the Second Submission to establish Draft Plan Conditions

### Planning

TRCA anticipates the SWM pond layout and design will change and as such all reports and documents are to be updated accordingly.

The following comments have been prepared based on the documents submitted as part of the Second Submission to establish conditions for *Draft Plan of Subdivision 19T-17V009, Part of Lot 26, Concession 3, City of Vaughan, Regional Municipality of York, prepared by Lucas & Associates, dated April 21, 2018* and as outlined in Appendix 'A'

1. *Zoning By-law Amendment*: Section.3, holding symbol removal of lots 1 to 7 inclusive: TRCA is to be identified as a party for the removal of the Hold "(H)" for the subject lands. The following text is to be added 'until such time as an alternative stormwater management solution which does not require these lands is approved by TRCA'.
2. In order to clearly establish the appropriate pond block ensure the following items are clearly indicated on a *Constraints and Opportunities* plan:
  - a. The following limits, buffers and aspects are to be applied to the natural features and hazards to address the Oak Ridges Moraine Conservation Plan (2017):
    - i. Significant Woodland dripline as staked by TRCA + 15m buffer (or varied as agreed upon)
    - ii. Core Natural Feature in south east corner +10m buffer
  - b. The following limits, buffers and aspects are to be applied to the natural features and hazards as per TRCA's LCP:
    - i. Finalized Staked Top of Slope as staked by TRCA for both the upper and lower tier +10m buffer.
    - ii. Long Term Stable Top of Slope Line for both the upper and lower tier +10m buffer
    - iii. Finalized evaluated Wetland +30m buffer
    - iv. Engineered Floodplain +10m buffer
  - c. Ensure the following are included on the *Constraints and Opportunities* plan:
    - i. Contour plan at 1m
    - ii. Limit of Development based on the consolidated greatest constraint of the buffers
    - iii. Proposed parcel fabric

While TRCA recognizes some of these areas may ultimately be removed to allow for Regional and City infrastructure to be installed, it is still essential to clearly identify the features at this time to ensure their long term protection and/or appropriate compensation in the future.

3. *Planning Justification Report*: Section 4.1.3 item 6 indicates that only 12.5m of the Natural Heritage Buffer Block (Block 89) to the significant valley and woodlands will be planted and restored and insinuates the 2.5m located adjacent to the lots will be utilized for LID's. Please revise and clearly indicate the entire buffer is to be planted and restored as compensation for loss of core features as outlined in the Natural Heritage Evaluation prepared by Savanta, revised April 2018.

**Ecology****Natural Heritage Evaluation prepared by Savanta., revised April 2018**

4. The Natural Heritage Evaluation (NHE) provided TRCA Lranks which indicates peepers, wood frog and grey tree frogs as L2 (Regionally rare). Please ensure the local significance of these species are documented and discussed in the report in terms of potential impacts and mitigation.

**Compensation Plan:**

5. As noted above (Comment 2), clearly indicate the 30m buffer from the wetland. The wetland has not been evaluated by MNR and as such is to be treated as a Provincially Significant Wetland. The compensation plan provided indicates 15m of the required buffer is compensation area which is not correct. Please note this will be required to be adjusted based on confirmation/evaluation by MNR.
6. Excessive grading within the core feature, in the vicinity of the future Teston Road extension, is indicated. Given the ultimate road grading has not yet been established by the Region and recognizing all possible outcomes of the Environmental Assessment, the removal of the core woodland is not required at this time. The core woodlands and the required 10m buffer are to be protected to the greatest extent possible and placed in Blocks XX (Core Woodland) and YY (Buffer).

**Geotechnical****Additional Slope Stability Report by Sirati & Partners; Dated April 27, 2018:**

7. The additional slope stability report has changed significantly with respect to the previous submission; dated April 5, 2018.
  - a. The report no longer presents the existing site condition prior to the proposed grading. The existing site conditions are required as they are utilized to establish the location of the Long-Term Stable Top of Slope (LTSTOS) which is a factor in setting the limit of development on the draft plan;
  - b. According to the Section 4-4 (Page 5), the April 27, 2018 report supersedes the April 5, 2018 report and
  - c. Figure C-11 shows the LTSTOS in the areas for the proposed grading on the tableland of the lower slope. In this sense the existing condition prior to the proposed grading (the reference for the location of the lots) was mixed with the proposed grading to facilitate the SWM Pond and the lots).

TRCA requires the report be revised and presented in the following manner:

- (i) existing pre development conditions prior to the proposed grading (refer to April 5, 2018 report), presentation of the LTSTOS for the existing condition for both the upper and lower slopes;
  - (ii) the supplementary slope stability analyses representing post development are presented in support of the proposed grading to facilitate the SWM Ponds (both interim and ultimate) and lots.
8. Figure C-11: Revised Long-Term Stable Top of Slope. The figure has connected the upper and lower slope lines. Ensure that the pre development LTSTOS lines for both the upper and lower slope are reflected separately on the figure.
9. Section 4.4: Please clarify the required setbacks from the LTSTOS for the lower slope is 5 and 7m and not the upper slope.
10. The analyses for the outer slopes of the berm (ultimate SWM Pond) were presented in the Appendix, however the analyses for the inner slopes of the berms have not been provided. Revise the report accordingly to confirm the factor of safety is satisfied.

11. It appears that there are some discrepancies on the Section M-M (Figure B8). The side slope shown as 3.6H:1V; however, it appears that the cross-section is almost perpendicular to the proposed grading of 3H:1V. Please check this cross-section and revise accordingly, if required;
12. Please undertake the stability analysis for the Cross-sections K-K and M-M, which a retaining wall is shown at the toe of the proposed grading to confirm that the global stability is also met for these cross-sections with a minimum factor of safety of 1.50;

Grading Plan with Interim SWM Pond; Prepared by Schaeffers Consulting Engineers:

13. Please specify all side slopes of the site grading. There are sections of the proposed grading, at which the grading has not been shown (e.g. the grading behind the lots 1 to 5, Street A and Interim SWM Pond). The side slopes for the grading should not be steeper than 3H:1V to ensure the slope stability. The side slopes steeper than 3H:1V for the proposed grading plan with interim SWM Pond requires the slope stability analysis to confirm that a minimum factor of safety of 1.50 is met.

Grading Plan with Ultimate SWM Pond; Prepared by Schaeffers Consulting Engineers:

14. The grading plan with ultimate SWM Pond as well as the cross-sections within the geotechnical report show that the retaining walls are required to facilitate the proposed grading for the SWM Pond. It appears that the exposed height of the retaining wall is estimated at 1 m (as per the available information on the grading plan) and possible 4 m in total height as per the additional slope stability report, Figure B5 – Cross-Section J-J.

Please evaluate if the retaining walls can be removed from the SWM Pond. There are concerns about the potential risk of sloughing, seepage and/or erosion caused by the water in the SWM Pond, thus impacting the integrity of the retaining wall or undermining it in the long-term,

15. The storm outfall location has not yet been finalized. The impact of the discharge on the lower slope is to be considered in the both the interim and ultimate locations to ensure the discharge does not impact the stability of the lower slope.
16. Section 2.6 – The report states that the proposed infiltration targets require a combination of private lot treatments and infiltration within the stormwater management facility for the public right-of-way lands. However, the geotechnical report specifies that a clay liner is required to protect the pond and fill slopes. Based on this, infiltration within pond is not feasible. Moving forward, the Owner needs to provide further methods to meet the on-site retention target for the public lands.
17. The interim and ultimate proposed SWM pond do not provide overflow spillways to protect the pond fill slopes in the event of an outlet blockage. Please provide an overflow spillway and a dedicated, protected flow path to protect the fill slopes.
18. During subsequent design stages, TRCA water resources engineering staff will be providing additional comments related to the approval of the final sizing and design of the stormwater management facility, low impact development facilities, and erosion and sediment control measures.

TRCA's remaining comments on Official Plan Amendment Application OP.17.010 and Zoning By-law Amendment Application Z.17.026 can be found in Appendix C within the conditions of draft plan approval for Draft Plan of Subdivision Application 19T-17V009.

**Appendix 'C' – TRCA's Conditions of Draft Plan Approval, comments on the Official Plan Amendment and Zoning By-law Amendment Application****TRCA's Conditions of Draft Plan Approval**

Should the City proceed to take these files forward to the Committee of the Whole in June 2018, for approval to establish Conditions of Draft Plan Approval for Subdivision 19T-17V009, Part of Lot 26, Concession 3, City of Vaughan, Regional Municipality of York, prepared by Lucas & Associates, dated April 21, 2018, TRCA requires the following conditions be included:

**Planning**

1. That this draft plan of subdivision be subject to red-line revision(s) in order to meet the requirements of TRCA's conditions of draft plan approval (Conditions 2 through 21 inclusive) in TRCA's letter dated May 14, 2018), if necessary, to the satisfaction of TRCA.
2. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the Owner shall submit to the satisfaction of TRCA:
  - a. Address all outstanding issues as itemized in Appendix 'B', as may be amended, of TRCA's May 14, 2018 letter to the satisfaction of TRCA;
  - b. The draft plan of subdivision shall be red-line revised to include the natural core feature at the southern limit of the site (depicted in Natural Heritage Evaluation prepared by Savanta, revised March 2018) in a natural heritage/open space block (Block XX) with a 10 meter vegetation protection zone/buffer block (Block YY) to the satisfaction of TRCA;
  - c. The *Planning Justification Report prepared by Lucas & Associates., revised April 2018* be amended to reflect any changes or revisions to the Draft Plan in response to the conditions of detailed design;
3. That the implementing zoning by-law recognize the Open Space (Block 96), Natural Heritage Blocks (Blocks 90 and XX) and Buffer Blocks (Blocks 89 and YY) in an open space, or other suitable environmental zoning category, which has the effect of prohibiting development and structural encroachment, and ensuring the long term preservation of the lands in perpetuity, to the satisfaction of TRCA.
4. The implementing zoning by-law zone Lots 1 to 7 inclusive and Lots 46 to 53 inclusive and the Stormwater Management Block (Block 92) be subject to a Holding Symbol "(H)" to the satisfaction of TRCA. Removal of the Holding Symbol "(H)" from the subject lands, or a portion thereof, shall be contingent on the following:
  - i) The Owner shall confirm, to the satisfaction of TRCA, the ultimate stormwater management pond is set back sufficiently from the significant valley, significant woodlands, regulated natural heritage and hazard features and is designed in a manner which conforms with current standards and guidelines, MNRF (where applicable) and Ontario Regulation 160/06, as may be amended, and that Lots 1 to 7 inclusive, Lots 46 to 53 inclusive and SWM Block (Block 92), as amended, are not needed for stormwater management purposes.
5. That the implementing zoning by-law be prepared to the satisfaction of TRCA.

**Water Resources**

6. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA in accordance with:

- *Functional Servicing & Stormwater Management Report, prepared by Schaeffers Consulting Engineers, dated April 2018;*
- *Hydrogeological Investigation (Wellhead protection areas and water balance) proposed residential development: 1600 Teston Road., prepared by Sirati & Partners Consultants Ltd., dated revised April 27, 2018 and*
- *Additional Slope Stability Investigation: Proposed Residential Development 1600 Teston Road., prepared by Sirati & Partners Consultants Ltd., dated April 27, 2018,*

as may be amended, to the satisfaction of TRCA and the City of Vaughan. This submission shall include:

- a. A description of the storm drainage system (quantity, quality, water balance, and erosion control) for the proposed development of the subject lands, and how it will comply with all related TRCA requirements;
- b. Plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system;
- c. Appropriate stormwater management techniques which may be required to control minor and major flows;
- d. Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural system, both aquatic and terrestrial. This is to include a feature based water balance for all surface water and ground water receptors such that the existing timing, duration, volume and frequency of flows to the wetland, watercourse and woodlands are maintained in the post development scenario. Further, water quality and water temperature standards (as directed by MNRF to sustain Redside Dace habitat) will be required should a point source of discharge be directed to the wetland/riverine system;
- e. Appropriate SWMPs to be used to treat stormwater, to mitigate the impacts of development on the erosion and siltation on-site and/or downstream areas and/or discharge to wetland areas during and after construction, in accordance with current Erosion and sediment Control (ESC) guidelines utilized by the TRCA. ESC plans and an ESC report must address phasing and staging, demonstrate how impacts to the NHS (both aquatic and terrestrial) will be minimized and contingency measures will be implemented.
- f. Appropriate SWMPs to be used to treat stormwater, to mitigate the impacts of development on the overall site water balance to meet the pre-development water budget, as it relates to natural features surrounding the site, including the pond in the southwest corner of the study area.;
- g. Detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
- h. Proposed measures to mitigate the potential erosive impacts of development on the natural system, both on and off-site;

- i. Proposed measures to ensure the integrity of stormwater management pond berms and to determine the need for a liner to limit seepage/piping and groundwater intrusion into the berms for both interim and ultimate stormwater management ponds;
- j. Geotechnical analyses to ensure the integrity of stormwater management pond berms and to determine the need for a liner to limit seepage/piping and groundwater intrusion into the berms for both interim and ultimate stormwater management ponds;
- k. Proposed measures to promote infiltration and maintain water balance for the plan in accordance with the *Hydrogeological Investigation (Wellhead protection areas and water balance)-1600 Teston Road, prepared by Sirati & Partners Consultants Ltd., revised April 27, 2018*, as may be amended, to the satisfaction of TRCA and the City of Vaughan;
- l. Proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be potentially impacted by the development;
- m. A subsurface investigation (including assessment of groundwater levels) at the location of the stormwater management pond and for the final design of site grading. The recommendations of the subsurface assessment will be used to inform the final design and construction plans for both interim and ultimate stormwater management ponds and overall site grading;
- n. An evaluation that addresses the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
- o. Grading plans for the subject lands. Cut and fill is to be minimized to the greatest extent possible to ensure ORMCP landform conservation. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks or associated environmental buffers;
- p. All applicable plans illustrating that all works, including all grading, site alterations, construction staging, or materials associated with these activities, will not encroach or be placed on lands owned by the TRCA, City of Vaughan, or lands to be conveyed to a public agency as part of this plan of subdivision or on environmental lands adjacent to this plan of subdivision;
- q. Grading cross-sections and details across the site, including but not limited to existing and proposed grades, limits of the natural features and hazards, buffers, stormwater management pond, transition to the adjacent tableland areas/lots, interim stabilization of the slopes/disturbed areas, mitigation, tree protection, sediment and erosion controls, and supporting geotechnical/soils analyses for both interim and ultimate stormwater management ponds;
- r. No grading shall be permitted within any Natural Heritage Feature. Grading encroachment within the established environmental buffers (as determined on a site by site basis) shall not be permitted unless otherwise agreed upon by the City and the TRCA. All areas to be protected must be effectively isolated through fencing or other appropriate measures prior to any site alteration being initiated.

- s. All slopes be designed at a stable incline, without the use of retaining walls (to the greatest extent possible), and with all due consideration for TRCA's Healthy Soil Guidelines within all buffer areas. All slopes are to be restored with a robust planting plan, consistent with TRCA's planting guidelines, and to the satisfaction of TRCA;
  - t. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;
  - u. The sizing, location and description of all outlets and/or flow dispersal measures associated with stormwater management discharge, be designed to incorporate TRCA's design guidelines. This includes: regard for additional enhancements to water quality, quantity control, mitigation of thermal impacts to the receiving habitat, reduced potential erosion and maximize potential infiltration, and integrate naturalized outlet channels or constructed wetlands where applicable, to the satisfaction of TRCA.
7. That prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report and plans to the satisfaction of TRCA for any proposed topsoil stripping in the plan area. This submission shall include:
- a. Detailed plans illustrating the topsoil stripping proposal, including but not limited to the locations, staging and methodology; and
  - b. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after topsoil stripping.

### Ecology

8. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, hat the *Natural Heritage Evaluation, prepared by Savanta revised March 2018.*, be amended to reflect any changes or revisions to the Draft Plan in response to the conditions of detailed design to the satisfaction of TRCA.
9. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the Owner provide confirmation that the Ministry of Natural Resources and Forestry (MNR) has no objection to the interim or ultimate sizing and design of the SWMPs.
10. That prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner prepare a tree protection and preservation plan for the site to the satisfaction of TRCA.
11. That prior to the registration of this plan or any phase thereof, a strategy and associated plans be prepared by the Owner for the decommissioning, modification and/or enhancement of the existing on-line pond within Natural Heritage Block 90 and Buffer Block 89 and Road Widening Block 93 inclusive to the satisfaction of TRCA. This strategy will assess the technical feasibility and design considerations associated with the decommissioning, modifying and/or enhancing the on-line pond, including but not limited to phasing, staging, grading, design of the natural corridor, tie in to lands not owned by the Owner, relationship to grading on adjacent lots and blocks, crossings, floodplain management, meander belt accommodation, maintenance of groundwater and surface water flows to the system both during and after construction, wildlife usage and needs, wildlife rescue, sediment and erosion control implementation and maintenance, restoration, long-term monitoring and maintenance, lifespan analysis of the weir, public liability, permit requirements, and securities. This strategy and



plans will be developed in consultation with and to the satisfaction of TRCA. The Owner shall implement the final approved strategy and associated plans to the satisfaction of TRCA or, in the alternative, the Owner shall provide TRCA funds to implement the final approved strategy and associated plans.

12. That prior to the registration of this plan or any phase thereof, the Owner prepare comprehensive edge management plans/restoration planting plans to the satisfaction of TRCA for the Open Space (Block 96), Natural Heritage Blocks (Block 90 and XX) and Buffer Blocks (Blocks 89 and YY and any other buffer blocks as amended) in conformance with current practices.
13. That prior to site alteration or registration of this plan or any phase thereof, that all stormwater outlets and outflow channels be naturalized, be designed to incorporate TRCA's design guidelines, and be designed to provide additional enhancements to water quality, quantity control, thermal mitigation, and habitat to the satisfaction of TRCA. Off-line wetlands, riparian plantings, flow dispersal measures, micro-topography creation and similar measures shall be employed where feasible to the satisfaction of TRCA to achieve these objectives.
14. That prior to the registration of this plan or any phase thereof, the Owner prepare comprehensive landscape restoration plans within Stormwater Management Block (Block 92) to the satisfaction of TRCA, addressing:
  - a. TRCA's current Stormwater Management Pond Planting Guidelines
  - b. Slope stabilization and loss of core valley feature

#### **Trails**

15. That prior to the registration of this plan or any phase thereof, the Owner prepare a report that assesses the technical feasibility of creating pedestrian connections through TRCA lands to the North and ultimately to the proposed North Maple Regional Park, external to the plan area. This report will be completed in consultation with and to the satisfaction of TRCA and the City of Vaughan.
16. That prior to the registration of this plan or any phase thereof, the Owner prepare a trail plan and details to the satisfaction of TRCA and the City of Vaughan for areas within the Open Space Buffer (Block 89) and Walkway Block (Block 88) and other lands as determined through the technical feasibility report .

#### **Land Assumption**

17. That prior to the registration of this plan or any phase thereof, the Owner prepare a plan that addresses the removal and restoration of historical, man-made intrusions in the Open Space (Block 96), Natural Heritage Blocks (Blocks 90 and XX) and Buffer Blocks (Block 89 and YY) to the satisfaction of TRCA, which must include but is not limited to the removal of all structures, decommissioning of wells, paths, culverts, fences, debris, etc. and the restoration of these areas to a natural state.
18. That the Open Space (Block 96), Natural Heritage Blocks (Blocks 90 and XX) and Buffer Blocks (Block 89 and YY) be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of TRCA.

#### **Final Approvals**

19. That prior to the registration of this plan or any phase thereof, the Owner obtain all necessary permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.

20. That the Owner provide a copy of the approved implementing zoning by-law to TRCA, when available, to facilitate the clearance of conditions of draft plan approval.

21. That the Owner agrees in the subdivision agreement, in wording acceptable to TRCA:

- a. To carry out, or cause to be carried out, to the satisfaction of TRCA, the recommendations of the reports/strategies and details of the plans referenced in TRCA's conditions of draft plan approval (Conditions 1 to 21 inclusive) in TRCA's letter dated May 14, 2018);
- b. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to TRCA;
- c. To implement all water balance/infiltration measures identified in the water balance study and feature based water balance that is to be completed for the subject property;
- d. To obtain all necessary permits from TRCA pursuant to the Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA;
- e. To comply with the permits approved under Ontario Regulation 166/06, as may be amended, including the approved plans, reports and conditions to the satisfaction of TRCA;
- f. To erect a permanent fence to the satisfaction of the TRCA on all lots and blocks abutting lands to be conveyed to the public authority, prior to occupancy of any homes within that lot or block.
- g. To implement water quality and temperature monitoring for any storm water outfall or clean water collection system discharging to the watercourse in order to ensure that the design criteria and habitat needs of Redside Dace are met by the selected storm water treatment train.
- h. To prohibit grading works within the Open Space (Block 96), Natural Heritage Blocks (Blocks 90 and XX) and Buffer Blocks (Block 89 and YY) unless approved by TRCA;
- i. To prohibit retaining walls in or adjacent to the Open Space (Block 96), Natural Heritage Blocks (Blocks 90 and XX), Buffer Blocks (Block 89 and YY) and Stormwater Management Block (Block 92) unless approved by TRCA; and
- j. Prior to the issuance of any building permit on Lots 1 to 87 inclusive, shown on Draft Plan of Subdivision 19T-17V009, Part of Lot 26, Concession 3, City of Vaughan, Regional Municipality of York, prepared by Lucas & Associates, dated April 21, 2018, the Owner demonstrates to the satisfaction of TRCA that the grading and stabilization of all disturbed areas on and adjacent to the referenced lots and blocks has been implemented pursuant to the TRCA approved plans. This will include, but is not limited to the submission of as-built drawings, site photos, inspection/monitoring reports and written certification by the consulting engineer, ecologist and/or other professionals as deemed necessary by TRCA to the satisfaction of TRCA.

22. That the Owner provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to expedite the clearance of conditions of draft plan approval.

## **Appendix D – TRCA’s Additional Comments to be addressed through Clearing Conditions of Draft Plan of Approval**

### **Geotechnical**

1. Provided the water levels behind the SWM Pond berm are high, the geotechnical design to appropriate level is required for the SWM Pond berm (i.e. dams). It is understood that some of the stability analyses have been presented within the additional stability report by Sirati & Partners; however, the following supplementary analyses and design are required to be completed at the detailed design stage:
  - Pseudo-static slope stability (Seismic Analysis) to be checked for the berm;
  - Full or partial rapid drawdown analysis (if required);
  - Provided the site geometry and the pond elevations and the presence of some cohesionless strata, the seepage analysis is to be performed to check if the clay liner is adequate or further provisions are required against infiltration and also adjust the SWM Pond design, if required;
  - The SWM Pond including the berms are also to be properly designed to ensure that the seepage does not negatively impact the berm stability.
  - The geotechnical design is also to provide the specifications of the berms including the appropriate backfilling, subgrade preparations, construction methodologies and recommendations, specifications for liner, where applicable, etc. The cross-sections are to be reviewed by the geotechnical engineer and submitted as signed and sealed by Licensed Professional Engineer.

### *Supplementary Analysis in support of Proposed Grading*

2. The available analyses at this stage are only at concept level. Once the final configuration of the retaining wall is available at the detailed design stage, the global stability analysis is required to be undertaken to confirm that a minimum factor of safety of 1.50 is met;
3. If the SWM Pond layout is changed at the detailed design stage, which may result in a change on the currently proposed grading of the SWM Pond and grading for the lots, the stability analyses are required to be updated accordingly to confirm that the global stability can be met with a minimum factor of safety of 1.50.

### **Water Resources**

4. Provide the following details during subsequent design phases:
  - a. Figure 2.1 – Based on the topographic mapping provided on this plan, it does not appear that the External Areas drainage boundaries are drawn correctly. Please update the boundaries to follow the topography and accurately show the drainage area to the site, or justify why the drainage areas do not follow the topography. Further, please provide a topographic plan that shows the existing drainage delineation for the site.
  - b. Section 2.5.1 – Please provide the treatment train calculations for the site to confirm the 80% TSS removal using the proposed measures.
  - c. Section 2.8 – Please provide further details into the design, location, and heat transfer calculations associated with the cooling trench.

- d. Appendix B – Please ensure that future submissions continue to clearly demonstrate the impervious values for the proposed subdivision, and that the storm pond sizing is adjusted if land-use adjustments occur. Further, please adjust the impervious table to reflect a 50% impervious value for stormwater management ponds, and confirm that the smaller 40' x 32m lot has a lower impervious percentage than the larger 40' x 41.25m lot.
- e. Appendix B, Visual OtHYMO modelling – The Horton's Equation coefficients provided are not consistent. The Minimum Infiltration Rate (fc) corresponds to a hydrologic soil group (HSG) A/B designation, where the Maximum Infiltration Rate (fo) corresponds to a HSG C designation. Please adjust these parameters to follow a consistent soil type, or provide justification for these values based on borehole data and reference documentation.
- f. Appendix B, Water Balance Calculations – The existing water balance calculation is based on a drainage area of 6.8ha; however Figures 2.1 and 2.2 show a site drainage area of 6.45ha and 7.25ha respectively. TRCA water resources engineering staff do not believe these values were derived based on drainage areas, but on post-development site drainage areas, and therefore are not appropriate for determining existing conditions water balance. Further, as other comments discuss the need for a site water balance to support natural features, the existing condition water balance needs to be calculated based on the drainage areas to specific outlets to ensure that there is an understanding of the water budget associated with these features, and features are not being starved or drowned with the mitigation strategy. The existing condition water budget should then establish the targets for the proposed condition water balance mitigation strategy for these features. Please begin by provide a plan clearly showing the existing drainage delineation for the site. Finally, please provide the water balance assessment using the LID Treatment Train Tool. Using the tool, please prepare an existing conditions site assessment for the drainage areas, and a mitigation strategy demonstrating how the proposed LID measures will meet the on-site retention targets and feature requirements. The Tool can be found on the following website:  
<https://sustainabletechnologies.ca/low-impact-development-treatment-train-tool/>
- g. During subsequent design phases, please confirm that the area between the stormwater management pond outfall and the watercourse can withstand the peak flows and velocities associated with the pond discharge compared to the existing flows to that point.

#### **Land Assumption**

- 5. Prior to dedication of any Natural Heritage Blocks and/or Buffer Blocks to TRCA the following items are to be addressed:
  - a. Provision of any Phase I Environmental Site Assessment (ESA) which have occurred for the lands to be dedicated;
  - b. Permissions for TRCA representatives to perform an ESA on the subject property, regardless if one has previously been prepared;
  - c. Prior to structure removal, appropriate Species at Risk survey's (as per the MNRF) eg. Barn Swallow, Chimney Swift, common Night Hawk and bats and appropriate wildlife removal permits be obtained accordingly.
  - d. Lifespan analysis of the weir located on the subject lands;
  - e. Completion of Archaeological reports and Ministry of Tourism, Culture and Sport correspondence relevant to the subject land;
  - f. Confirmation of any permanent easements are required on the subject lands and

- g. An agreement on the approach to address the subject lands as identified in Condition 9 requiring 'a strategy and associated plans be prepared by the Owner for the decommissioning, modification and/or enhancement of the existing on-line pond within Natural Heritage Block 90 and Buffer Block 89 and Road Widening Block 93 inclusive to the satisfaction of TRCA'.



# Attachment #1 d)



CANADA POST  
1860 MIDLAND AVE 2<sup>ND</sup> FL  
SCARBOROUGH, ON M1P 5A1  
CANADAPOST.CA

POSTES CANADA  
1860 AV MIDLAND  
SCARBOROUGH, ON M1P 5A1  
POSTESCANADA.CA

September 29, 2017

Vaughan Planning Department  
2141 Major Mackenzie Dr  
Vaughan, ON L6A 1T1

To: Christina Napoli

Re: **19T-17V009**  
**Related Files:** Z.17.026, OP.17.010  
**1600 Teston Rd – TESTON SANDS**  
96 detached residential lots  
Ward 1

Canada Post Corporation appreciates the opportunity to comment on the above noted plan and it is requested that the developer be notified of the following:

In order to provide mail service to the development, Canada Post requests that the owner/developer comply with the following conditions:

- ⇒ The owner/developer will consult with Canada Post to determine suitable locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- ⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Toronto.
- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
- ⇒ The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

The owner/developer agrees to provide the following for each Community Mailbox site and include these requirements on appropriate servicing plans:

1. A Community Mailbox concrete base pad per Canada Post specifications.
2. Any required walkway across the boulevard, as per municipal standards
3. Any required curb depressions for wheelchair access



2

The owner/developer further agrees to determine, provide and fit up a suitable gravel area **30 to 60 days prior to the first occupancy** to act as a Temporary Community Mailbox location(s) which may be utilized by Canada Post until the permanent mailbox pads, curbs, sidewalks and final grading have been completed at the permanent CMB site locations. This will enable Canada Post to provide mail service to new residences as soon as homes are occupied. Specifications for this gravel area will be provided at the time the **developer notifies Canada Post of the first occupancy date. (The developer should provide evidence of how they intend to co-ordinate this activity in a timely manner to a safe and clean usable area)**

**\*\*If Applicable, Canada Post Corporation's Multi Unit Policy will be in effect for any blocks designated to have Multi Unit Buildings. It will be the Owner's responsibility to purchase and maintain Centralized Mail Boxes for this development type.**

**\*\*Any institutions in this plan will be treated as a single business and will be provided mail delivery to 1 Point of Call**

**\*\*The Developer will be required to provide signature for a License to Occupy Land agreement for any Condominiums and provide winter snow clearance**

**\*\* Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy**

**\*\* There will be no more than one mail delivery point to each unique address assigned by the Municipality**

**As the project nears completion, it is requested that the Developer contact me directly to communicate the first occupancy date at which time Postal Coding will be provided. Existing postal coding will not apply and new postal codes will be issued for this development.**

**\*\*\* It is requested that the developer notify all new homebuyers of the process to initiate Mail Delivery;**

Once the homeowner has closed their home sale, the new homeowner can go to the local Post office and show their warranty documentation as well as a license for identification to begin the process of requesting mail delivery. Of note, any mail which has been sent to this homeowner in the interim – to this new address - will also be available for pickup at this local Post Office - this is where mail will be held until mail delivery begins.

Sincerely,

Susan Cluff  
Delivery Services Officer – GTA  
647-203-0529  
[susan.cluff@canadapost.ca](mailto:susan.cluff@canadapost.ca)

## Attachment #1e)



**Date:** September 1<sup>st</sup> , 2017

**Attention:** **Christina Napoli**

**RE:** Request for Comments

**File No.:** **19T-17V009**

**Applicant:** Cam Milani, Teston Sands Inc.

**Location** 1600 Teston Road



## COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by \_\_\_\_\_.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated \_\_\_\_\_, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or his agent, for this plan is required to contact Alectra to discuss all aspects of the above project. Alectra will require site plan drawings, draft m-plans, legal plans, architectural design drawings, electrical consultant's drawings, number of units/lots in the subdivision/development and type of the subdivision/development (i.e., single family residential, town homes, condominium town homes, industrial etc.), square footage of the buildings, the required voltage, amperage and building loads, along with the completed and signed Subdivision Application Information Form (SAIF). Alectra will then use this information to determine the type of available service in the area to supply this project and determine the design fee for the subdivision or development.

Once Alectra has received the design fee and requested information, Alectra will prepare the hydro design, obtain the owner's /developer's approval of the design and obtain the required approvals from the local municipality and prepare the cost of the electrical distribution system (EDS) installation.

Alectra will provide the owner/developer with an "Offer to Connect" (OTC) agreement which will specify all the details and the responsibilities of each party.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAIF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue.

All proposed buildings, billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the Ontario Electrical Safety Code and the Occupational Health and Safety Act.

If there are any existing components of Alectra's electrical distribution system on the proposed project site, they will have to be relocated by Alectra at the Developer's cost. Any conflicts due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

We trust this information is adequate for your files.

Regards,

Mr. Tony D'Onofrio

Supervisor, Subdivisions & New Services

**Phone:** 1-877-963-6900 ext. 24419

**Fax:** 905-532-4401

**E-mail:** [tony.donofrio@alectrautilities.com](mailto:tony.donofrio@alectrautilities.com)

**Subdivision Application Information Form is available by calling 1-877-963-6900 ext. 31297**

## Attachment #1 f)

**From:** Municipal Planning [<mailto:MunicipalPlanning@enbridge.com>]  
**Sent:** Friday, May 04, 2018 7:19 AM  
**To:** Napoli, Christina <[Christina.Napoli@vaughan.ca](mailto:Christina.Napoli@vaughan.ca)>  
**Subject:** RE: URGENT REQUEST FOR COMMENTS SUBMISSION 2: 19T-17V009, Z.17.026 & OP.17.010 (Teston Sands Inc.) 1600 Teston Road, Vaughan

Good morning Christina,

I reviewed your comment sheet and the following 2 requirements were not included and should be.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

I am attaching the original letter as reference.

Regards,

**Alice Coleman**

Municipal Planning Coordinator  
Long Range Distribution Planning

**ENBRIDGE GAS DISTRIBUTION**

TEL: 416-495-5386  
500 Consumers Road, North York, Ontario M2J 1P8

Enbridgegas.com

**Integrity. Safety. Respect.**

September 5, 2017

Christina Napoli  
Senior Planner  
City of Vaughan  
Development Planning Division  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Dear Christina Napoli,

Re: Draft Plan of Subdivision, Official Plan Amendment & Zoning By-Law Amendment  
Cam Milani, Teston Sands Inc.  
1600 Teston Road  
In Part Lot 26, Concession 3  
City of Vaughan  
File No.: 19T-17V009  
Related: OP-17-010 & Z-17-026

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing [SalesArea30@enbridge.com](mailto:SalesArea30@enbridge.com) for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in black ink that reads "Alice Coleman". The script is cursive and fluid.

**Alice Coleman**

Municipal Planning Coordinator  
Long Range Distribution Planning

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**ENBRIDGE GAS DISTRIBUTION**

TEL: 416-495-5386

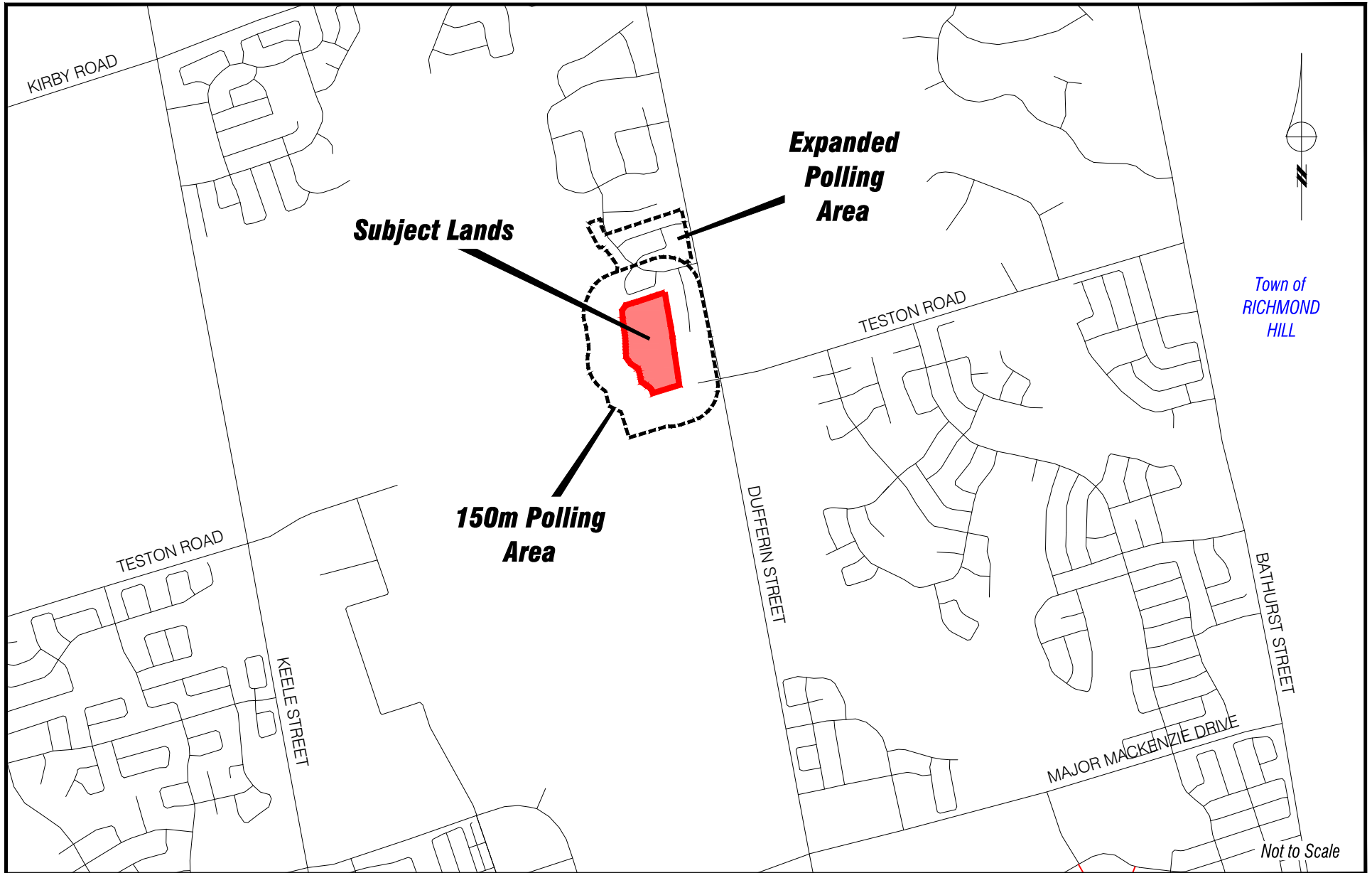
[MunicipalPlanning@enbridge.com](mailto:MunicipalPlanning@enbridge.com)

500 Consumers Rd, North York, ON, M2J 1P8

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

AC/jh



## Context Location Map

LOCATION:  
Part of Lot 26, Concession 2

APPLICANT:  
Teston Sands Inc.

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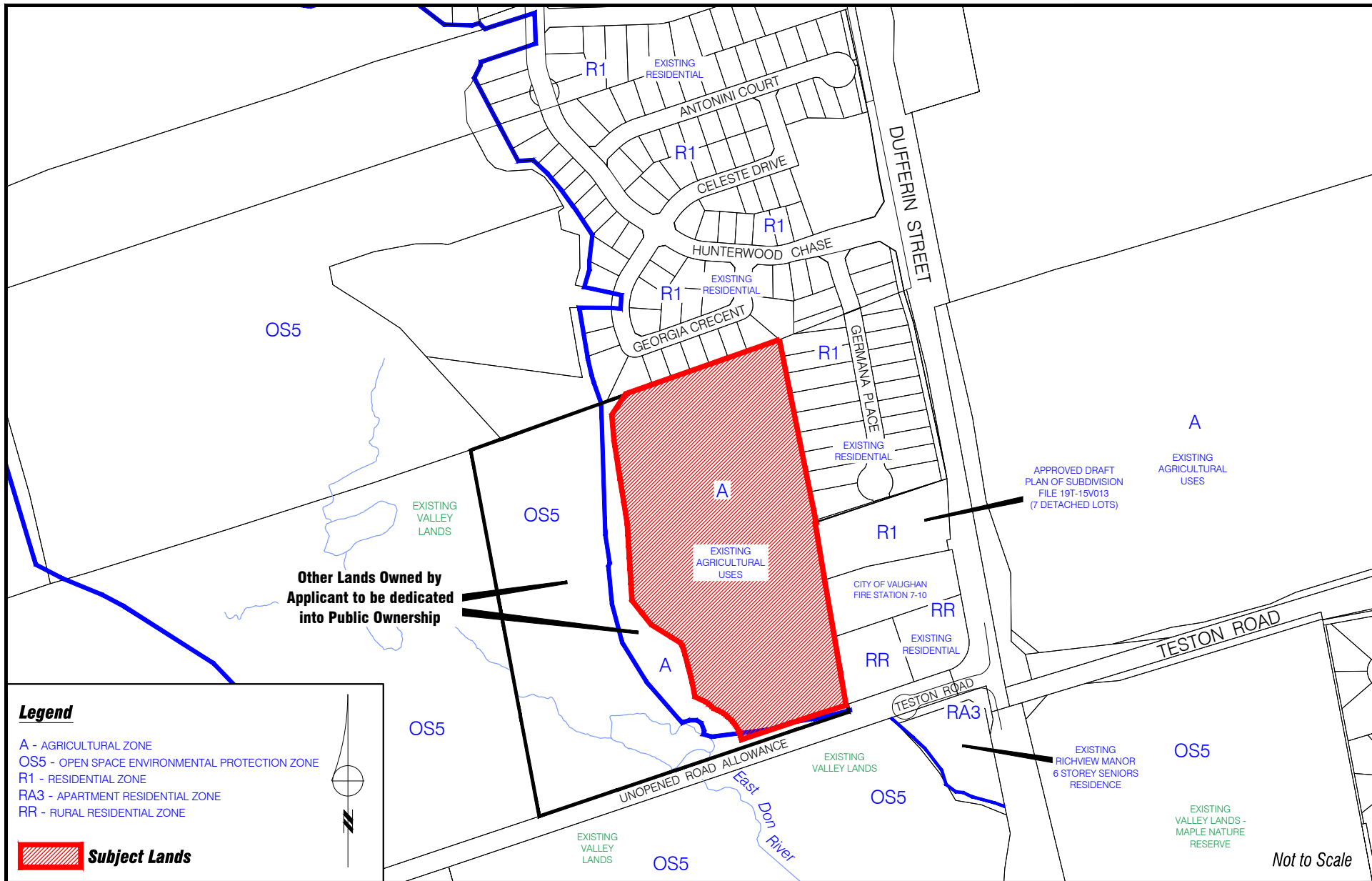


## Attachment

FILES: OP.17.010,  
Z.17.026 & 19T-17V009

DATE:  
June 5, 2018

2



## Location Map

LOCATION:  
Part of Lot 26, Concession 3

APPLICANT:  
Teston Sands Inc.

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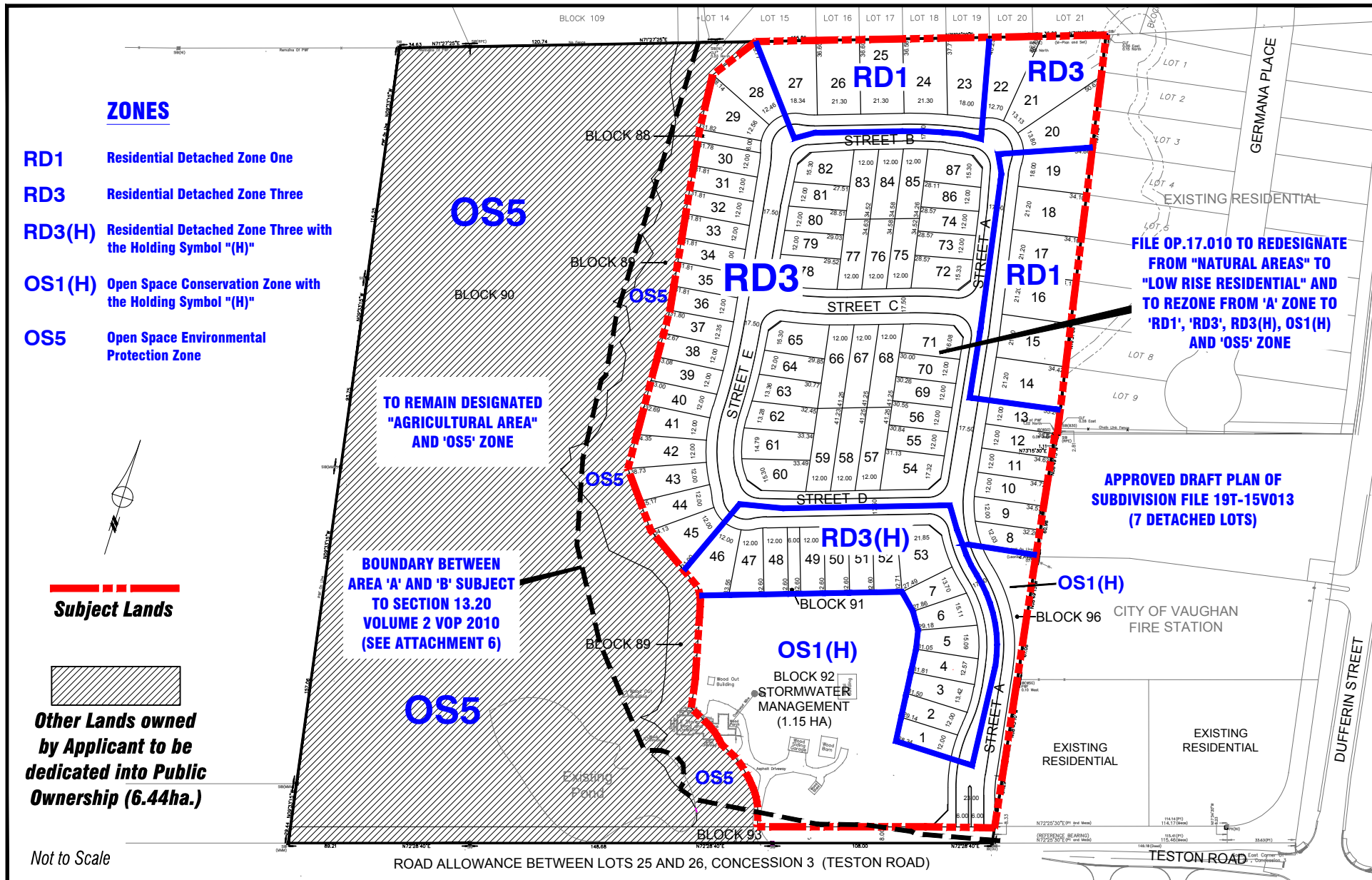
## Attachment

FILES: OP.17.010,  
Z.17.026 & 19T-17V009

DATE:  
June 5, 2018

3





# Proposed Draft Plan of Subdivision File 19T-17V009, Official Plan and Zoning By-Law Amendments

APPLICANT: Teston Sands Inc. LOCATION: Part of Lot 26, Concession 2

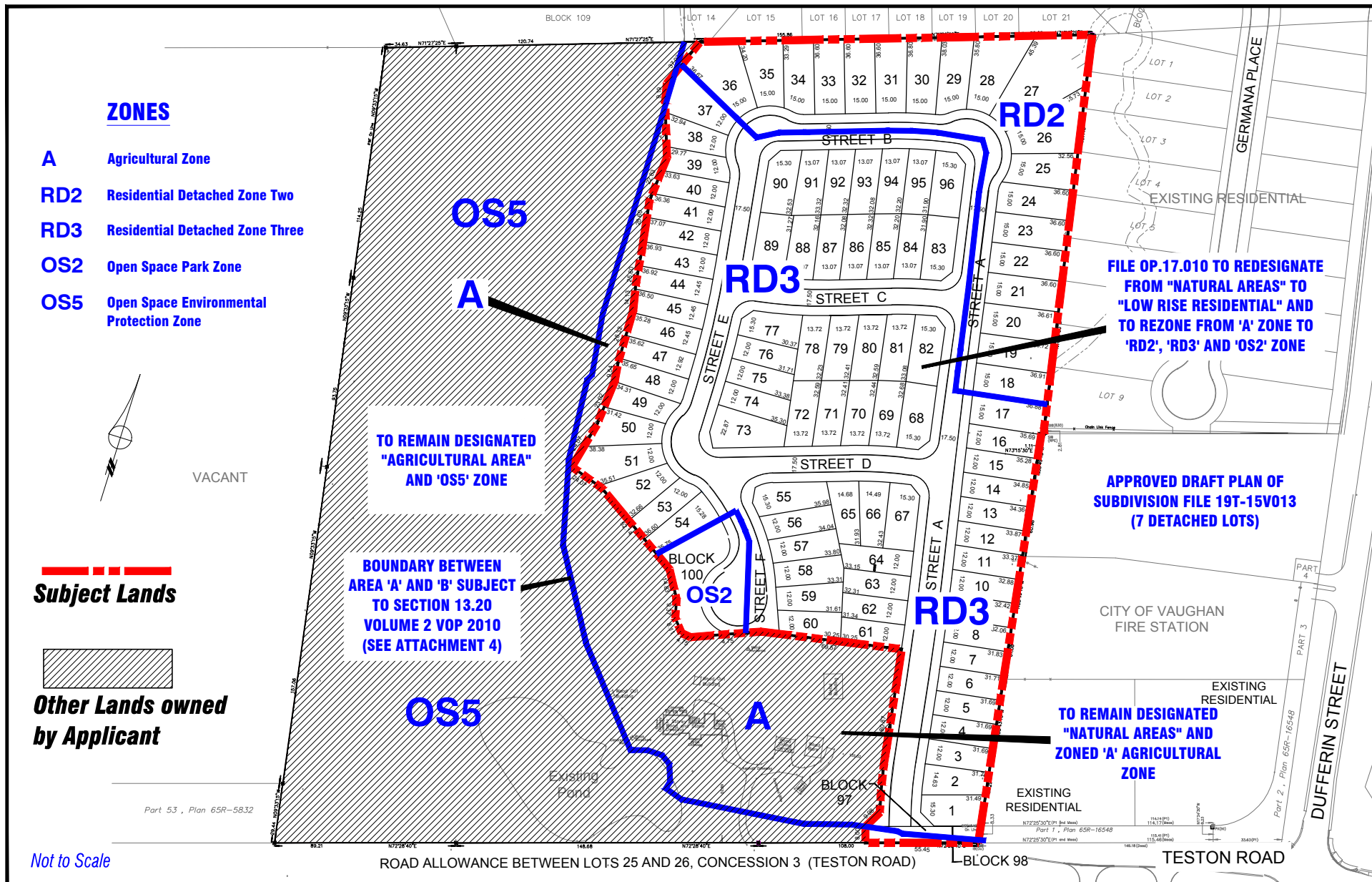
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Attachment  
FILES: OP.17.010,  
Z.17.026 & 19T-17V009

DATE:  
June 5, 2018

4



Original Proposal: Draft Plan of Subdivision  
File 19T-17V009, Official Plan and Zoning By-Law  
Amendments, Public Hearing January 23, 2018

APPLICANT: LOCATION:  
Teston Sands Inc. Part of Lot 26, Concession 2

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Attachment  
FILES: OP.17.010,  
Z.17.026 & 19T-17V009

DATE:  
June 5, 2018

5

## 13.20 1600 Teston Road

APPROVED BY THE ONTARIO MUNICIPAL BOARD ON DECEMBER 2, 2013

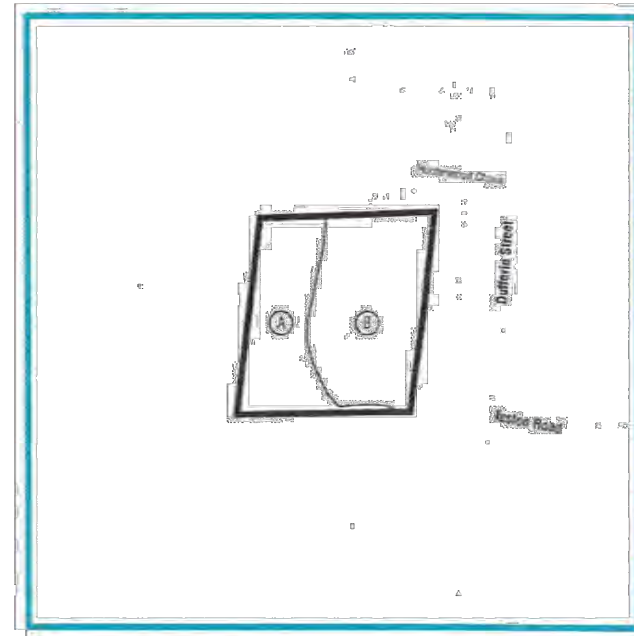
### 13.20.1 General

13.20.1.1. Notwithstanding policy 9.2.1.1, the lands identified on Map 13.20.A are subject to the following policies.

13.20.1.2. Notwithstanding policy 9.2.1.1 of the Official Plan, for lands designated Natural Areas at 1600 Teston Road, shown on Map 13.20.A as Area B, and which are under private ownership, it shall not be construed that these lands will necessarily remain designated as such indefinitely or that such areas are free and open to the general public. Where such lands are not acquired by a public body, application for their designation for other uses will be given due consideration by the municipality.

13.20.1.3. Core Features policies in Section 3.2.3 of Volume 1 of the Official Plan apply to the lands identified as Area A on Map 13.20.A. Enhancement Areas policies in Section 3.2.3 of Volume 1 of the Official Plan apply to lands identified as Area B on Map 13.20.A.

Map 13.20.A:  
1600 Teston Rd.



Not to Scale

## Approved Site Specific Policy 13.20 VOP 2010, Volume 2

APPLICANT: LOCATION:  
Teston Sands Inc. Part of Lot 26, Concession 2



Attachment

FILES: OP-17.010,  
Z-17.026 & 19T-17V009

DATE:  
June 5, 2018

6

Item:



## Committee of the Whole Report

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

**WARD:** 4

**TITLE: OFFICIAL PLAN AMENDMENT FILE OP.06.028  
ZONING BY-LAW AMENDMENT FILE Z.06.075  
RUTHERFORD LAND DEVELOPMENT CORP.  
VICINITY OF RUTHERFORD ROAD AND JANE STREET**

**FROM:**

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

**ACTION:** DECISION

---

**Purpose**

To seek endorsement from the Committee of the Whole of the Recommendations contained in this Report for Official Plan and Zoning By-law Amendment Files OP.06.028 and Z.06.075, which the Owner appealed to the Local Planning Appeal Tribunal. The Applications seek approval for three mixed-use buildings comprised of one (1) 30-storey and two (2) 26-storey residential apartment buildings, containing a total of 815 apartment units and with a density (Floor Space Index "FSI") of 8.5 times the area of the lot, as shown on Attachments #3 to #8. The Owner is also seeking and increase in building height and density in return for the provision of community benefits, pursuant to Section 37 of the *Planning Act*, including a contribution of \$4.1 million.

### **Report Highlights**

- The Owner proposes to develop the Subject Lands with three mixed-use buildings comprised of one (1) 30-storey and two (2) 26-storey residential apartment buildings, including a total of 815 apartment units, with a density (Floor Space Index - “FSI”) of 8.5 times the area of the lot. The Development also includes 1762 m<sup>2</sup> of commercial uses.
- The Owner has requested an increase in the permitted building height and density in return for the provision of community benefits, pursuant to Section 37 of the *Planning Act*, representing a contribution of \$4.1 million.
- The Owner has appealed the Applications to the Local Planning Appeal Tribunal (“LPAT”).
- An LPAT Prehearing Conference has been scheduled for June 21, 2018, to consider the resolution of Rutherford Land Development Corporation’s site-specific appeal of the Applications for Phase 1 of the Development.
- The Development Planning Department supports the approval of the Development as it is compatible with the existing and planned uses in the surrounding area. The Development is consistent with the policies of the PPS, conforms to the Growth Plan and the York Region Official Plan, and implements the Vaughan Mills Centre Secondary Plan. The number of units is in keeping with the agreement as reached between all the landowners within the corridor in respect of traffic capacity.

### **Recommendations**

THAT the Local Planning Appeal Tribunal (“LPAT”) be advised that the City of Vaughan ENDORSES the following recommendations:

1. Official Plan Amendment File OP.06.028 (Rutherford Land Development Corp.) be approved in principle, subject to the matters as set out in Recommendation # 6; to amend Volume 2 of the Vaughan Official Plan 2010, specifically Schedules “B” and “I” of the Vaughan Mills Centre Secondary Plan (“VMCSP”), on the Subject Lands shown on Attachments #1 and #2, to:
  - a) increase the permitted building height from 22 to 30-storeys;
  - b) increase the permitted density (Floor Space Index - “FSI”) from 3.72 to 8.5 times the area of the Subject Lands;
  - c) permit a 25m separation between the apartment buildings;
  - d) incorporate a minimum 2,500 m<sup>2</sup> Privately Owned Publicly Accessible Space (“POPS”); and

- e) Permit a setback of 1.5 m for a portion of a building (Jane Street) above 6 metres in height from a public street.
2. THAT Zoning By-law Amendment File Z.06.075 (Rutherford Land Development Corp.) be approved in principle, subject to the matters as set out in Recommendation #6; to:
- a) amend Zoning By-law 1-88 to rezone the Subject Lands shown on Attachments #1 and #2 from “EM1 Prestige Employment Area Zone”, subject to site-specific Exception 9(1170) to “RA3(H) Apartment Residential Zone” with the Holding Symbol “(H)”, together with the site-specific development standards identified in Table 1 of this report; and
  - b) permit the bonusing for increased building height and density for the Development shown on Attachments #3 to #8 in return for community benefits, pursuant to Section 37 of the *Planning Act*, the policies of Vaughan Official Plan 2010 (“VOP 2010”), and the City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*, including a \$4.1 million contribution towards community benefits pursuant to Vaughan Official Plan 2010 and the Vaughan Mills Centre Secondary Plan.
3. THAT the Holding Symbol “(H)” shall not be removed from the lands zoned RA3(H) Apartment Residential Zone, as shown on Attachment #3, until:
- a) The Owner successfully obtain approval of Draft Plan of Subdivision File 19T-18V001, or phase thereof, from Vaughan Council or the Local Planning Appeal Tribunal;
  - b) Water and sewer servicing capacity being identified and allocated by the City of Vaughan;
  - c) The City of Vaughan shall be in receipt of confirmation of a Ministry of Environment and Climate Change Acknowledgement/Registration of the Record of Site Condition;
  - d) The submission of an Environmental Noise Impact Study and an Environmental Vibration Report, prepared in consultation with the operators of the “Rail Yard” and the “Existing Industrial Lands”, to the satisfaction of the City of Vaughan. For the purposes of this Zoning By-law a “*Rail Yard*” is defined as the McMillan Rail Yard and the “Existing Industrial Lands” are defined as the Maple Stamping Plant;
  - e) The provision and/or securing of any required noise mitigation and control measures at the Owner’s expense as the City of Vaughan may require;

- f) If necessary, the execution of agreements satisfactory to the City of Vaughan between the Owner and owner(s) of neighbouring lands containing stationary noise sources to secure any noise mitigation measures which may be required on these neighbouring lands, as the City may require;
  - g) The Owner successfully obtaining the approval of a Site Development Application from Vaughan Council or the Local Planning Appeal Tribunal for the Development;
  - h) The execution of a Site Plan Agreement, or other such agreement, satisfactory to the City of Vaughan to be registered on title which obligates the Owner to include in all Offers of Purchase and Sale, warning clauses for the Subject Lands and to provide notice of the Class 4 Area classification to prospective purchasers of residential units on the Subject Lands to the satisfaction of the City;
  - i) The Owner successfully obtaining a resolution passed by Vaughan Council classifying the Subject Lands as a Class 4 Area;
  - j) A Subdivision Agreement and any other necessary agreement(s), has been executed and registered with respect to the Subject Lands securing the conveyance and construction of the public streets, including the completion of the extension of Caldari Road to Rutherford Road, the completion of Street B, and the widening of Jane Street; the payment of cash-in-lieu of parkland, or provision of parkland, in accordance with Section 42 of the Planning Act; cost sharing; and, the installation of the necessary municipal service and utilities, to the satisfaction of the City; and
  - k) An agreement pursuant to Section 37 of the Planning Act has been executed and registered, providing for the payment of \$4.1 million with respect to the increase in building height and density for the Development of the Subject Lands. Payment of the Section 37 amount shall be pro-rated based upon the percentage of the approved number of units and payable prior to the issuance of the first Building Permit for any above grade structure(s) (other than the temporary sales office).
4. THAT the implementing Official Plan and Zoning By-law Amendments include the provision for a contribution, pursuant to Section 37 of the *Planning Act*, for the contribution of \$4.1 million. The Section 37 benefits will be implemented through an agreement (the "Section 37 Agreement") between the Owner and the City of Vaughan to be executed prior to the removal of the Holding Symbol "(H)" from the Subject Lands. The payment of the Section 37 amount shall be paid to the



City prior to the issuance of the first Building Permit for any above grade structure and shall be applied to the community benefits pursuant to policies of Vaughan Official Plan 2010 and the Vaughan Mills Centre Secondary Plan. The amount of the payment shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Vaughan to be calculated from the date of the enactment of the Zoning By-law Amendment.

5. THAT the form and content of the Official Plan Amendment and Zoning By-law Amendment be prepared to the satisfaction of the Deputy City Manager, Planning and Growth Management and the City Solicitor.
6. THAT the Local Planning Appeal Tribunal be requested to withhold its final Decision/Order until:
  - a) The Local Planning Appeal Tribunal's final Decision/Order related to the Vaughan Mills Centre Secondary Plan, as it applies to the Subject Lands, has been issued; and
  - b) All conditions identified in this report, including the implementing Official Plan Amendment and Zoning By-law Amendment are resolved.
7. THAT the Owner be permitted to apply for a Zoning By-law Amendment application(s) or a Minor Variance Application(s) to the City and/or the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into effect, to permit minor adjustments to the implementing Zoning By-law.
8. THAT City of Vaughan staff and external counsel, as required, be directed to attend the Local Planning Appeal Tribunal Prehearing in support of the Recommendations contained in this report for Official Plan Amendment and Zoning By-law Amendment Files OP.06.028 and Z.06.075.
9. THAT, should the LPAT approve Official Plan Amendment and Zoning By-law Amendment Files OP.06.028 and Z.06.075, that the Mayor and the City Clerk be authorized to execute a Section 37 Density Bonus Agreement (the "Section 37 Agreement"), pursuant to Section 37 of the *Planning Act*, for the implementation of community benefits, to the satisfaction of the Deputy City Manager, Planning and Growth Management, and the City Solicitor.

## **Background**

The Subject Lands (the "Subject Lands") are located on the east side of Jane Street, south of Rutherford Road, as shown on Attachments #1 and #2, and are currently vacant. The surrounding land uses are shown on Attachment #2.

The Subject Lands are part of a larger land holding that is located at the southeast corner of Rutherford Road and Jane Street, shown as "Entire Land Holding of Rutherford Land



Development Corporation /Caldari Land Development Corporation” as shown on Attachments #1 and #2, which are currently vacant and are comprised of the following:

- 5.7 hectares owned by Rutherford Land Development Corp. (“RLDC lands”) located at the southeast corner of Rutherford Road and Jane Street; and
- 2.2 hectares owned by Caldari Land Development Corp. (“CLDC lands”) located immediately to the south of the RLDC lands.

***Official Plan and Zoning By-law Amendment Applications have been submitted to permit the Development***

The Owner has submitted the following applications (the “Applications”) on the Subject Lands (the “Subject Lands”) shown on Attachments #1 and #2, to permit a proposed development (the “Development”) comprised of three mixed-use buildings including one (1) 30-storey and two (2) 26-storey residential (future condominium) apartment buildings, a total of 815 apartment units, with a density (Floor Space Index - “FSI”) of 8.5 times the area of the lot. The Development also includes 1,236 m<sup>2</sup> of ground floor commercial uses and 526 m<sup>2</sup> of gross floor area (“GFA”) identified for potential community uses (e.g. a day care):

1. Official Plan Amendment File OP.06.028 to amend Volume 2 of the Vaughan Official Plan 2010 (“VOP 2010”), specifically Schedules “B” and “I” of the Vaughan Mills Centre Secondary Plan (“VMCSP”), on the Subject Lands shown on Attachments #1 and #2, to:
  - a) increase the permitted building height from 22-storeys to 30-storeys;
  - b) increase the permitted density (Floor Space Index – “FSI”) from 3.72 to 8.5 times the area of the lot of the Subject Lands;
  - c) permit a 25 m separation between the apartment buildings;
  - d) incorporate a minimum of 2,500 m<sup>2</sup> Privately Owned Publicly Accessible Space (“POPS”); and
  - e) Permit a setback of 1.5 m for a portion of a building (Jane Street) above 6 metres in height from a public street.
2. Zoning By-law Amendment File Z.06.075 to rezone the Subject Lands shown on Attachments #1 and #2 from “EM1 Prestige Employment Area Zone”, subject to site-specific Exception 9(1170) to “RA3(H) Apartment Residential Zone” with the Holding Symbol “(H)”, together with the site-specific development standards identified in Table 1 of this report.

***The site-specific Official Plan and Zoning By-law Amendment applications have been appealed to the Ontario Municipal Board***

Official Plan and Zoning By-law Amendment Files OP.06.028 and Z.06.075 were filed on the entire RLDC lands as shown on Attachment # 2 with the City of Vaughan in February of 2005 and revised in December 2006 for high-density residential uses. The review and consideration of the Applications was deferred pending the City initiated land use review of the Jane Street Corridor. These Applications were subsequently revised during the Vaughan Mills Centre Secondary Plan (“VMCSP”) process.

On February 11, 2014, the Owners appealed the Applications to the then Ontario Municipal Board (“OMB”) now the Local Planning Appeal Tribunal (“LPAT”), based on the failure of the City to render a decision within the time frames prescribed by the *Planning Act*. The appeals of the Applications were consolidated with the appeals of the VMCSP by the then OMB on April 11, 2014. Vaughan Council on February 3, 2015, considered the Applications for the RLDC lands at a Public Hearing.

The LPAT, on January 25, 2018, provided an Oral Decision approving the VMCSP, as it applies to the Subject Lands and the entire RLDC lands. The Oral Decision also allowed the Owners to maintain their site-specific Official Plan and Zoning By-law Amendment (Files OP.06.028 and Z.06.075) appeals as they relate to the balance of the RLDC lands.

The VMCSP designates the RLDC lands as “High-Rise Mixed-Use”, “Neighbourhood Park” and “Green Buffer Area” with a maximum permitted overall density of 4 FSI (Floor Space Index) times the area of the lot and maximum building heights ranging from 22 to 25-storeys.

The entirety of RLDC lands are located within the VMCSP area. The LPAT’s January 25, 2018, Oral Decision, approved the VMCSP as it applies to the RLDC lands, subject to specific conditions, including, but not limited to, the following:

- permitting a maximum of 985 dwelling units in Phase 1 (the Subject Lands) of the development (Block 4 on Attachment #3);
- requiring the extension of Caldari Road from Riverrock Gate to Rutherford Road; and
- requiring the implementation of a signalized intersection at Rutherford Road and Caldari Road, as a component of the Phase 1 Development.

The CLDC lands, as shown on Attachments #2 and #4 are not located within the VMCSP area and are designated “General Employment” by VOP 2010. The Owner is not seeking to redesignate this portion of the lands. However, the Owner of the CLDC lands has also appealed the VOP 2010, Schedule 2 (Natural Heritage Network) as it applies to their lands to the LPAT.

A LPAT Prehearing Conference is scheduled for June 21, 2018, at which time the LPAT may consider the resolution of further modifications to the VMCSP policies regarding

height and density, and the draft Zoning By-law as it relates to the Phase 1, being the Subject Lands. The Owner seeks an increase to the permitted density and building height on the Subject Lands to permit a maximum of 985 dwelling units in Phase 1 of the development (Block 4 on Attachment #3). In the event that the City and RLDC have resolved aspects of the site-specific appeals in whole, or in part, the Prehearing Conference may be converted to a Settlement Hearing.

This report provides recommendations with respect to the Official Plan and Zoning By-law Amendment Files OP.06.028 and Z.06.075 pertaining to the Subject Lands (Block 4) as shown on Attachments #2 to #4. The Subject Lands form the first Phase of development for a larger land assembly that will continue to be the subject of site-specific appeals at the LPAT. *Planning Act* applications for future development must be submitted, as required, by the Owners and considered Vaughan Council on the remaining RLDC and CLDC lands.

***Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol for the Official Plan Amendment and Zoning By-law Amendment Applications***

Although Official Plan and Zoning By-law Amendment Files OP.06.028 and Z.06.075 had already been appealed to the LPAT, Notices of Public Hearing for the Applications were circulated on January 9, 2015, and the Applications were considered at the February 3, 2015 Public Hearing.

The Notices of the Public Hearing were sent to an extended polling area beyond 150 m, as shown on Attachment #1, and to the East Woodbridge Homeowners' Association and the Weston Downs Ratepayers' Association. The Notices were also sent to those individuals that are Parties to the LPAT Hearing regarding the appeal of OPA No. 2 to the City of Vaughan Official Plan 2010 ("VOP 2010"), specifically the VMCSPP. The Notice of Public Hearing was also posted on the City's web-site at [www.vaughan.ca](http://www.vaughan.ca) and Notice Signs were installed on the Rutherford Road and Jane Street frontages of the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

The recommendation of the Committee of the Whole to receive the Public Hearing reports of February 3, 2015, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Council on February 17, 2015.

Representatives and landowners from various Parties involved the Vaughan Mills Centre Secondary Plan were present at the Public Hearing and provided written communication and/or an oral deputation.

Ms. Mariella Hernandez of Parktree Drive in Maple also appeared and commented that although a certain level of intensification is understandable for the Subject Lands, the level of intensification and building heights as proposed are excessive. Discussion regarding the proposed building height and density is included throughout this report.

The Subject Lands and the balance of the RLDC/CLDC Lands, are included within related Draft Plan of Subdivision File 19T-18V001 that is being processed by the City of Vaughan. The Draft Plan of Subdivision application is not considered as part of this report, however, was the subject of a Public Hearing held on April 4, 2018.

The Vaughan Development Planning Department on May 31, 2018, e-mailed or mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals requesting notice of further consideration of the Applications.

### **Previous Reports/Authority**

[February 3, 2015 Committee of the Whole Public Hearing \(Item 8, Report No. 8\)](#)

[April 4, 2018 Committee of the Whole Public Hearing \(Item 1, Report No. 18\)](#)

### **Analysis and Options**

#### ***The Development includes 3 apartment buildings on the Subject Lands***

The Development consists of the following:

- a) one (1) 30-storey residential and two (2) 26-storey residential (future condominium) apartment buildings including a podium that ranges in height from 2 to 6 storeys;
- b) 815 residential dwelling units;
- c) a total above grade Gross Floor Area ("GFA") of 67,568 m<sup>2</sup> (all uses);
- d) a maximum density (Floor Space Index - FSI) of 8.5 times the area of the lot;
- e) 902 parking spaces in four underground levels and a portion of the ground floor; and
- f) 1,236 m<sup>2</sup> of commercial uses and 526 m<sup>2</sup> of GFA identified for potential community uses (e.g. a day care).

The Owner also proposes to provide community benefits in return for the proposed increase in building height and density, pursuant to Section 37 of the *Planning Act*, which is discussed in this report.

#### ***The Development is consistent with the Provincial Policy Statement***

The *Provincial Policy Statement (PPS) 2014*, provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong communities, a strong economy and a clean, safe, liveable, and healthy environment. Part V – "Policies" of the PPS states (in part) the following:

#### **Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

##### ***1.1.1 Healthy, liveable and safe communities are sustained by (in part):***

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding Development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *promoting cost-effective Development patterns and standards to minimize land consumption and servicing costs;*
- e) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society; and*
- f) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs.*

The Development is consistent with the policies of the PPS and contributes to a healthy, liveable and safe community in the following manner:

- the Development would intensify an existing underutilized site in a designated settlement area at a higher density than the existing surrounding land uses and would contribute to the overall range of housing options that would meet Vaughan's housing needs;
- the proposed density would utilize the Subject Lands more efficiently and utilize existing and planned infrastructure within the built-up area, and reduce land consumption and servicing costs;
- the Development would implement the VMCSPP as it pertains to the Subject Lands; and
- the Development will be designed in compliance with the standards set by the *Accessibility for Ontarians with Disabilities Act ("AODA")* providing for accessibility for residents and visitors.

### 1.1.3.2 Settlement Areas

*The vitality of settlement areas is critical to the long term economic prosperity of communities. It is in the interest of all communities to use land and resources efficiently, to promote efficient development patterns, protect resources, and ensure effective use of infrastructure.*

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
  - i) efficiently use land and resources;
  - ii) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - iii) support active transportation;
  - iv) are transit-supportive, where transit is planned, exists or may be developed; and
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate Development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.6 New Development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.1.3.7 Planning authorities shall establish and implement phasing policies to ensure that specific targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas.

The Development is consistent with the settlement area policies of the PPS as follows:

- the Development is located in the VMCSPP area that is planned to be serviced with existing and proposed infrastructure to efficiently utilize land and resources at a density within a designated intensification area that would support higher-order transit investments;
- the Subject Lands are located within the VMCSPP, which is an identified intensification area planned to accommodate high density development that supports population growth projections in the City;
- the Subject Lands are located on Jane Street, which is identified as a Regional Rapid Transit Corridor in the York Region Official Plan, and located in close proximity to the York Region Transit bus terminal located on the Vaughan Mills Mall lands. The Jane Street corridor provides a direct connection to the Vaughan Metropolitan Centre subway station, the York Region Rapid Transit Corporation (“YRRTC”) bus terminal and the Bus Rapid Transit system on Regional Road 7 located approximately 5 km from the Subject Lands;
- the Development would implement the approved (LPAT Oral Decision) as it pertains to the Subject Lands;
- the intensification of the site provides opportunities to reduce the negative impact of climate change by promoting active transportation through reduced parking ratios and the proximity to public transportation, pedestrian and bicycle friendly environments that encourage walking and cycling; and
- through the Section 37 provisions of the *Planning Act*, which is discussed later in this report, the Owner proposes a density and building height that exceeds the permissions in the VMCSPP in return for community benefits.

#### Housing (in part)

1.4.3. *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents of the regional market area by:*

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support*

*the use of active transportation and transit in areas where it exists or is to be developed.*

The Development is consistent with the housing policies of the PPS as it includes 815 residential units including one, two and three-bedroom units at a density that efficiently uses land, infrastructure and services. The density proposed on the Subject Lands is considered to be transit-supportive and would promote active transportation, as Jane Street is an identified Regional Rapid Transit Corridor.

#### Long-Term Economic Prosperity (in part)

1.7.1 *Long-term economic prosperity should be supported by:*

- a) *promoting opportunities for economic Development and community investment-readiness;*
- b) *optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*
- c) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and*
- d) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.*

The Development is consistent with the long-term economic prosperity policies of the PPS as the VMCSPP is identified as a growth area, specifically a Primary Centre, which is recognized by VOP 2010 to support the economic prosperity of the City. A range of residential unit types in an urban environment is proposed that would accommodate additional population to support the retail, office and cultural uses. The Development represents the intensification of the Subject Lands that would contribute to the urban environment and the long-term economic prosperity of the VMCSPP.

In consideration of the above, the Development is consistent with the policies of the PPS.

#### ***The Development conforms to the Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017) (the “Growth Plan”)***

The Provincial *Growth Plan for the Greater Golden Horseshoe* (“Growth Plan”) is intended to guide the development of land; encourage compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types; and, direct growth to settlement areas that offer municipal water and wastewater systems. The Growth Plan states that a focus for transit and infrastructure investment to support



future growth can be provided by concentrating new development in these areas and creating complete communities with diverse housing types.

### Managing Growth

*Policies 2.2.1.1 and 2.2.1.2 of the Growth Plan state that the forecasted population and employment growth identified will be used for planning and managing growth to the horizon of the Growth Plan, and the forecasted growth will be allocated based on the following:*

- a) the vast majority of growth will be directed to settlement areas that:
  - i) have a delineated built boundary;*
  - ii) have existing or planned municipal water and wastewater systems; and*
  - iii) can support the achievement of complete communities;**
- b) growth will be limited in the settlement areas that:
  - i) are undelineated built-up areas;*
  - ii) are not serviced by existing or planned municipal water and wastewater systems; or*
  - iii) are in the Greenbelt Area;**
- c) within settlement areas, growth will be focused in:
  - i) delineated built-up areas;*
  - ii) strategic growth areas;*
  - iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv) areas with existing or planned public service facilities;**
- d) development will be directed to the settlement areas, except where the policies of the Growth Plan permit otherwise; and*
- e) development will be generally directed away from hazardous lands.*

*Policy 2.2.1.4 further states that the Growth Plan will support the achievement of complete communities that:*

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*

- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
  - i) *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii) *public service facilities, co-located and integrated in community hubs;*
  - iii) *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
  - iv) *healthy, local, and affordable food options, including through urban agriculture;*
- e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.*

The Development includes a mix of residential and at-grade commercial uses, which would assist in achieving the population targets set out in the Growth Plan within the City's urban boundary. The Development would benefit from the existing and planned infrastructure, while focusing new growth through intensification on an underutilized site that provides a mixed-use, pedestrian-friendly environment located in proximity to higher-order transit, and along a Regional Rapid Transit Corridor.

The Development would contribute to achieving a complete community by providing a range of residential apartment unit types with at-grade commercial uses that are convenient and accessible to the residents of the VM CSP. High-quality building design and public realm/streetscapes will be considered at the site plan approval stage. The VM CSP area, should promote a high-quality of life where the demand for vehicles is reduced because of the proximity of the Subject Lands to higher-order transit, which would reduce greenhouse gas emissions, and promote walkability and other forms of transportation.

The policies of the Growth Plan require the achievement of complete communities that feature a diverse mix of land uses, improved social equity and overall quality of life, provide a diverse range and mix of housing options, access to a range of transportation options, mitigate climate change impacts and reduce greenhouse gas emissions, and

ensure the development of high-quality compact built form with an attractive and vibrant public realm.

The Development provides housing options within the VMCSF that are supported with grade-related commercial uses that are conveniently accessible. The Subject Lands are also located near the Vaughan Mills Mall that includes retail and commercial uses along the Jane Street and Rutherford Road corridors. The proximity to higher-order transit facilities will offer transportation options and promote an active and healthy quality of life for the residents and visitors to the VMCSF.

***The Development conforms to the York Region Official Plan***

The Subject Lands are designated "Urban Area" by the York Region Official Plan ("YROP"), which permits a wide range of residential, commercial, industrial and institutional uses. The Applications conform to the YROP, as they will enable a Development that will assist in ensuring that by the year 2015 and for each year thereafter, a minimum of 40% of all residential development will occur within the built-up area as defined by the Province's Built Boundary in the Growth Plan (Policy 5.3.1). The Development is in an urban form and design that is compact, oriented to the street, pedestrian and cyclist-friendly, and transit supportive (Policy 5.4.5).

York Region staff encourages the Development to have an integrated and innovative approach to water management, be water efficient, and minimize stormwater volumes and contaminant loads and maximize infiltration through an integrated treatment approach (Policy 5.2.11). It is recommended that the development be designed to achieve energy efficiency levels that exceed the Ontario Building Code (Policy 5.2.20); to achieve 10% greater water efficiency than the Ontario Building Code (Policy 5.2.22); be designed to maximize solar gains; be constructed in a manner that facilitates future solar installations (i.e. solar ready) (Policy 5.2.26); and, incorporate green building standards, such as LEED®, ENERGY STAR®, or other emerging technologies (Policy 7.5.12).

The YROP contains policies that direct local municipalities to plan for appropriate levels of development in an intensification hierarchy. This hierarchy is the backbone of the Regional urban structure. The Vaughan Mills Centre Secondary Plan area is identified as a Primary Centre in the 2010 Vaughan Official Plan. Primary Centres are one level below the City's most urbanized core, the Vaughan Metropolitan Centre.

York Region has provided technical comments from Regional Departments including Transportation Planning, Traffic Signal Operations, Development Engineering, and the York Region Rapid Transportation Corporation ("YRRTC"). Regional Transportation staff have no objection to the Applications. However, the comments outlined below will need to be fully addressed to the satisfaction of York

Region prior to the issuance of conditions for Draft Plan of Subdivision and Site Development approvals.

### Transportation

The preliminary site plan and draft Zoning By-law include a zero setback to the lot lines. No portion of the building structure, above or below ground, or associated footings and construction shoring system shall encroach within the York Region right-of-way, including daylighting triangles.

A comprehensive Transportation Demand Management (“TDM”) Plan consistent with Region Transportation Mobility Plan Guidelines will be required as part of the Site Development Application to the satisfaction of York Region. The TDM Plan shall include a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the Owner to implement the TDM Plan recommendations. Estimated costs for any items that are provided by York Region or the City shall be identified. The TDM Plan shall include a communication strategy, to assist York Region and the City to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents.

Existing transit services are provided along Jane Street and Rutherford Road in the vicinity of the Subject Lands. York Region Transit has no comments at this time. Comments will be provided at the site plan stage.

The following comments were provided with respect to Draft Plan of Subdivision File 19T-18V001 (the “Draft Plan”):

- a) The Draft Plan shall implement all the requirements/conditions as stipulated in VOP 2010 and the VMCSP, including a phasing plan, the Caldari Road extension requirements from Riverock Gate to Rutherford Road and an updated transportation study;
- b) The new intersection of Caldari Road and Rutherford Road will require a 15m x 15m daylight triangle;
- c) A 45 metre right-of-way for this section of Jane Street is to be provided. As such, all municipal setbacks shall be referenced from a point 22.5 metre from the centerline of construction of Jane Street and any lands required for additional turn lanes at the intersections will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor;
- d) A 43 metre right-of-way for this section of Rutherford Road is to be provided. As such, all municipal setbacks shall be referenced from a point 21.5 metre from the centerline of construction of Rutherford Road and any lands

required for additional turn lanes at the intersections will also be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of the York Region Solicitor;

- e) Direct pedestrian and cycling connections to the boundary roadways and adjacent developments, as well as facilities on the site (e.g. convenient and secure bike racks near entrances) to promote the usage of non-auto travel modes will be required. Conceptual drawings showing the pedestrian and cycling connections and facilities will be required;
- f) A comprehensive TDM Plan consistent with the Region Mobility Plan Guidelines will be required;
- g) Interconnections with adjacent developments or existing communities in order to consolidate and reduce the number of accesses onto Regional roads (as per the Regional Official Plan Policy 7.2.53), where appropriate will be reviewed; and
- h) The provision of proposed development access via local streets, shared driveways and interconnected properties to maximize the efficiency of the Regional street system (as per the Regional Official Plan Policy 7.2.53), where appropriate will be encouraged.

Additional comments and conditions will be provided through the review of the Draft Plan of Subdivision and Site Development Applications for the Development.

#### Water and Wastewater Servicing

Infrastructure Asset Management has reviewed the Development in conjunction with the Functional Servicing Report (“FSR”) dated December 2017, by Valdor Engineering Inc.

#### a) Servicing Allocation

All residential development requires servicing capacity allocation from the City of Vaughan prior to final approval. If the City of Vaughan does not grant allocation from the existing capacity assignments to date, the build out of the VM CSP may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- Dufferin Creek Water Pollution Control Plant Outfall Modification - 2021 pending the outcome of the Class Environmental Assessment (“EA”) currently underway;
- Northeast Vaughan Wastewater Servicing - 2028 expected completion; and,
- Other projects as may be identified in future studies.

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only.

b) Municipal Servicing

Based on the FSR submitted by the Owner, the Development is serviced by way of connection to City of Vaughan wastewater and water infrastructure in the Caldari Road right-of-way. The FSR indicates that the 400mm diameter water main on Caldari Road is proposed to be extended to Rutherford Road to directly connect to the Region's 900 mm diameter water main. A direct connection to York Region infrastructure requires York Region's approval prior to construction. To this end, the Owner is advised of the following York Region requirements:

- Engineering designs showing the plan and profile views of the associated construction works shall be submitted to the Region's Community Planning and Development group for review and approval by the Infrastructure Asset Management ("IAM") branch of Environmental Services;
- A Disinfection Plan;
- Flushing and sampling program;
- Ministry of the Environment and Climate Change (MOECC) Form 1 - Record of Watermains Authorized as a Future Alteration; and
- Two (2) weeks advanced notice prior to the connection works so that a Regional inspector can be present at the site during construction.

c) Potential Impact on Regional Infrastructure:

The Owner is advised that the following York Region infrastructure are located in the vicinity of the Subject Lands:

- a 900 mm diameter water main within Rutherford Road right-of-way ("ROW") and;
- a 975 mm diameter Jane Rutherford Sanitary Trunk Sewer near the western and southern limit of the Subject Lands.

The Development consists of 815 residential apartment units that range from one-bedroom to three-bedroom unit sizes that contribute to a diverse housing stock in the Region. The Development supports the Regional objective regarding the provision of a mix and range of housing. The Development provides a mix of residential unit types and a condominium tenure in the VMCSPP, which is planned to accommodate residential, commercial, and open space uses. The Subject Lands are located in proximity to higher-order transit, which would promote the use of the public transit by the residents of the Development. The combination of the enhanced streetscape and the introduction of the residential apartment units would complement the existing and planned uses in

proximity of the Subject Lands, thereby contributing to the evolution of the VMCSPP as a complete community.

The Development is urban and compact in form. The proposed buildings are oriented and designed to include the main entrances with access to Jane Street and Caldari Road, which would provide a pedestrian-friendly urban form that integrates with, and is enhanced by, the high-quality streetscape. The Development will incorporate a series of on-site long-term and short-term bicycle storage facilities to support and encourage active modes of transportation.

In consideration of the above, the Development conforms to the YROP.

***The Development Planning Department supports the proposed amendments to VOP 2010***

The Subject Lands are identified as an area “Subject to a Secondary Plan” by VOP 2010. The LPAT has issued an Oral Decision regarding the VMCSPP as it applies to the Subject Lands. The Subject Lands are designated “High-Rise Mixed-Use” within the VMCSPP Area and the VMCSPP is further identified as a “Primary Centre” by VOP 2010.

Section 2 of VOP 2010 includes policies related to Managing Growth. These policies establish a hierarchy of Intensification Areas that range in building height and intensity of use.

Primary Centres are identified as locations for intensification accommodated in the form of predominantly mixed-use high and mid-rise buildings, developed at a density supportive of transit. Intensification Areas are the primary locations for the accommodation of growth and the greatest mix of uses, heights and densities in accordance with the prescribed hierarchy established in VOP 2010.

Intensification Areas in Vaughan are the primary locations for the accommodation of the 45% intensification target set by VOP 2010. They consist of a hierarchy of mixed-use centres and corridors. Primary Centres are intended to accommodate a wide range of uses with taller buildings including lower-scale buildings in order to facilitate an appropriate gradation of height transition to neighbouring areas. In addition to the Vaughan Metropolitan Centre (“VMC”), the main areas where transformation will occur in Vaughan are the Primary Centres, which will evolve as distinct places of major activity around planned subway stations and existing regional shopping destinations. Primary Centres are mixed-use areas with residential development, as well as a wide range of other uses, that will serve the residents of the Primary Centre, the surrounding Community Areas and the City as a whole. Other uses within the Primary Centres including retail uses, institutional uses, office uses, community facilities and human services. Primary Centres are to be designed as transit-oriented, pedestrian-friendly places.

Primary Centres are planned to:

- a) develop with a mix of housing types and tenures, including housing suitable for seniors and families with children and affordable housing;
- b) include a mix of non-residential uses including retail, office, institutional, community facilities, and human services intended to serve both the local population and the City as a whole, and attract activity throughout the day;
- c) develop at densities supportive of planned public transit;
- d) have a fine grain of streets suitable for pedestrians and cyclists, with appropriate internal links and links to the surrounding Community Areas which may take the form of sidewalks and/or greenways;
- e) include well designed public open spaces that are either landscaped parks, or public plazas or both in a manner that is appropriate to the local context;
- f) encourage a pedestrian-friendly built form by locating active uses at grade; and
- g) be designed and developed to implement appropriate transition of intensity and use to surrounding Community Areas, and/or separation from adjacent Employment Areas.

The then OMB (now LPAT) on January 25, 2018, by Oral Decision approved the VM CSP as it applies to the RLDC lands, thereby designating the overall RLDC lands as “High-Rise Mixed-Use”, “Neighbourhood Park”, and “Green Buffer Area” in accordance with Schedule “C” of the VM CSP. To date, the LPAT has not issued a written Decision/Order to implement the January 25, 2018, Oral Decision. The OMB approval included a maximum permitted overall density FSI of 4 times the area of the lot and maximum building heights ranging from 22 to 25-storeys, on the RLDC, subject to specific conditions, including, but not limited to:

- permitting a maximum of 985 dwelling units in Phase 1 of the development (Block 4, the Subject Lands);
- requiring the extension of Caldari Road from Riverrock Gate to Rutherford Road; and
- requiring the implementation of a signalized intersection at Rutherford Road and Caldari Road, as a component of the Phase 1 development.

The Development (Phase 1) is for 815 units, will facilitate the required extension of Caldari Road and the Owner will be required to contribute to the signalization of the intersection of Rutherford Road and Caldari Road as set out in the LPAT Oral Decision.



The Subject Lands form Phase 1 of the overall development proposal for the RLDC lands. The VMCSPP designated the Subject Lands as “High-Rise Mixed-Use” and permits a maximum density (FSI) of 3.5 times the area of the lot for residential use, with an additional 0.5 times the area of the lot for non-residential use and a building height of 22-storeys. This designation permits a broad mix of uses, including residential dwellings, retail, service commercial, public uses, and policies for parking structures. In regard to proposed residential and commercial land uses, the Development conforms to the VMCSPP, as approved by the then OMB.

The then OMB’s Oral Decision contemplate that additional height and density may be approved through Section 37 bonusing in order to achieve the 985 units, subject to the provisions of Policy 9.0, Part C, which requires that development shall conform to the design principles set out in Section 1.4.1 of the VMCSPP. The development of Block B4 (Subject Lands) lands could only proceed upon the final determination of the site-specific appeals respecting Block B4 lands, including applicable Official Plan and Zoning By-law amendments.

The proposed Development on Block 4 exceeds the maximum building height and density permissions of the VMCSPP as approved by the then OMB. The Subject Lands are located on a Regional Rapid Transit Corridor, in close proximity to the YRRTC Bus Terminal (Vaughan Mills Mall), and within 5 km of the VMC subway station, the YRRTC Bus Terminal and the Bus Rapid Transit along Regional Road 7. The density of the Development would contribute to and support higher order transit.

***\$4.1 million for community benefits is recommended in return for increased density and building height, pursuant to Section 37 of the Planning Act, VOP 2010, the VMCSPP and the City’s Guidelines for the Implementation of Section 37***

To facilitate the Development, the Owner proposes to amend the VMCSPP to increase the permitted building height from 22-storeys to 30-storeys and to increase the overall (residential and non-residential) permitted density (FSI) from 3.72 to 8.5 times the area of the Subject Lands. Pursuant to Section 37 of the *Planning Act*, the policies of the VMCSPP and VOP 2010, and the “City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*”, Vaughan Council may authorize an increase in building height and density in return for the provision of community benefits. The Owner has agreed to provide community benefits in exchange for increased density and building height.

Sections 10.1.2.9 of VOP 2010 and 3.5.8, 6.1.5 and 9.0 of the VMCSPP include policies to permit bonusing for increased building height and density in return for the provision of community benefits in the form of facilities, services or other matters, provided that the following criteria are met:

a) Good Planning

The Development must represent good planning, be consistent with the other objectives of VOP 2010 and the VMSCP and be consistent with the applicable built form and neighbourhood compatibility objectives. The Development is located on Jane Street, which is identified as a Regional Rapid Transit Corridor within the Regional Transit Network. The Jane Street Corridor is proposed to become a key destination and gateway within the emerging Vaughan Mills Centre. York Region Transit operates a bus terminal in the Vaughan Mills Mall lands approximately 300 m from the Subject Lands and the Subject Lands are located on a designated Regional Rapid Transit Corridor that provides a direct connection to major transit infrastructure in the Vaughan Metropolitan Centre approximately 5 km away. The Development is consistent with the PPS and conforms to the Growth Plan and the YROP.

The proposed increase in the maximum density and building height for the Development is achieved through the Section 37 provisions of the *Planning Act* and the VOP 2010 policies. Several iterations of design development were required to ensure that the Development met the policies, objectives and desired outcomes of the VMSCP, in order to be supported as good planning.

In Section 3 of the City's *Guidelines for the Implementation of Section 37 of the Planning Act*, "good planning" includes addressing all other policies contained in the Official Plan, including urban design policies and objectives, the relationship of the Development to its context, the adjacent streets, the creation of a good public realm, improvements to the public realm adjacent to the site, including off-site improvements and adequate infrastructure. Following a series of collaborative design workshops with the Owner to ensure that the above objectives were met, the Development shown on Attachments #3 to #8, is determined to represent good planning.

The Development is in keeping with the fundamental principles of the VMSCP, and is aligned with the objectives, including, but not limited to, the following:

1.4.1, Part B, Jane Street Corridor

The Jane Street Corridor includes lands within the Jane Street and Rutherford Road intersection and lands fronting along the Jane Street Corridor between Locke Street and Rutherford Road. The Jane Street and Rutherford Road area plays an important role as a transportation node, and as an employment and mixed-use commercial corridor in the city. The area is in transition which includes major redevelopment currently under construction or planned such as the Mackenzie Vaughan Hospital, development in the VMSCP area and the VMC to the south (Jane Street and Regional Road 7). This area provides an opportunity

for intensification along with future higher-order transit in coordination with other planned development along Jane Street.

The overall vision for the area is focused towards achieving a higher density mixed-use neighbourhood supported by high order transit that is served by accessible open space and parks, pedestrian connections, community services, and an enhanced pedestrian realm.

The Jane Street Corridor is proposed to become a key destination and gateway within the emerging Vaughan Mills Centre. The Jane Street Corridor will be urban in nature, reflecting its function as a regional point of attraction and transit oriented development.

The defining characteristics of this area include, without limitation:

- Supporting a gateway development character at the corner of Jane Street and Rutherford Road as a symbolic point of reference for the area;
- Orienting the tallest buildings towards the Jane Street and Rutherford Road intersection;
- A pedestrian-oriented and urban cross-section for Rutherford Road and Jane Street with a mixed-use retail/residential frontage with buildings set close to the street to create an address;
- High quality streetscaping and pedestrian facilities;
- Providing mid-block connections and linkages to the surrounding land uses and open spaces, with trail linkages to the West Don River Valley to the east;
- Creating internal public street networks for improved traffic flow and connectivity to develop the city grid;
- Providing publicly accessible open spaces (“POPS”) that functions as a central feature for development ensuring that amenity spaces are well connected to the broader public realm network;
- Incorporating iconic elements, architectural features and public art that contributes to the character and identity of the community;
- Creating mixed-use frontages along Jane Street to encourage animation of the street and neighbourhood vibrancy;
- Exploring typological variation in building design to increase visual interest by considering variation in tower shape, orientation, and façade design;
- Orienting and massing buildings to frame views and control privacy between properties;
- Structuring building massing to create a public realm interface that frames open spaces and provides a sense of enclosure and human scale for pedestrians;

- Providing pedestrian connections with existing and future transit facilities, retail, open space, and natural heritage areas; and
- Buffering from surrounding employment land uses.

### Provide a Diverse Range of Housing Options in the Vaughan Mills Centre

The VMCSPP should provide for a diverse range of housing options in high-rise, mid-rise, and low-rise buildings, to support a variety of incomes, family types, and age groups that allows people to live in the Vaughan Mills Centre area through all stages of their lives.

#### Objectives:

- Encourage a diverse mix of housing typologies, tenures, and affordable housing opportunities within compact residential areas in order to provide options for people of all ages in more urban housing forms; and
- Allow for housing in mixed-use developments to ensure that the street is active and animated all days of the week, and all times of the day.

### 2.1 The Big Moves

- Allow the Vaughan Mills Mall to expand through a mix of retail/residential development. Future expansion of the shopping centre parking areas to be redeveloped as mixed-use development blocks supported by structured parking;
- Focus mid-rise development around the ring road and Bass Pro Mills Drive; and
- Locate taller buildings along Rutherford Road, Jane Street, and the Highway 400.

#### Jane and Rutherford Transit Hub Gateway

- Recognize and develop the Rutherford Road and Jane Street intersection as a significant gateway node through unique architectural features, active at-grade uses, and consider introducing a significant gathering place;
- Support the development of a Transit Hub and the possible extension of the Spadina Subway from the VMC to the Vaughan Mills Centre; and
- Encourage the development and location of government and public uses close to existing and planned transit stops.

The intent of the VMCSPP is to:

- Integrate transportation and land use decision making to support the development of Vaughan Mills Centre as a compact, transit-oriented, and complete community;

- Enhance the connectivity of the transportation network for both motorized and other active modes of transportation;
- Support the development of a future transit hub around the intersection of Jane Street and Rutherford Road in promoting higher order rapid transit and the potential subway extension, and encourage transit-oriented development policies to guide development around the potential future Transit Hub, as identified on Schedule G: Transit Network;
- Utilize transportation demand management to influence travel patterns and reduce auto dependency; and
- Encourage active transportation by providing safe and barrier-free access, human-scaled built environments, pedestrian-oriented streetscapes and amenities, and a network of connected destinations.

The architectural drawings, as shown on Attachments #3, #5, #6 and #8, include one (1) 30-storey and two (2) 26-storey residential apartment buildings, including a podium that provides ground floor commercial uses along Jane Street.

Staff has worked with the Owner to animate the frontages along Jane Street, the future extension of Caldari Road, and the proposed east-west collector road and to provide publicly accessible green space. The proposed site plan shown on Attachment # 3 includes commercial uses within the first 2-storeys along Jane Street, and live/work units along Caldari Road. The Development includes pedestrian accessible centrally located green space in the courtyard of the 3 buildings atop the podium. The implementing Official Plan Amendment and Zoning By-law will establish the minimum size requirement for privately owned publicly accessible (“POPS”) space. The current Development includes 2,500 m<sup>2</sup> of POPS, which will be refined through to the development review process.

The Owner has submitted a sun/shadow analysis and wind tunnel model analysis for the Development. The final site and building design will include the recommended mitigation measures to ensure that the perimeter of the building and all open spaces, are suitable for pedestrians year-round, which will be finalized at the site plan approval stage.

Vehicular access to the Development is proposed from a right-in, right-out driveway along the proposed east-west collector road connecting Jane Street and Caldari Road, as shown on Attachment #3.

The final site plan, building elevations, landscape plans, signage and lighting plan, must be approved by the Development Planning Department through the site plan approval process.

The Development consists of 815 residential apartment units that range from one-bedroom to three-bedroom unit sizes that contribute to a diverse housing stock in the Region. The Development supports the objective of providing a mix

and range of housing. The Development includes a mix of uses including residential uses (1, 2 and 3-bedroom units) and ground floor commercial/retail and open space within the VMCSPP in close proximity to existing and planned employment, retail, open space, and community facilities. The Subject Lands are located in proximity to higher-order transit, which would promote the use of the public transit by the residents of the Development. The combination of the enhanced streetscape and the introduction of the residential apartment units would complement the existing and planned surrounding commercial, office, retail, and community facility uses in proximity of the Subject Lands, thereby contributing to the success of the VMCSPP as a complete community.

The Development is urban and compact in form. The proposed buildings are oriented and designed to include the main entrances with access to Jane Street and Caldari Road, which would provide a pedestrian-friendly urban form that integrates with, and is enhanced by, the high-quality streetscape. The Development will incorporate a series of on-site long-term and short-term bicycle storage facilities to support and encourage active modes of transportation.

The Development forms the first block of a larger development area (i.e. VMCSPP area) that will include a mixed-use, high-density residential development with ground-related commercial uses. The Development is considered good planning in consideration of the overall context of the planned and existing land uses and recently approved developments in the area. The Development will contribute to supporting a gateway development character at the corner of Jane Street and Rutherford Road. The Development also supports an urban and integrated transportation system within a Primary Centre as a focus of economic activity and culture, and contribute to a high-quality and sustainable community in the VMCSPP.

In consideration of the above, the proposed increase in the maximum building height and density in return for the provision of community benefits represents good planning.

b) Community Benefits

The community benefits must bear a reasonable planning relationship to the increase in building height and density of the Development. In accordance with Section 37 of the *Planning Act*, Vaughan Council may authorize an increase in building height and/or density of development otherwise permitted in Schedule B of the VMCSPP, in return for the provision of community benefits in the VMCSPP. Vaughan Official Plan 2010 and the Vaughan Mills Centre Secondary Plan identify community benefits that may qualify, including, but not limited to:

- public art contributions;

- non-profit and/or public arts, and cultural, community or institutional facilities;
- upgrades to community facilities that are above the City's standard level of service;
- fully furnished and equipped non-profit day care facilities, including startup funding; and
- The provision of affordable housing in the form of land, residential units or cash contributions to be transferred to the Region (Housing York, Inc.) or to a non-profit housing provider, free of cost (including maintenance and condo fees if applicable).

The City has determined, in accordance with the City's Guidelines for the Implementation of Section 37 of the Planning Act, that the Section 37 contribution should be \$4.1 million. The allocation of the contribution to community benefits shall be determined pursuant to the policies of VOP 2010 and the VMCSPP policies.

Should the Applications be approved, the Owner and the City shall execute a Section 37 Agreement to increase the maximum permitted building height (22-storeys) by 8-storeys for the proposed 30-storey building, and 4-storeys for each of the 26-storey buildings and to increase the maximum density on the Subject Lands from 3.72 FSI to 8.5 FSI, prior to the removal of the Holding Symbol "(H)" from the Subject Lands. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance with the Tariff of Fees By-law 018-2018 for Planning Applications. A condition to this effect is included in the Recommendations of this report.

c) Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of the VMCSPP through the provisions for adequate infrastructure that support the increase in building height and density.

***The Planning Act enables a municipality to pass a resolution to permit a landowner to apply for future Zoning By-law Amendment or Minor Variance application(s), if required, within 2 years of a Zoning By-law coming into full force and effect***

Section 29(2) of the *Planning Act* restricts a landowner from applying for a Zoning By-law Amendment application(s) or a Minor Variance Application(s) to the City and/or the Vaughan Committee of Adjustment before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands came into effect. However, the *Planning Act* also enables Council to pass a resolution to allow an applicant to apply for a Zoning By-law Amendment or Minor Variance Application(s) to permit minor adjustments to the implementing Zoning By-law, prior to the two-year moratorium. Should Council approve Zoning By-law Amendment File Z.17.028, the Development

Planning Department, in recognition of the complexity of this Development, has included a Recommendation to permit the Owner to apply for a Zoning By-law Amendment application(s) or a Minor Variance application(s) to address refinements to the project that may arise through the final design and construction of the Development.

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

The Subject Lands are zoned “EM1 Prestige Employment Area Zone”, as shown on Attachment #2, subject to site-specific Exception 9 (1170) by Zoning By-law 1-88, which only permits employment uses. To permit the Development, the Owner is proposing to rezone the Subject Lands to “RA3(H) Apartment Residential Zone” with the Holding Symbol “(H)” in the manner shown on Attachment #3, and subject to the following site-specific exceptions to Zoning By-law 1-88:

Table 1

	<b>Zoning By-law 1-88 Standard</b>	<b>By-law 1-88 - RA3 Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Zone Requirements</b>
a.	Definition of Lot	Means a parcel of land fronting on a street separate from any abutting land to the extent that a Consent (severance) contemplated by Section 49 of the Planning Act, RSO 1983 would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for Building Permit shall be deemed to be a parcel of land and a reserve shall not form part of the street.	Means a parcel of land fronting on a street separate from any abutting land to the extent that a Consent (severance) contemplated by Section 50 of the Planning Act, R.S.O. 1990, CP. 13 would not be required for its conveyance. For the purpose of this By-law, land defined in an application for a Building Permit shall be deemed to be a parcel of land and a reserve shall not form part of the lot. The Subject Lands shall be deemed to be one lot regardless of the number of buildings or structures erected and regardless of any conveyances, consents, subdivisions, easements, or condominiums, or other permissions granted after the approval of this By-law, shall



Table 1

	<b>Zoning By-law 1-88 Standard</b>	<b>By-law 1-88 - RA3 Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Zone Requirements</b>
			be deemed to comply with the provisions of this By-law.
b.	Definition of Underground Parking Structure	Zoning By-law 1-88 does not include a definition for a "Underground Parking Structure"	Underground Parking Structure: Means a building or structure constructed below finished grade used for the temporary parking of motor vehicles and shall not include the storage of impounded or derelict motor vehicles.
c.	Definition of Car Share	Zoning By-law 1-88 does not include a definition for an "Car Share"	Car Share: Means a service for local users in support of community transit and environmental goals. It is a membership-based on service offering members access to a dispersed network of shared vehicles 24 hours, 7 days a week. It is primarily designed for shorter times and shorter distance trips providing a public service to enhance mobility options. It does not include an automobile dealership; rental car uses or an automobile car brokerage use. Car Share parking spaces may be set aside within a covered area on the Subject Lands, and will not count towards satisfying the minimum parking supply requirements of this By-law.

Table 1

	<b>Zoning By-law 1-88 Standard</b>	<b>By-law 1-88 - RA3 Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Zone Requirements</b>
d.	Retail/ Commercial Uses	Not Permitted in an RA3 Zone	<p>Permit the following non-residential uses having a maximum total Gross Floor Area ("GFA") of 1,800 m<sup>2</sup> within a wholly enclosed building with no open storage as follows:</p> <ul style="list-style-type: none"> <li>• Banking or Financial Institution</li> <li>• Brewers Retail Outlet</li> <li>• Business or Professional Office</li> <li>• Car Share</li> <li>• Club or Health Centre</li> <li>• Community Centre</li> <li>• Day Nursery</li> <li>• Eating Establishment</li> <li>• Eating Establishment - Convenience</li> <li>• Eating Establishment – Take Out</li> <li>• Independent Living Facility</li> <li>• Long Term Care Facility</li> <li>• Personal Service Shop</li> <li>• Pet Grooming Establishment</li> <li>• Pharmacy</li> <li>• Public, Technical or Private School</li> <li>• Public School</li> <li>• Public Library</li> <li>• Recreational Use</li> <li>• Retail Store</li> <li>• Underground Parking Structure</li> <li>• Veterinary Clinic</li> <li>• Video Store</li> </ul>

Table 1

	<b>Zoning By-law 1-88 Standard</b>	<b>By-law 1-88 - RA3 Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Zone Requirements</b>
e.	Minimum Setback To Portion of Building Below Grade (Underground Garage)	Front (East-west Road) Lot Line - 1.8 m Exterior Lot Line - 1.8 m	<ul style="list-style-type: none"> <li>• Front Lot Line - 0 m</li> <li>• Exterior Lot Line - 0 m</li> </ul>
f.	Minimum Building Setbacks	Front (East - West Road) - 7.5m Exterior sides - 7.5m	Front - 1.5m and 0 m at site triangle Exterior Sides - 1.5m and 0m at site triangle
g.	Minimum Lot Area Per Unit	67 m <sup>2</sup>	9.74 m <sup>2</sup> (7,940 m <sup>2</sup> / 815 units)
h.	Minimum Amenity Area Per Unit	475 One Bedroom Units @ 20 m <sup>2</sup> / unit = 9,500 m <sup>2</sup>  273 Two Bedroom Units @ 55 m <sup>2</sup> / unit = 15,015 m <sup>2</sup>  67 Three Bedroom Units@ 90 m <sup>2</sup> / unit = 6,030 m <sup>2</sup>  Total Amenity Area Required = 30,545 m <sup>2</sup>	815 @ 2.5 m <sup>2</sup> /unit (all unit types) = 2,038 m <sup>2</sup>
i.	Maximum Building Height	44 m	Tower A - 98.5 m (30-storeys) Tower B - 85.5 m (26-storeys) Tower C - 85.5 m (26-storeys)
j.	Minimum Parking Requirement		902 total parking spaces, which includes the sharing of

Table 1

	<b>Zoning By-law 1-88 Standard</b>	<b>By-law 1-88 - RA3 Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Zone Requirements</b>
		<p>815 apartment units @ 1.5 spaces / unit = 1,223 spaces</p> <p>+</p> <p>815 apartment units @ 0.25 visitor spaces/unit = 204 spaces</p> <p>+</p> <p>1,236 m<sup>2</sup> Commercial (Retail) @ 6 spaces/100 m<sup>2</sup> = 75 spaces</p> <p>+</p> <p>526 m<sup>2</sup> Commercial (Community Use) @ 3.3 spaces/100 m<sup>2</sup> = 18 spaces</p> <p>Total Parking Required = 1,520 spaces</p>	<p>visitor and commercial spaces based on the following:</p> <p>475 - 1 Bedroom units @ 0.85 spaces / unit = 404 spaces</p> <p>+</p> <p>273 - 2 Bedroom units @ 0.95 spaces / unit = 260 spaces</p> <p>+</p> <p>67 - 3 Bedroom units @ 1.15 space / unit = 77 spaces</p> <p>+</p> <p>Visitor Parking spaces: 815 units @ 0.2 spaces/unit = 163 spaces</p> <p>+</p> <p>1,236 m<sup>2</sup> Commercial (Retail) @ 4.5 spaces/100m<sup>2</sup> = 37 spaces</p> <p>+</p> <p>526 m<sup>2</sup> Commercial (Day Care, or, other Community Use) @ 3.0 spaces/100m<sup>2</sup> = 16 spaces</p> <p>Total Parking Required 957 Minus 5.75 % reduction proximity to transit and for mix of uses</p>
k.	Minimum Parking Space Size	2.7 m X 6 m	2.7 m X 5.7 m
l.	Minimum Landscape Strip Width Abutting a Street	6 m	1.5m and 0 m (at the site triangle)

The Development Planning Department can support the zoning exceptions in Table 1 on the following basis.

a) Permitted Uses

The introduction of the additional uses is consistent with the policies and the permitted uses in the VMCSF and is considered compatible with the planned surrounding uses and implements the VMCSF.

b) Definitions

The proposed definitions (i.e. Lot, Underground Parking Structure and Car Share) are required to ensure that for zoning purposes, the Subject Lands are deemed to be one lot regardless of future conveyances and to avoid future technical zoning amendments. The definitions are also required to implement the mixed-use vision of the secondary plan.

c) Parking Space Size, Parking Standards and Access

The Owner has submitted analysis prepared by Poulos and Chung Limited to support the proposed parking supply.

The Study concludes that a total parking supply of 902 spaces is adequate to support the Development, whereas 957 spaces are required based on the City's Draft Parking Standards (IBI Study, 2010), resulting in a parking deficiency of 5.75%. The Parking Justification Study supports a reduction below the IBI Study rates based on adjustment factors recommended in the Study, including proximity to frequent transit and that the proposal is a mixed-use development. After the application of these adjustment reduction factors, the overall parking requirement is 899 spaces, resulting in a surplus of 3 spaces.

The Development Engineering ("DE") Department has reviewed the study and advise they have no objection to the proposed parking supply and parking space size.

d) Site-Specific Development Standards

The proposed zoning standards identified in Table 1 would permit a Development that creates a built form and pedestrian realm relationship that is supported in an intensification area. The site-specific development standards are consistent with the approved development standards for the LPAT (then OMB) approved projects in the immediate area.

e) Holding Symbol "(H)"

Should the Applications be approved, it is recommended that the Subject Lands be zoned with the Holding Symbol "(H)" until the following matters are addressed:

- i) The Owner successfully obtain approval of Draft Plan of Subdivision File 19T-18V001, or phase thereof, from Vaughan Council or the Local Planning Appeal Tribunal;
- ii) Water and sewer servicing capacity being identified and allocated by the City of Vaughan;
- iii) The City of Vaughan shall be in receipt of confirmation of a Ministry of Environment and Climate Change Acknowledgement/Registration of the Record of Site Condition;
- iv) The submission of an Environmental Noise Impact Study and an Environmental Vibration Report, prepared in consultation with the operators of the “Rail Yard” and the “Existing Industrial Lands”, to the satisfaction of the City of Vaughan. For the purposes of this Zoning By-law a “*Rail Yard*” is defined as the McMillan Rail Yard and the “Existing Industrial Lands” are defined as the Maple Stamping Plant;
- v) The provision and/or securing of any required noise mitigation and control measures at the Owner’s expense as the City of Vaughan may require;
- vi) If necessary, the execution of agreements satisfactory to the City of Vaughan between the Owner and owner(s) of neighbouring lands containing stationary noise sources to secure any noise mitigation measures which may be required on these neighbouring lands, as the City may require;
- vii) The Owner successfully obtaining the approval of a Site Development Application from Vaughan Council or the Local Planning Appeal Tribunal for the Development;
- viii) The execution of a Site Plan Agreement, or other such agreement, satisfactory to the City of Vaughan to be registered on title which obligates the Owner to include in all Offers of Purchase and Sale, warning clauses for the Subject Lands and to provide notice of the Class 4 Area classification to prospective purchasers of residential units on the Subject Lands to the satisfaction of the City;
- ix) The Owner successfully obtaining a resolution passed by Vaughan Council classifying the Subject Lands as a Class 4 Area;
- x) A Subdivision Agreement and any other necessary agreement(s), has been executed and registered with respect to the Subject Lands securing the conveyance and construction of the public streets, including the completion of the extension of Caldari Road to Rutherford Road, the

completion of Street B, and the widening of Jane Street; the payment of cash-in-lieu of parkland, or provision of parkland, in accordance with Section 42 of the Planning Act; cost sharing; and, the installation of the necessary municipal service and utilities, to the satisfaction of the City; and

- xi) An agreement pursuant to Section 37 of the Planning Act has been executed and registered, providing for the payment of \$4.1 million with respect to the increase in building height and density for the Development of the Subject Lands. Payment of the Section 37 amount shall be pro-rated based upon the percentage of the approved number of units and payable prior to the issuance of the first Building Permit for any above grade structure(s) (other than the temporary sales office).

These conditions related to the removal of the Holding Symbol “(H)” from the Subject Lands are included in the Recommendations of this report. The final form and content of the implementing Zoning By-law will be finalized through the LPAT proceedings.

**The Toronto and Region Conservation Authority (“TRCA”) can support the Development, subject to their comments and conditions**

The TRCA can support the approval of the Applications for the Subject Lands. However, the TRCA has identified matters regarding the future extension of Caldari Road that need to be addressed prior to finalizing the implementing Official Plan and Zoning By-law Amendments for the Subject Lands.

The proposed Caldari Road connection at Rutherford Road encroaches into the buffers of the natural hazards and features which, are shown as “Open Space/Valleylands” on Attachment # 4. The TRCA understand there may be constraints due to York Region requirements for the road location and setbacks from Jane Street. Additional analysis is required to establish an appropriate road alignment.

The northern road location Caldari Road encroaches within the 10m buffer from the top of slope, the dripline of the contiguous natural feature and may encroach into the Long Term Stable Top of Slope (“LTSTOS”).

The following items are to be provided comprehensively on a plan to clearly establish the appropriate limits of development for this area:

- a) A geotechnical study which clearly identifies the LTSTOS plus a 10m buffer;
- b) Staking of the dripline of the contiguous valley feature plus a 10m buffer;
- c) Regulatory Floodplain plus a 10m buffer;
- d) Staked Top of Slope plus a 10m buffer; and

- e) Limit of development based on the consolidated greatest constraint of the buffers.

Consideration will also be given to the southern portion of Caldari Road, which connects to Riverrock Gate.

With regard to the balance of the RLDC lands, the TRCA staff will recommend as a future condition of approval that the Natural System be conveyed into public ownership. These lands would be a valuable component to the City's current natural heritage system holdings. The TRCA continues to recommend and support the protection of a 10m buffer as part of the Natural System.

The TRCA continues to recommend that the 10m tableland buffer from the top of slope remain OS1 Open Space Conservation Zone and any additional buffer required to address the Natural and Hazard features be zoned OS1 Zone and dedicate into public ownership. The matters identified above by the TRCA will be considered through the Draft Plan of Subdivision File 19T-18V001 and future development applications on the balance all of the RLDC/CLDC lands, as the subject Applications are for Block 4 only.

***The Development Engineering Department can support the Applications, subject to the comments and Recommendations in this report***

The Development Engineering ("DE") Department has provided the following comments:

#### Water Supply Network

The Subject Lands are located within Pressure District 6 ("PD6") with a pressure range between 65 and 70 pounds per square inch (psi). The Development will be serviced by a future 400mm diameter watermain located within the extension of Caldari Road through the Subject Lands. The watermain will connect to an existing 750mm diameter trunk watermain on Rutherford Road to the north and an existing 400mm diameter watermain at the intersection of Caldari Road and Riverrock Gate. A portion of the proposed watermain, between Street "B" and the intersection of Caldari Road and Riverrock Gate, will be installed by the landowner to the south (Tesmar Holding Corp. "Tesmar").

#### Sanitary Sewer Network

The Subject Lands will be serviced by a future 250-300mm diameter sewer system located within the extension of Caldari Road. The sewer system will be connected to a proposed 450mm diameter sewer, which will be installed by Tesmar at the intersection of Caldari Road and Street "B". The 450mm diameter sanitary sewer will ultimately connect to an existing 975mm diameter Regional Jane and Rutherford trunk sewer at the intersection of Caldari Road and Riverrock Gate.



York Region previously confirmed that there is sufficient residual conveyance capacity in this trunk sewer for an additional 8,000 persons.

### Storm Sewer Network

The Subject Lands will be serviced by a future 525-900mm diameter sewer system located within the extension of Caldari Road through the Subject Lands. The sewer system will be connected to an existing 900-975mm diameter sewer system at the intersection of Caldari Road and Street “B” that is currently under review and approval with the Tesmar proposal. The existing sewer system was connected to an existing 2100mm diameter trunk sewer at the intersection of Caldari Road and Riverrock Gate, which ultimately discharges into the existing Keffer stormwater management (“SWM”) pond.

The Keffer SWM pond is designed to provide Level 2 water quality control. To achieve Enhanced (Level 1) water quality control within the development blocks, a combination of oil and grit separator/ Jellyfish unites and Low Impact Development (“LID”) measures are proposed. The Owner shall provide appropriate facilities to provide enhanced water quality control for the future roads, acceptable to the City.

### Road Network

Jane Street and Rutherford Road are under the jurisdiction of York Region. The following public roads are included in the Development to provide the necessary road network to service the Subject Lands:

- Street “A” or, the Caldari Road extension with a 26-metre right-of-way (“ROW”) width through the Subject Lands, which ultimately will connect between Riverrock Gate and Rutherford Road, and
- Street “B”, a new 20-metre local road that will straddle the Subject Lands and the Tesmar lands to the south, between Jane Street and Street “A”/ Caldari Road extension. The VMCSPP identifies Street B as a 22 m right-of-way, however, staff are satisfied that a 20 m right-of-way is satisfactory as parking can be accommodated on one side of the roadway due to the proposed driveway locations.

The proposed future road network is to be designed and constructed to conform to the VMCSPP requirements.

### Environmental Site Assessment

The Owner submitted a Phase One Environmental Site Assessment (“ESA”) report, entitled “Phase One Environmental Site Assessment, Southeast Corner of Jane Street and Rutherford Road, Vaughan, Ontario” prepared by McClymont & Rak Engineers Inc., dated December 2017. Based on the finding of the report, further environmental

investigation is not warranted for the Subject Lands at this time. In addition, a Record of Site Condition ("RSC") is not required with respect to the Ontario Reg. 153/2004, as amended, since no change of the existing land use to a more stringent land use is proposed.

### Noise Mitigation Measures

The Subject Lands are affected by transportation noise sources (traffic on Jane Street and Rutherford Road) and stationary noise sources from the surrounding existing commercial/industrial operations and the CN MacMillan rail yard. On December 11, 2017, Vaughan Council designated the Subject Lands as a Class 4 Noise area, pursuant to Ministry of Environment and Climate Change ("MOECC") NPC-300 noise guidelines.

The Owner has provided a preliminary environmental noise and vibration report, prepared by Jade Acoustics and dated December 8, 2017 in support of the Development, in particular the site-specific Applications for Phase 1 (Block 4). The assessment presented in this report was based on the MOECC noise and vibration guidelines NPC-300 and NPC-207, respectively. The report addresses the effects of the stationary and impulse noises and vibration on the Development, but not the transportation noise sources. The impacts from the transportation noise sources will be addressed in the more detailed noise report that will be required in conjunction with a Site Development application.

The findings of the preliminary noise report indicate that it is feasible to develop the Subject Lands for residential purposes meeting the Class 4 sound level limits for stationary noise sources as set out in NPC-300 without the need for at-source or extensive noise mitigation. As per MOECC guidelines, a central air conditioning system, which will allow windows to remain closed, and warning clauses will be required for all residential units in Phase 1. In addition, outdoor amenity areas may need to be shielded by sound barriers, which will be addressed once more detailed information is available. The report also concludes that due to the separation distance of approximately 170 metres between Phase 1 and the adjacent stamping plant, ground vibration is not expected to exceed MOECC vibration guidelines NPC-207.

Based on the findings of the preliminary noise report, staff have no objections to the proposed site-specific Applications of the proposed development. A detailed noise report will be required in support of a Site Development application on the Subject Lands.

The DE Department has requested conditions for the removal of the Holding Symbol "(H)" to be included in the implementing zoning by-law should the Applications be approved.

The DE Department has advised of the following technical matters need to be addressed through the Draft Plan of Subdivision and Site Plan Approval processes:

- a) The DE Department shall approve the final FSR and SWM reports and Traffic Impact Study ("TIS"), prior to the commencement of any construction works, and each development phase;
- b) A detailed Environmental Noise Assessment and Vibration Report ("Noise Report") for the Development on the lands prepared in accordance with MOECC's noise assessment criteria as defined in Publication NPC-300, "Environmental Noise Guideline-Stationary and Transportation Noise Sources", shall be approved to satisfaction of the City;
- c) The Owner shall agree in the Site Plan Agreement to implement the recommendations of the final Noise Report into the design and construction of the buildings on the Subject Lands, and include all necessary warning statements on all Agreements of Purchase and Sale or Lease of individual units, all to the satisfaction of the City;
- d) The Owner shall pay all costs associated with the City retaining a third-party peer reviewer to review the Noise Report;
- e) The Owner shall submit a TDM Plan(s), prepared by a qualified professional transportation consultant, for each phase of the Development, including a plan for the existing and future phase(s). The TDM Plan shall identify objectives, targets, measures, monitoring, and management plan, including roles and responsibilities of the Owner. In addition, the TDM Plan shall include a budget for the full cost of implementing the TDM measures, including operational financial considerations. The TDM Plan(s) shall be completed to the satisfaction of the DE Department;
- f) The Owner shall agree in a subdivision agreement to pay for and construct any improvements to the municipal infrastructure or construct new municipal infrastructure to service the Development, should it be determined that upgrades or the construction of new infrastructure are required to support this Development. The Owner shall coordinate the design and construction of the Caldari Road extension and "Street B", including the associated utilities and municipal services, with the adjacent landowner to the south (Tesmar Holding Corp.), to the satisfaction of the City;
- g) The Owner shall agree in a subdivision agreement to pay its proportionate share of the cost of any external municipal services that have been designed and oversized by others to accommodate the development of the Subject Lands;
- h) The Owner shall provide necessary lands to accommodate a 26 m right-of-way for the Caldari Road extension from Riverock Gate to Street 'B' to complete the ultimate road cross section as envisioned in the VMCSF; and

- i) The Owner shall provide all necessary signalization works and land conveyance at the intersection of Riverrock Gate and Caldari Road including additional lands (trapezoid shape on east leg) required for signalization of the ultimate intersection as per City standards;

***The Parks Development Department can support the Applications, subject to the comments and Recommendations in this report***

The Parks Development Department requires the approval of a Draft Plan of Subdivision, or phase thereof, as a condition to be included prior to the removal of the Holding Symbol “(H)”, on the Subject Lands.

Parks Development Department has identified the following, but not limited to, matters to be reviewed as part of the processing of the Applications for the remainder of the RLDC/CLDC lands.

- a) The conveyance of approximately 2.3 ha of unencumbered, developable public parkland, with allocation of street frontage, size and configuration that is in accordance with City policies and standards.

Section 5.2.1, Part B of the VMCSPP identifies approximately 7 hectares of public parkland to serve new residents in the VMCSPP area. The Open Space Network, Schedule “E” of the VMCSPP, shows a Neighbourhood Park, approximately 2.3 hectares in size abutting a natural heritage buffer in the northeast quadrant of the VMCSPP located within the entirety of the lands owned by RLDC.

In order to meet the recommended 7 hectares of public parkland identified in the approved VMCSPP, the 2.3 hectares neighbourhood park is required to service the residents at build out. The RLDC lands, in addition to the approved adjacent development (Tesmar Holding Corp. File DA.14.037), would require the parkland to coincide with the approval of the Draft Plan of Subdivision. The City seeks to maintain its position of ensuring parkland of approximately 2.3 hectares be provided east of Jane Street to service future residents consistent with the VMCSPP and achieve a basic level of service within areas of intensification.

- b) The completion of a trail feasibility study to identify the conveyance of lands into public ownership for the development of a multiuse recreational trail per provisions of the Planning Act.

The 2007 Pedestrian and Bicycle Master Plan (updated 2012 Transportation Master Plan) identifies a requirement for a Multiuse Recreational Pathway (“Trail”) through the RLDC lands, connecting the City owned open space lands to the Jane Street and Rutherford Road intersection. Furthermore, the Active Transportation Network Schedule “H” of the VMCSPP, shows a Landscaped Mid-

Block Pedestrian Connection through the proposed neighbourhood park and open space valley lands in the north-east direction. This is further supported through Section 4.6.5 of the VM CSP which states under bullet 2: *“In addition to the cycling routes identified, major open spaces shall include multi-use recreational trails linked to the street network to enhance connectivity to cyclists.”*

A future trail connection would assist to provide access from Creditstone Road through the open space, ideally within the valley buffer lands to the multiuse pathway planned on Rutherford Road. This trail connection will allow public access from the Subject Lands to existing sport/recreational facilities and public services located outside the development area (i.e. Vaughan Sports Village). The Owner is required to provide a feasibility study for a trail/pedestrian connection or improvements to existing Active Transportation infrastructure. The Owner is also requested to design and construct segments of the trail/pedestrian connection as part of the future phases to be determined through the Plan of Subdivision process or future Site Plan agreements.

***The Owner has submitted a related Draft Plan of Subdivision application***

The Owner has submitted Draft Plan of Subdivision File 19T-18V001, which is being reviewed by City Departments and external agencies and will be the subject of a future technical report for consideration by Council. A Draft Plan of Subdivision is required to implement the Development that is under consideration through the related Official Plan and Zoning By-law Amendment applications (RLDC lands) to delineate the proposed development blocks, roads, park and open space blocks, any other blocks that may be required to be conveyed to a public authority and approval of an appropriate servicing strategy.

***The Owner must submit Site Development and Draft Plan of Condominium Applications to obtain Site Plan Approval and to establish the condominium tenure of the Development***

Should the LPAT approve the Applications, the Owners must submit a Site Development Application(s) for review and approval. Through the site plan review process, the appropriate building and site design, transition between the proposed development and surrounding land uses, access, internal traffic circulation, parking, landscaping, servicing and grading, pedestrian connectivity, sun, shadow and wind impacts, appropriate amenity area, and barrier free accessibility will be considered. Opportunities to implement TDM measures, including car share, plug-ins for electric cars, bicycle storage areas, the provision of Presto transit passes, etc. will be reviewed by York Region and the City.

The proposed condominium tenure for the Development will be created through a Draft Plan of Condominium application(s), which is subject to approval by Council. The future

condominium corporation(s) will be responsible for all common elements in the development, including but not limited parking and landscaping.

**NavCanada and Bombardier Aerospace have no objection to the Development.**

NavCanada, a private sector, non-share Capital Corporation that owns and operates Canada's civil Air Navigation Service ("ANS") and Bombardier Aerospace, owner and operator of the Toronto Downsview Airport, has advised they have no objection to the Development.

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

Canada Post has indicated that it is the Owner's responsibility to contact Canada Post to discuss a suitable mailbox/mailroom location and ensure that Canada Post specifications are met. The Owner is required to supply, install and maintain a centralized mailbox facility.

***The York Region District and Catholic School Boards to require a school site within the VM CSP area***

The York Region Catholic and the French School Boards have no comments or objections to the proposed development. The York Region District School Board continues to require an elementary school site within VM CSP due to insufficient elementary pupil places in adjacent area schools to accommodate the projected students from VM CSP. The School Board has continued to participate in the various LPAT Prehearing Conferences for the VM CSP in order to secure an appropriate school site to provide student accommodation. A school site is not required as part of the Subject Development.

***The various utilities have no objection to the Development***

Alectra Utilities Corporation has indicated it has no objection to the approval of the Development. Alectra advises that the Development must meet the minimum clearances from their power lines (overhead and underground electrical distribution systems). It is the Owner's responsibility to contact Alectra and discuss all aspects of the Development with respect to electrical supply, transformer locations, and temporary service requirements.

Enbridge Gas Distribution has no objection to the Development and has advised that it is the Owner's responsibility to contact Enbridge Gas with respect to installation and clearance requirements for service and metering facilities.

Bell Canada has advised that one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line.

Rogers Communication Inc. has no objection to the Development.

### **Financial Impact**

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

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

***York Region Community Planning and Development Services has no objection to the Development***

The YROP designates the Subject Lands as “Urban Area”. York Region has advised, in the letter dated May 23, 2018, that the proposed amendments to VOP 2010 generally conform to the Regional Official Plan.

York Region has indicated they have no objections to the Applications, and have provided technical comments that must be addressed prior to the approval of the related Draft Plan of Subdivision that is in review and the future Site Development application(s) required to implement the Development.

### **Conclusion**

The Development Planning Department has reviewed Official Plan and Zoning By-law Amendment Files OP.06.028 and Z.06.075 in consideration of the *Provincial Policy Statement*, the Growth Plan, the York Region Official Plan and Vaughan Official Plan 2010 policies, the requirements of Zoning By-law 1-88, comments from City Departments, external public agencies, and the surrounding area context. The Development is consistent with the policies of the PPS, conforms to the Growth Plan and the York Region Official Plan, and implements the Vaughan Mills Centre Secondary Plan.

The Development Planning Department is satisfied that the Development shown on Attachments #3 to #8, is compatible with the existing and permitted uses in the surrounding area. The Development Planning Department has also considered the Owner’s request to permit increased building height and density on the Subject Lands in exchange for community benefits. The Development Planning Department is satisfied that the Development represents good planning for the reasons identified in this report, and that the Owner’s contribution of community benefits is appropriate. Accordingly, the Development Planning Department supports the approval of the Applications, subject to the conditions included in the Recommendations of this report, including advising the LPAT of the City’s position.

**For more information**, please contact Clement Messere, Senior Planner, Extension 8409.

### **Attachments**

1. Context Location Map
2. Location Map
3. Conceptual Site Plan - Block 4 and Proposed Zoning
4. Draft Plan of Subdivision File 19T-18V001
5. Ground Floor Plan - Block 4
6. Building Section - Block 4
7. Schedule 13 - Vaughan Mills Centre Secondary Plan: Height and Density
8. Perspective Rendering

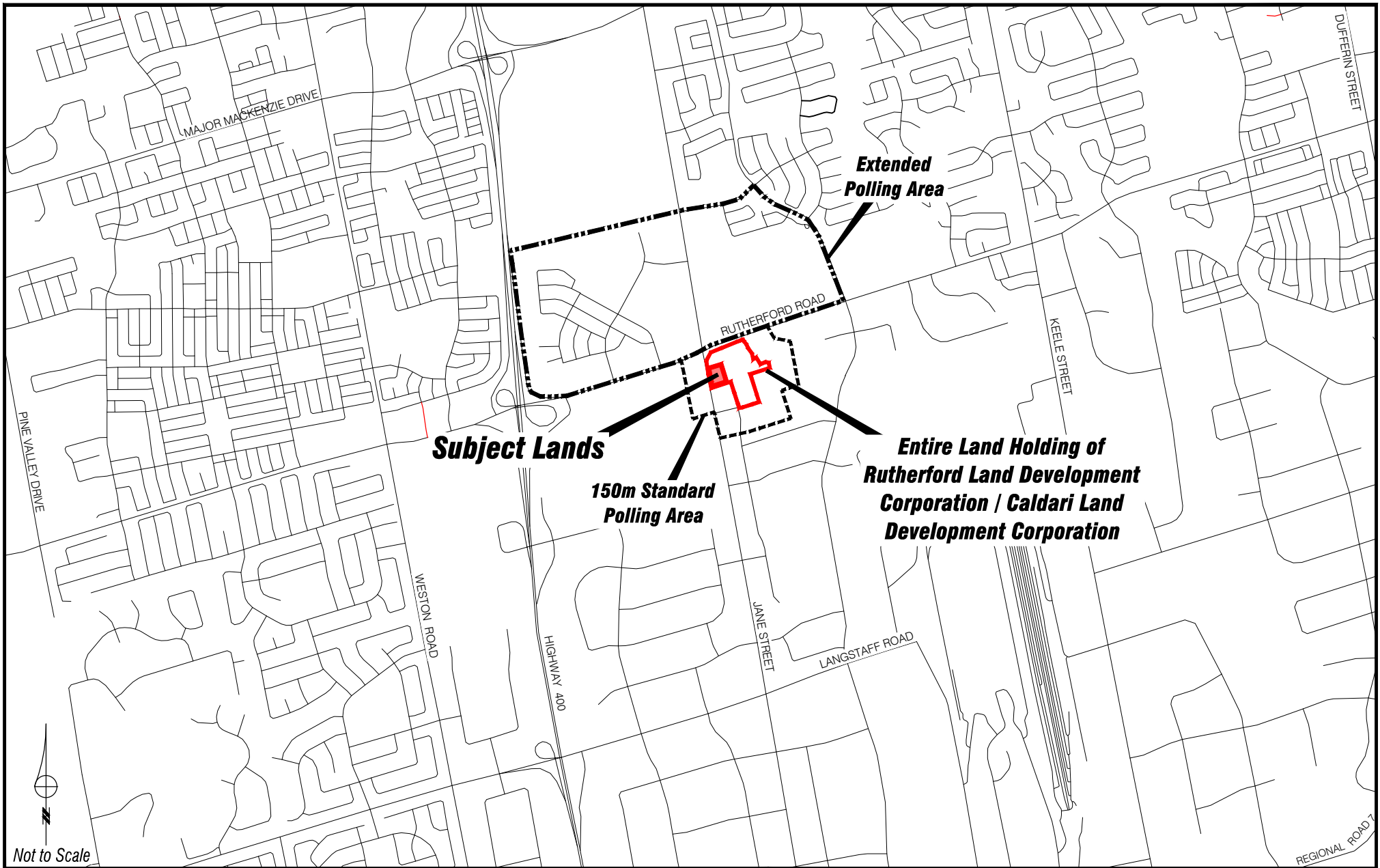
### **Prepared by**

Clement Messere, Senior Planner, extension 8409

Mauro Peverini, Director of Development Planning, extension 8407

/LG





## Context Location Map

LOCATION:  
Part of Lot 15, Concession 4

APPLICANT: Rutherford Land Development Corporation /  
Caldari Land Development Corporation

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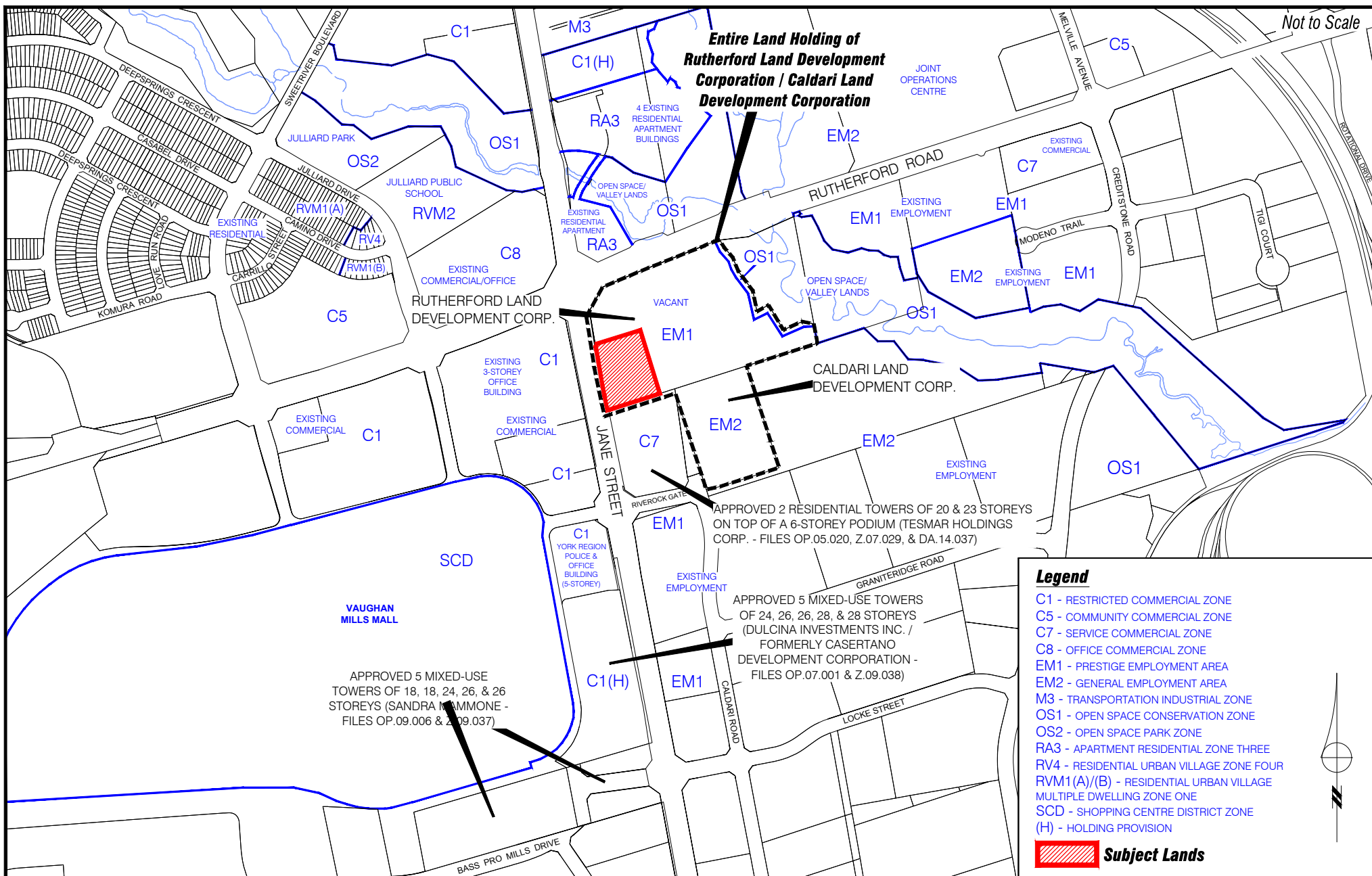


## Attachment

FILES: OP.06.028 & Z.06.075  
RELATED FILE:  
19T-18V001

DATE: June 5, 2018

1



## Location Map

LOCATION:  
Part of Lot 15, Concession 4

APPLICANT: Rutherford Land Development Corporation /  
Caldari Land Development Corporation

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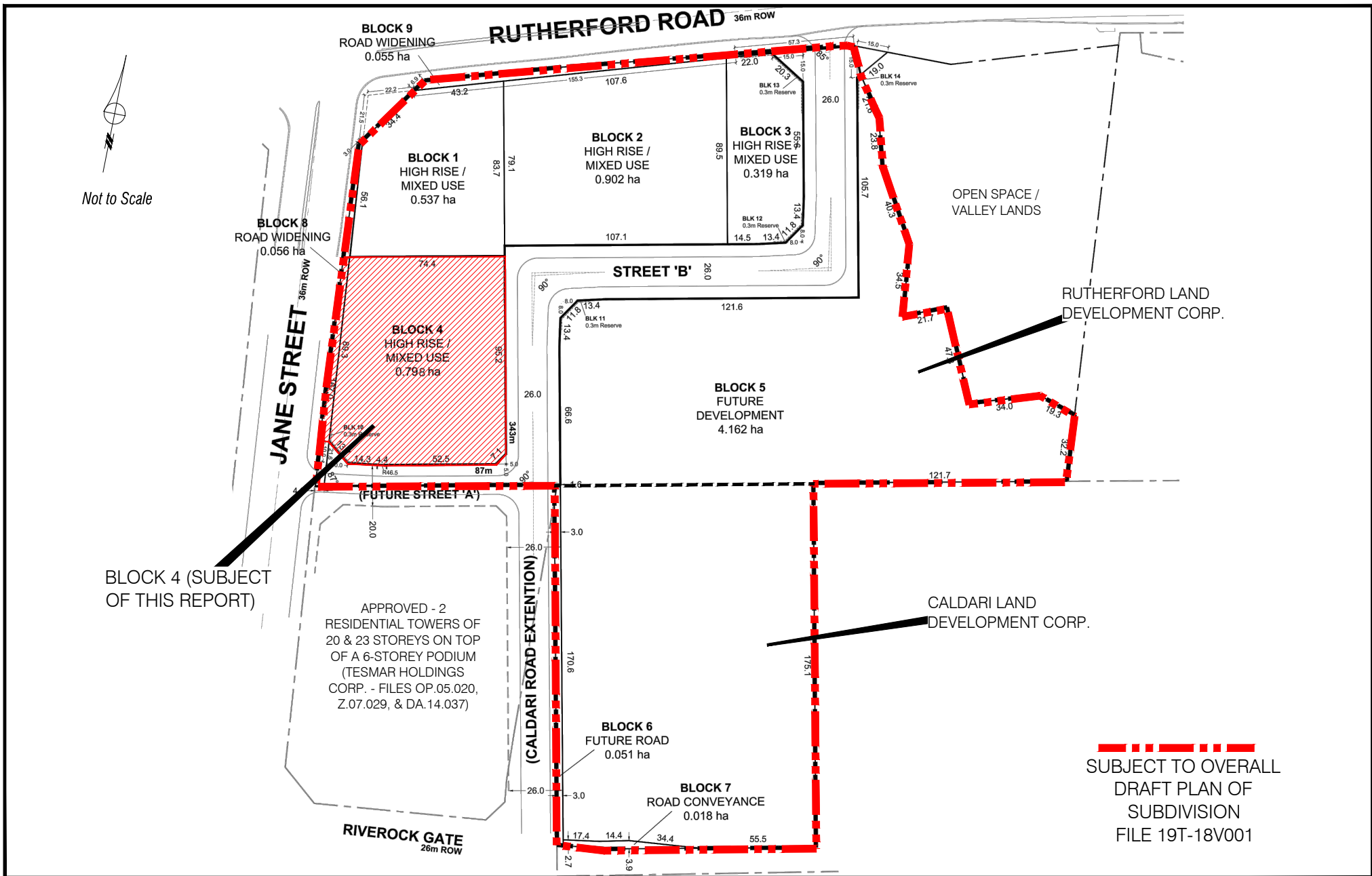
## Attachment

FILES: OP.06.028 &  
Z.06.075  
RELATED FILE: 19T-18V001

DATE: June 5, 2018

2

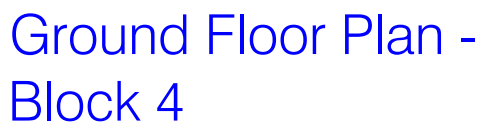
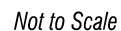




# Draft Plan of Subdivision File 19T-18V001

APPLICANT: Rutherford Land Development Corporation / Caldari Land Development Corporation  
LOCATION: Part of Lot 15, Concession 4





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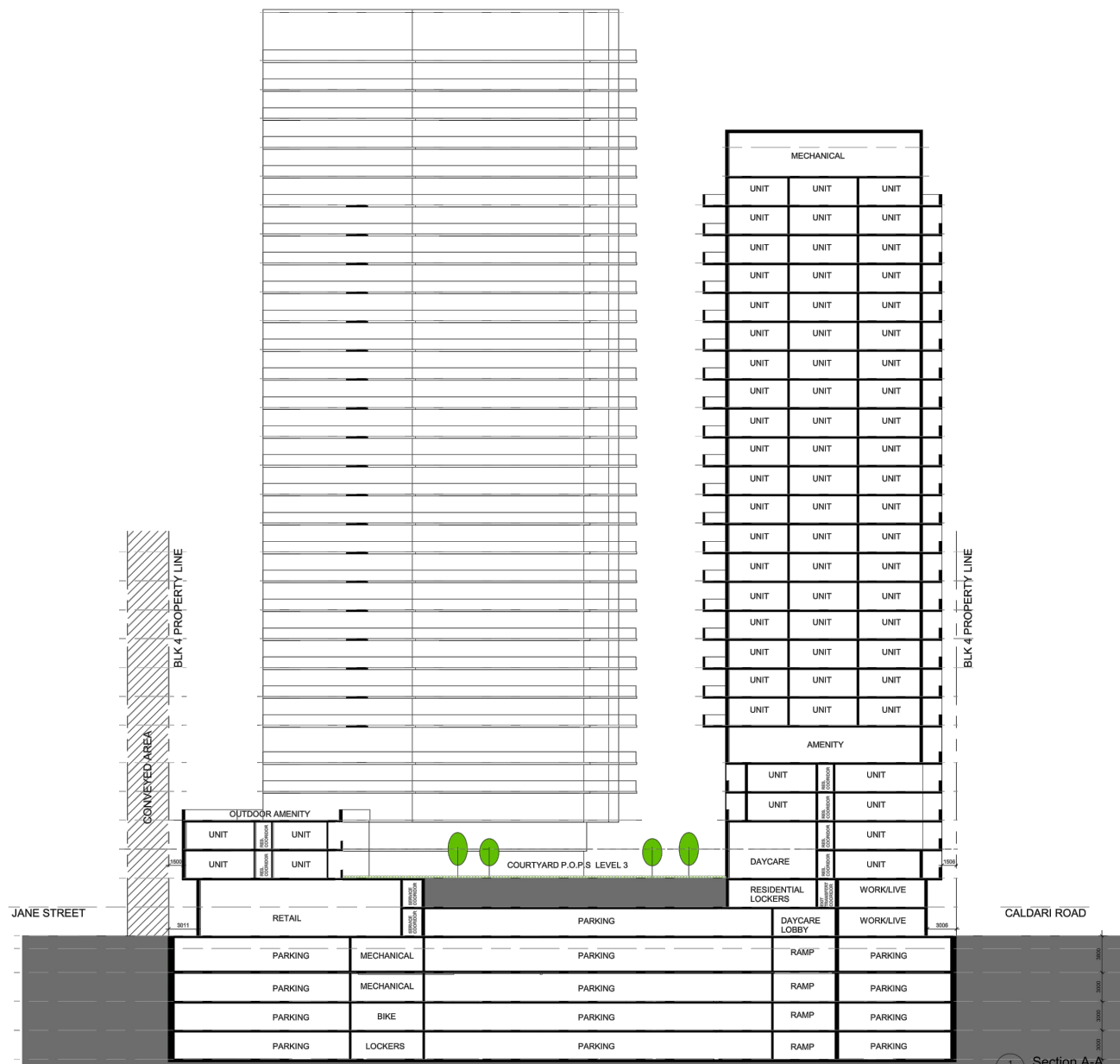


Page 312

DATE: June 5, 2018

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Not to Scale

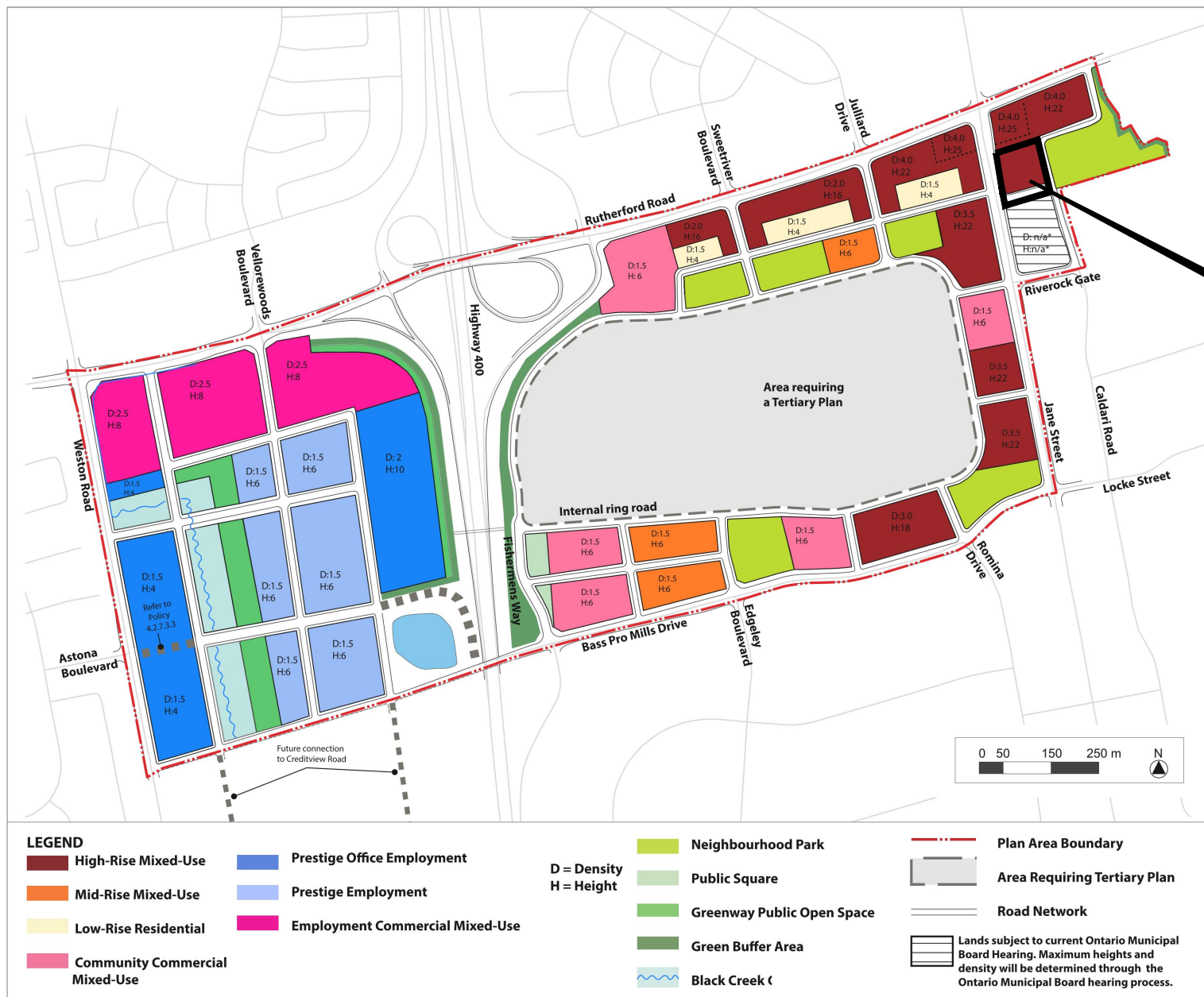
## Building Section - Block 4

APPLICANT: Rutherford Land Development Corporation / Caldari Land Development Corporation

LOCATION:  
Part of Lot 15, Concession 4

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## Schedule 13 - Vaughan Mills Centre Secondary Plan: Height and Density

APPLICANT: Rutherford Land Development Corporation / Caldari Land Development Corporation  
 LOCATION: Part of Lot 15, Concession 4  
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## Perspective Rendering

LOCATION:  
Part of Lot 15, Concession 4

APPLICANT: Rutherford Land Development Corporation /  
Caldari Land Development Corporation

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Item:



## Committee of the Whole Report

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

**WARD:** 2

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.17.011  
SITE DEVELOPMENT FILE DA.17.023  
LANDMART REALTY CORP.  
VICINITY OF ISLINGTON AVENUE AND RUTHERFORD ROAD**

**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 for Zoning By-law Amendment and Site Development Files Z.17.011 and DA.17.023 for the Subject Lands shown on Attachments #1 and #2, to permit the development of 88 back-to-back stacked townhouse units (Blocks 1, 2, and 3) and 16 stacked townhouse units (Block 4), as shown on Attachments #3 to #5.

**Report Highlights**

- The Owner is proposing to develop the Subject Lands with 88 back-to-back stacked townhouse units and 16 stacked townhouse units accessed by a private road.
- The Development Planning Department supports the approval of the Development, subject to the conditions in this report, as it is consistent with the *Provincial Policy Statement (2014)*, and conforms to the Growth Plan, York Region Official Plan, and the City of Vaughan Official Plan 2010, and is compatible with the existing and planned land uses in the surrounding area.

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.17.011 (Landmart Realty Corp.) BE APPROVED; to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachments #1 and #2, from “A Agricultural Zone”, to “RM2 Multiple Residential 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.17.023 (Landmart Realty Corp.) BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS; to permit 88 back-to-back stacked townhouse units (Blocks 1, 2 and 3) and 16 stacked townhouse units (Block 1), 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 cost estimate, and building elevations;
    - ii) the Owner of the Subject Lands shall successfully obtain approval of a Consent Application from the Vaughan Committee of Adjustment (the “Committee”) to secure an access easement from the landowner to the north (9600 Islington Avenue) for the shared driveway access, as identified in this report. The Committee’s decision shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee;
    - iii) the Development Engineering Department shall approve the final grading plan, servicing plan, erosion and sediment control plan, erosion and sediment control plan, Functional Servicing and Stormwater Management Report, geotechnical investigation report, external lighting plan, Noise Impact Study, Transportation Impact Study, and the Transportation Demand Management Plan;
    - iv) the Owner shall satisfy all requirements of the Environmental Services Department, Solid Waste Division;
    - v) the Owner shall satisfy all requirements of the Fire and Rescue Service Department;
    - vi) the Owner shall contact the Woodbridge Expansion Area Cost Sharing Agreement Trustee, and obtain a clearance letter for the Development; and
    - vii) the Owner shall satisfy all requirements of York Region.

- b) That the Site Plan Agreement shall include the following clauses:
- 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 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City’s Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.”;
  - ii) “Prior to the issuance of a Building Permit, the Owner shall pay to the City all applicable Development Charges in accordance with the Development Charges By-law of the City of Vaughan, York Region, York Region District School Board and the York Catholic School Board.”; and
  - iii) “The Owner shall grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.”

3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Site Development Application File DA.17.023 (Landmart Realty Corp.) be allocated servicing capacity from the York Sewage Servicing/Water supply System for a total of 104 residential units (318 persons equivalent).”

## **Background**

The 0.72 ha Subject Lands (the “Subject Lands”) are located on the west side of Islington Avenue, north of Rutherford Road. The Subject Lands have been cleared and the Owner is constructing a sales office on the property. The surrounding land uses are shown on Attachment #2.

***Zoning By-law Amendment and Site Development Applications have been submitted to permit the Development***

The Owner has submitted the following applications (the “Applications”) to permit the proposed development (the “Development”) of 104 stacked and back-to-back stacked townhouse units as shown on Attachments #3 to #5:

1. Zoning By-law Amendment File Z.17.011 to rezone the Subject Lands from “A Agricultural Zone” to “RM2 Multiple Residential Zone” in the manner shown on Attachment #3, together with the site-specific zoning exceptions identified in Table 1 of this report.
2. Site Development File DA.17.023 to permit 88 back-to-back stacked townhouse units (Blocks 1, 2 and 3) and 16 stacked townhouse units (Block 4).

***Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol. Deputations were received at the Public Hearing, and written submissions have been submitted to the Development Planning Department***

On October 13, 2017, a Notice of Public Hearing was circulated to all property owners within an Expanded Notification Area beyond 150 m, as shown on Attachment #2, and to the Carrying Place Ratepayers' Association. A copy of the Notice of Public Hearing was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the Islington Avenue street frontage, in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on November 7, 2017, to receive comments from the public and 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 was ratified by Vaughan Council on November 21, 2017.

At the Public Hearing, deputations and written submission were received from the following individuals regarding the Applications:

Deputations

- Mr. Oz Kemal, MHBC, Brant Street, Burlington, on behalf of the Owner;
- Mr. Dominique Janssens, Colle Melito Way, Woodbridge; and
- Mr. Adriano Volpentesta, America Avenue, Vaughan.

Written Submissions

- Zoia, Domenica Way, Vaughan, dated October 21, 2017;
- Mr. Quirino Pollice and Ms. Anna Staffiere, Forest Fountain Drive, Vaughan, dated

November 1, 2017; and

- Carrying Place Ratepayers' Association, dated November 6, 2017.

Additional written correspondence was received following the Public Hearing from Mr. Dominique Janssens, dated November 6, 2017 (received November 8, 2017).

### ***Summary of comments received regarding the Development***

The following comments were received from the community through the written submissions received by the Development Planning Department and by the deputations at the Public Hearing on November 7, 2017. The Development Planning Department offers the following responses to the comments provided below and in the relevant sections throughout this report.

- i) A fence should be installed on the south side of the Subject Lands abutting Domenica Way to discourage residents and visitors of the proposed units facing this street, from parking their cars on Domenica Way. The additional parked cars will pose a safety risk for children who play on the street, because it is currently a quiet and calm street with low traffic volumes.

The installation of a fence would create a permanent barrier that would impede pedestrian connectivity and isolate the Development, rather than promote its integration with the existing community. Furthermore, the proposed Development provides sufficient on-site underground parking and surface parking for its residents and visitors based on the parking requirements of Zoning By-law 1-88. Parking is also prohibited on Laneway V36, and the Development Engineering Department is recommending that additional parking prohibition signage be installed on Laneway V36. Although parking is permitted on Domenica Way, it will be controlled through the City of Vaughan By-law and Compliance, Licensing and Permit Services Department.

- ii) The proposed Development does not provide adequate access to on-site amenities such as parks, green space and walkways, and therefore new residents will have to access parks, and other amenities, from the existing neighbourhood.

A landscaped outdoor community amenity area is proposed to be centrally located within the Development, as shown on Attachment #3 for the residents of the proposed Development to use. A Community Services and Facility Study was submitted which examines the existing demographics and household composition in the area, and the existing community services (i.e. parks) available in this area. The Parks Development Department is satisfied that the

existing community services can accommodate the residents of the proposed Development.

- iii) The dense design of the proposed Development does not provide adequate or conventional garbage storage and collection. This will result in odour, rodent and visual impacts on the existing community.

A communal garbage chute which is enclosed, is proposed at the northeast corner of Block 2 for residents to conveniently dispose of their waste. The chute is connected to the garbage storage room located in the underground parking garage. The garbage storage room is vented and rodent-proof, and contains three 6-yard bins, two 4-yard bins, and three 3-yard bins for use by the residents of the proposed Development. On garbage collection day, the waste bins will be moved from the garbage storage room to the enclosed (wooden fence screen) waste bin staging area located at grade, as shown on Attachment #3, for pick-up.

- iv) The proposed Development will escalate the existing traffic and put additional strain on the capacity of elementary and high schools in the community to accommodate additional students.

A Transportation Impact Study ("TIS"), dated March 2017, and a Transportation Demand Management ("TDM") Letter, dated October 31, 2017, was prepared to the satisfaction of the York Region Community Planning and Development Services, and the Vaughan Transportation Planning Section of the Development Engineering Department. The TIS concluded that the Subject Lands are well served by York Region's road and transit networks, and the City of Vaughan's active transportation facilities, and therefore, from a transportation perspective the proposed Development can be supported, and the TDM Letter included measures that will be incorporated in the Development, including the installation of a bicycle room and discounted transit passes, to encourage alternate modes of transportation such as cycling and using public transit.

Both the York Region District and York District Catholic School Boards have advised that they have no objection to the Development.

- v) The Development is a threat to the health and safety of the existing community, and the construction will result in noise, dust and other pollution, that will have an impact on the quality/standard of life for existing residents in the area for many years.

A Construction Management Plan will be required to the satisfaction of the City, outlining strategies for mitigating the impacts of construction dust and noise on neighbouring properties. These measures may include but are not limited to the

installation of site perimeter fencing, a construction access, implementing traffic management methods and security measures, and limiting the hours of work taking place on the Subject Lands, in accordance with City By-laws.

- vi) The proposed height, density, built-form, architectural design and character of the Development is not compatible with the dwellings in the existing community.

The proposed built-form is permitted by the “Low-Rise Mixed-Use” designation of VOP 2010 and the Development conforms to the maximum permitted density of 1.5 FSI (Floor Space Index) and maximum building height of 4-storeys. The architectural design and character of the dwelling units of the proposed Development is contemporary in style, which is consistent with other multi-unit developments recently approved in Vaughan and uses building materials with a neutral colour palette which complements the existing dwelling units in the area.

- vii) The underground parking garage is not a solution to the parking issues that the Development will cause, as there is limited surface parking for guests and visitors. Visitor parking will also become a concern as all visitors will need to find street parking outside of the development area further crowding the existing streets with parked cars.

A total of 183 underground and surface parking spaces are provided on the Subject Lands, including 157 resident parking spaces and 26 visitor parking spaces, which exceeds the parking requirements of Zoning By-law 1-88 by one resident parking space. Therefore, the parking provided complies with the City’s Zoning By-law.

- viii) The proposed vehicular accesses to the existing residential subdivision to the south will significantly increase the amount of traffic on the existing residential streets. The additional vehicles will further add to the existing traffic problems in the area, thus increasing the potential risks to residents including children and the elderly. The proposed access through the commercial plaza should be the only access for the Subject Lands.

The only point of vehicular access and egress into and from the Subject Lands is proposed from the commercial plaza to the north. The existing access will be shared between the two properties, and vehicles would enter/exit from the existing plaza driveway on Islington Avenue to the Subject Lands. The two vehicular access points along the south side of the Subject Lands will be blocked by bollards, removable only by fire and rescue staff in the event of an emergency and only if the Islington Avenue access is blocked for any reason. Therefore, there will be no added vehicular traffic from the Subject Lands into the existing community.

- ix) VOP 2010 and the RM2 Multiple Residential Zone the City's Zoning By-law does not permit structures higher than 3-storeys on the Subject Lands.

VOP 2010 permits a maximum building height of 4-storeys on the Subject Lands. The Zoning By-law Amendment is seeking to amend the maximum height of 11 m permitted in the proposed RM2 Multiple Residential Zone, in order to implement the policies of VOP 2010 regarding the Subject Lands.

- x) VOP 2010 requires a minimum distance of 18 m between blocks of stacked townhouses, which is not being provided between Blocks 2 and 3 and Blocks 3 and 4.

The Development conforms to the 18 m separation distance requirement, as it applies only to stacked townhouse blocks facing or parallel to each other, not flanking or perpendicular to each other. The Development Planning Department is satisfied that the proposed separation distance of 10.04 m between Blocks 2 and 3, and 10 m between Blocks 3 and 4 conforms to VOP 2010.

- xi) Why were the lands located at 9630 Islington Avenue and the Subject Lands located at 9560 Islington Avenue, granted an exception by OPA No. 550?

The Official Plan policies for the Subject Lands were originally adopted through Official Plan Amendment ("OPA") No. 400 on August 31, 1994. OPA No. 550 maintained the site-specific exception on the Subject Lands (June 9, 2000). This exception was subsequently incorporated into OPA No. 600 (June 29, 2001) and VOP 2010 (September 10, 2010). The policies of VOP 2010 respecting the Subject Lands are based on the historical policies of OPA Nos. 400, 550 and 600, which span almost 24 years.

- xii) The proposed Development does not provide adequate street-level landscaping

Zoning By-law 1-88 requires a minimum landscaped area of 10% of the area of the Subject Lands shall be used for no other purpose than landscaping. The proposed Development provides a landscaped area of 32%.

- xiii) The proposed Development does not provide an adequate buffer between the existing dwellings adjacent to the Subject Lands, as the existing landscaping, including large mature trees will be removed.

The Owner has removed a number of existing trees from the Subject Lands. An Arborist Report and Tree Removal Plan prepared by a certified arborist was submitted with the Applications including an addendum, that identifies the



number, species, condition, and size (diameter) of the trees that have been removed from the Subject Lands. The Arborist Report was reviewed by City staff that includes the required tree replacement and a compensation amount of \$41,250.00, in accordance with the City's Tree Protection Protocol. Trees less than 20 cm in diameter do not require compensation or need to be replaced.

In instances where more replacement trees are required than can reasonably be accommodated on the Subject Lands, a "cash-in-lieu" payment may be made to the Forestry Tree Reserve Fund to fund tree planting on City-owned properties in the same community. The "cash-in-lieu" payments can only be made if all the required replacement trees cannot be planted on the Subject Lands, in accordance with an approved Landscape Plan.

On May 25, 2018, the Development Planning Department mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals who submitted written correspondence to the Development Planning Department, made a deputation at the Public Hearing, or requested notification regarding these Applications.

### **Previous Reports/Authority**

[Nov.7, 2017, Committee of the Whole \(Public Hearing\) \(Item 2, Report No. 40, Recommendation 1 to 3\)](#)

### **Analysis and Options**

#### **Land Use Policies and Planning Considerations**

The Development Planning Department has reviewed the Development shown on Attachments #3 to #5 in consideration of the following policies:

#### ***The Development is consistent with the Provincial Policy Statement, 2014 (the "PPS")***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the PPS. The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS. The Development Planning Department

has reviewed the Development in consideration of the policies of the PPS and is of the opinion that the Development is consistent with provincial policies, specifically:

- Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses;
- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land;
- Section 1.4.1 - to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents;
- Section 1.5.1 - planning for and providing publicly accessible built and natural settings; and
- Section 4.7 - the official plan is the most important vehicle for implementation of the PPS. Comprehensive, integrated and long-term planning is best achieved through official plans.

The Development shown on Attachments #3 to #5 includes residential stacked and back-to-back stacked townhouse dwelling units within a settlement area that would add to the range and mix of housing types in the community, efficiently utilizes the Subject Lands, and the proposed land use (i.e. stacked and back-to-back stacked townhouse dwelling units), density and building height conforms with the “Low-Rise Mixed-Use” land use designation in VOP 2010. The Development also includes pedestrian connections from the Subject Lands to the existing community to the south and to Islington Avenue. On this basis, the Development is consistent with the PPS.

***The Development conforms to the Growth Plan for the Greater Golden Horseshoe, 2017 (the “Growth Plan”)***

The Growth Plan is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council’s planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The proposed stacked townhouse uses are consistent with the policy framework of the Growth Plan as the built form would utilize the Subject Lands more efficiently, make more efficient use of existing infrastructure, and provide housing at densities that are supportive of the Growth Plan objectives, specifically:

- Section 2.2.1 - directing growth to settlement areas with municipal water and wastewater systems, public service facilities, and public transit to support the achievement of complete communities;
- Section 2.2.2 - contributing to meeting 40% of residential development within a delineated built-up area by 2031; and
- Section 2.2.6 - providing a diverse mix of housing densities to meet the needs of current and future residents.

The Development shown on Attachments #3 to #5 includes residential stacked and back-to-back stacked townhouse units within a settlement area and a delineated built-up area that contributes to providing a mix of housing densities within the neighbourhood in accordance with VOP 2010. Accordingly, the proposed stacked and back-to-back stacked townhouses conform to the Growth Plan.

***The Development conforms to the York Region Official Plan, 2010 (“YROP”)***

The YROP guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Urban Area” on Map 1, “Regional Structure” of the YROP. Section 5.0 of the YROP states that “intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region.”

Section 3.5.4 of the YROP requires that “local municipal official plans and zoning by-laws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community.” It also states that “the mix and range of housing shall be consistent with Regional forecasts, and intensification and density requirements.”

Section 7.2.53 of the York Region Official Plan restricts access from developments adjacent to Regional streets to maximize efficiency of the Regional street system by utilizing local street access. The YROP also encourages pedestrian scale, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscaping and public streetscapes.

The Development will diversify housing options, including a mix and range of housing type, lot and unit sizes, and tenure in the community, provide for an urbanized streetscape along Islington Avenue, and create private and public amenities through the proposed private outdoor community amenity, and pedestrian connections through the provision of private walkways and public sidewalks. The Development also conforms to the local municipal official plan (VOP 2010). The proposed stacked and back-to-back stacked townhouse uses conform to the YROP.

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

The Subject Lands are located in a “Community Area”, as identified on Schedule 1 – Urban Structure of VOP 2010, and are designated “Low-Rise Mixed-Use” by VOP 2010, with a permitted maximum building height of 4-storeys and a maximum Floor Space Index (“FSI”) of 1.5 times the area of the lot.

Lands located in the “Low-Rise Mixed-Use” designation are generally located on arterial or collector streets, and allow for an integrated mix of residential, community and small-scale retail uses intended to serve the local population. These areas are to be carefully designed with a high standard of architecture and public realm, and well-integrated with adjacent areas.

Residential units, home occupations, small-scale hotels, retail uses subject to the policies of Subsection 5.2.3 of VOP 2010, and office uses are permitted in areas designated “Low-Rise Mixed-Use”.

Townhouses, stacked townhouses, low-rise buildings, and public and private institutional buildings, are the Building Types permitted in the “Low-Rise Mixed-Use” designation.

The proposed Development is comprised of one 4-storey stacked townhouse block (Block 4) and three 4-storey back-to-back stacked townhouse blocks (Blocks 1, 2 and 3), which is consistent with the definition of “low-rise buildings” in VOP 2010.

The following policies and development criteria in Section 9.2.3 of VOP 2010 apply to stacked townhouses:

- a) Stacked townhouses are attached Low-Rise Residential houseform buildings comprising of two to four separate residential units stacked on top of each other. Stacked Townhouse units are typically massed to resemble a traditional street Townhouse and each unit is provided direct access to ground level.
- b) Stacked townhouses shall be a maximum of four storeys in height.
- c) A building containing a row of stacked townhouses shall not be longer than 50 m.
- d) Stacked townhouses shall generally be oriented to front onto a public street in order to provide front entrances on public streets.
- e) The facing distance between blocks of stacked townhouses that are not separated by a public street should generally be a minimum of 18 m in order to maximize daylight, enhance landscaping treatments and provide privacy for individual units.

The following policies and development criteria in Section 9.2.3.4 of VOP 2010 apply to low-rise buildings:

- a) Low-Rise Buildings are generally buildings up to a maximum of five-storeys in height, and subject to the maximum building height permitted through policy 9.2.1.4 and Schedule 13 – Land Use.
- b) In order to provide appropriate privacy and daylight/ sunlight conditions for any adjacent houseform buildings, Low-Rise Buildings on a lot that abuts the rear yards of a lot with a detached house, semi-detached house or townhouse shall generally be setback a minimum of 7.5 metres from the property line and shall be contained within a 45 degree angular plane measured from the property line abutting those houseform buildings.
- c) Surface parking is not permitted between the front or side of a low-rise building and a public street. Surface parking elsewhere on a lot with a low-rise building shall generally be setback from any property line by a minimum of three metres and shall be appropriately screened through landscaping. The minimum width of the landscaped area shall be established in the Zoning By-law. All surface parking areas must provide a high level of landscaping treatment and pedestrian pathways and it is encouraged that the grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system.
- d) The rooftop of low-rise buildings should include landscaped green space, private outdoor amenity space or environmental features such as solar panels.

Based on the policies and criteria above, the proposed Development conforms to VOP 2010, as a stacked townhouse unit is a permitted building type and the back-to-back stacked townhouse units are consistent with a Low-Rise Building type and the Development meets the development criteria in the “Low-Rise Mixed-Use” designation. The proposed 4-storey building height and the density of 1.5 FSI, conforms with the maximum permitted height and density identified for the Subject Lands by VOP 2010.

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

The Subject Lands are zoned “A Agricultural Zone” by Zoning By-law 1-88, which does not permit the proposed stacked townhouse and back-to-back stacked townhouse development. A Zoning By-law Amendment is required to rezone the Subject Lands to RM2 Multiple Residential Zone, in the manner shown on Attachment #3, and to permit the following site-specific zoning exceptions:

Table 1

	<b>Zoning By-law 1-88 Standards</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to the RM2 Multiple Residential Zone Requirements</b>
a.	Minimum Lot Area (Per Unit)	230 m <sup>2</sup>	69.3 m <sup>2</sup>
b.	Maximum Building Height	11 m	15 m
c.	Minimum Parking Space Length	6 m	5.8 m
d.	Permitted Yard Encroachments for Front and Rear Yards	Covered porches and exterior stairways are subject to the same setback requirements as the main building.	To permit covered porches and exterior stairways exceeding one-half storey in height (more than 6 risers) to encroach 2.5 m into the required front, rear, interior and exterior side yard setbacks, and the required landscape strip width.
e.	Definition of a “Driveway”	Means a vehicular accessway providing access from a public highway to a building or property, a loading space, a parking area or a garage.	Means a vehicular accessway providing access from a public highway to the Subject Lands through adjacent lands.
f.	Location of a Proposed Entrance/Exit to a Parking Lot or Parking Area and Access to the Subject Lands (from Islington Avenue)	To be located on the lot upon which the development is proposed.	To permit access to the Subject Lands from a driveway located on the abutting commercial property.
g.	Shared Driveway Access	Not permitted	To permit the owner, occupant or other persons entering upon or making use of the Subject Lands to share

	<b>Zoning By-law 1-88 Standards</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to the RM2 Multiple Residential Zone Requirements</b>
			the driveway access located on the abutting commercial property.
h.	Maximum Width of a Joint Ingress and Egress Driveway	7.5 m	8.7 m
i.	Minimum Width of a Landscape Strip Along a Lot Line Abutting a Street (Islington Avenue)	6 m	4.5 m
j.	Minimum Width of Landscaping Around the Periphery of an Outdoor Parking Area	3 m	0 m
k.	Minimum Amenity Area	$  \begin{aligned}  &4,235 \text{ m}^2 \\  &(55 \text{ m}^2 \times 77 \text{ two-bedroom units}) \\  &+ \\  &2,430 \text{ m}^2 \\  &(90 \text{ m}^2 \times 27 \text{ three-bedroom units}) \\  &= 6,665 \text{ m}^2  \end{aligned}  $	$  \begin{aligned}  &3,909 \text{ m}^2 \\  &(50.76 \text{ m}^2 \times 77 \text{ two-bedroom units}) \\  &+ \\  &1,540 \text{ m}^2 \\  &(57 \text{ m}^2 \times 27 \text{ three-bedroom units}) \\  &= 5,449 \text{ m}^2  \end{aligned}  $
l.	Permitted Uses in 4 <sup>th</sup> Storey (Terrace)	Uses permitted in the RM2 Multiple Residential Zone.	Permit only mechanical rooms, amenity space, and access stairs.
m.	Permitted Uses Below-Grade	A dwelling unit is not a permitted use.	To permit a dwelling unit partially below grade.
n.	Location of Central Air Conditioning Units	Not permitted in the front yard of a dwelling unit	To permit a screened central air conditioning unit in the front yard of the lower-level, internal units of Blocks 1, 2, and 3 only, with a maximum

	<b>Zoning By-law 1-88 Standards</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to the RM2 Multiple Residential Zone Requirements</b>
			encroachment of 1.5 m into the required front yard

***The site-specific zoning exceptions would permit a Development that is compatible with the existing and planned built form in the area***

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

Lot Area

The reduced lot area is consistent with other multi-unit developments in Vaughan and implements the density and built-form of the proposed Development, which is permitted by VOP 2010.

Building Height

The proposed townhouse designs are 4-storeys (including a 4<sup>th</sup> storey rooftop terrace) with a maximum height of 15 m, whereas the RM2 Multiple Residential Zone permits a maximum 11 m building height. The lands abutting the Subject Lands to the south are zoned RVM1(A) Residential Urban Village Multiple Dwelling Zone One - Street Townhouse, which permits a maximum building height of 11 m (i.e. 2 to 3-storeys). There is a laneway that separates the Subject Lands from the lands to the west, and a commercial site to the north. VOP 2010 permits maximum building height of 4-storeys on the Subject Lands, and as such, the proposed building height conforms to VOP 2010.

Parking Space Length

The reduction of the parking space length by 0.2 m allows for additional parking spaces to be accommodated on the Subject Lands. The Transportation Planning Section of the DE Department has no concern with the reduction in the length of the parking spaces, and as such, the Development Planning Department can support the requested amendment.

Encroachments and Landscape Strip Widths

The back-to-back stacked townhouses require exterior stairs to provide access to the main entrances of the upper-level dwellings units from grade, that may exceed one-half storey in height.

The reduced landscape strip width is only being requested along the Islington Avenue frontage and is equal to the front yard setback, which meets the requirement of Zoning By-law 1-88.



The proposed parallel parking spaces are located along the curb of the common element road and therefore, the Development Planning Department can support the elimination of the landscaping around the periphery of the outdoor parking area.

#### Location, Width and Definition of a Driveway

Amendments to Zoning By-law 1-88 are required in order to facilitate a shared vehicular access with the commercial property to the north, as driveways are required to be located on the lot upon which a development is proposed. The proposed shared driveway will eliminate the need for an additional vehicular access on Islington Avenue from the Subject Lands, and a vehicular access to the existing residential street south of the Subject Lands.

The additional 1.2 m in width for the joint ingress and egress driveway access on the Subject Lands is considered minor in nature and can be supported.

#### Amenity Area and Permitted Uses in 4<sup>th</sup> Storey (Terrace)

The reduced amenity area is consistent with other multi-unit developments in Vaughan, and provides amenity space for the residents, in various areas throughout the site, including the 4<sup>th</sup> storey rooftop terrace of each block, the central outdoor community amenity space, and the private rear yards and balconies of the units in Block 4. The uses permitted in the 4<sup>th</sup> storey (terrace) of each block are limited to mechanical rooms, amenity space, and access stairs to ensure that the space required to provide sufficient amenity space is not used to accommodate additional residential units or other uses.

#### Dwelling Units Below Grade

The proposed Development is comprised of two stacked 2-level townhouse units. A portion of the lower level (i.e. basement) of the ground related 2-level units is part of the livable space of the dwelling unit, however, windows are being provided above grade to provide light and air circulation. Similar amendments to Zoning By-law 1-88 have been made to accommodate other stacked residential dwelling uses in the City.

In consideration of the above, the Development Planning Department is satisfied that the proposed amendments to Zoning By-law 1-88 will facilitate a development that maintains the intent of the Official Plan and permit a residential development that is compatible with the existing and planned land uses in the surrounding area.

#### Central Air Conditioning Units

Air conditioning units are not permitted in the front yard by Zoning By-law 1-88. However, the lower-level internal units located in Blocks 1, 2 and 3, are not able to accommodate central air conditioning units in the side or rear yard, or rooftop mechanical room in accordance with the requirements of Zoning By-law 1-88. As such, an amendment to Zoning By-law 1-88 is required to permit central air conditioning units in the front yard. However, Development Planning Department staff will require that the

air conditioning units are appropriately screened by a low wall and/or integrated into the design of the building (i.e. no landscaping).

***The Development Planning Department is satisfied with the proposed site plan and building elevations, subject to the conditions in this report***

#### Site Layout

The proposed site plan and building elevations are shown on Attachments #3 to #5. The site plan includes three 4-storey back-to-back stacked townhouse (i.e. low-rise building) blocks (Blocks 1 to 3) and one 4-storey stacked townhouse block (Block 4), ranging from 8 to 16 two-storey units per block, for a total of 104 residential units. The 4<sup>th</sup> storey rooftop terrace of each block accommodates an outdoor amenity space, mechanical room, and access stairs. Each residential unit is comprised of two levels.

A total of 183 parking spaces, comprised of 157 resident parking spaces and 26 visitor parking spaces, including 7 accessible parking spaces, are proposed. Three parallel surface parking spaces for visitors are provided adjacent to Block 1, as shown on Attachment #3. The remaining resident and visitor parking spaces are accommodated in the underground parking garage.

Vehicular access to and from the Subject Lands is proposed from a driveway located on the lands to the north, municipally known as 9600 Islington Avenue, that is currently developed with a commercial plaza. A shared mutual access will be created between the two properties, and vehicles would enter/exit from the existing plaza driveway on Islington Avenue to the newly created access between the Subject Lands and the lands to the north.

The driveway access between the Subject Lands and the lands to the north will be reconfigured in accordance with comments received from the Development Planning Department, Urban Design and Cultural Heritage Division, to slightly reduce the width, in order to provide for additional landscaping to enhance the entrance to the proposed Development.

The two vehicular access points along the south side of the Subject Lands are provided for emergency vehicles only, and will be blocked by bollards, removable only by fire and rescue staff in the event of an emergency and only if the Islington Avenue access is blocked for any reason. Therefore, there will be no added vehicular traffic from the Subject Lands into the existing community.

The Development is served by the internal pedestrian and bicycle pathways, which provides multiple connection points to existing and proposed public sidewalks. A public sidewalk is proposed to be located in the municipal right-of-way along the entire length of the south property line of the Subject Lands, abutting Laneway V36, and will connect

to the existing sidewalk on Islington Avenue. Individual pedestrian connections also will be provided to the proposed sidewalk along Laneway V36 and the existing sidewalk on Islington Avenue, from each of the units fronting each of these streets.

### Building Elevations

The typical building elevations for the proposed Development are shown on Attachment #5. Each block is proposed to be constructed with brick, stone, and metal panels, with wood accents, with a variation of neutral colours, and include a linear flat roof design, and a combination of private and common amenity spaces in the form of balconies, rooftop terraces, and rear yards.

A contemporary horizontal wood screen will be installed around the enclosed outdoor waste bin staging area. The same contemporary horizontal wood screen will be used in combination with metal and glass guard railings around the perimeter of the terraces on located the 4<sup>th</sup> storey of each block, and around the garbage chute and exit stair enclosure in Block 2. The design of the exit stair structure to the underground parking garage, located between Blocks 3 and 4 will also complement the materials being used on the proposed buildings.

The Development Planning Department, Urban Design and Cultural Heritage Division is satisfied that the Development is consistent with the Woodbridge Expansion Area: Sonoma Heights Architectural Control Guidelines.

### Landscape Plan

The Development will be fully landscaped with a variety of deciduous trees and a combination of deciduous and coniferous shrubs, together with ornamental perennials and grasses. Benches and concrete planters containing trees and ornamental perennials and grasses will also be installed in the central outdoor community amenity area. A 2 m acoustic fence will also be installed along the west and north property lines.

Year-round landscaped screening should be provided around the proposed pad mount transformer to the satisfaction of the Development Planning Department, Urban Design and Cultural Heritage Division, once its location on the Subject Lands is confirmed.

The Development Planning Department, Urban Design and Cultural Heritage Division, will continue to work with the Owner to finalize the site plan, building elevations, and landscape plan to the satisfaction of the Development Planning Department, Urban Design and Cultural Heritage Division. A condition to this effect is included in the Recommendations of this report.

***The Development Engineering (“DE”) Department supports the proposed Development, subject to the conditions in this report***

The DE Department has no objection to the approval of the Applications, subject to the following comments:

a) Water Servicing

An existing 50mm diameter water service connection stub connected to a 150mm diameter watermain on the south side of Laneway V36 is proposed to provide water servicing to the Subject Lands in anticipation of future development. The existing water service is proposed to be decommissioned and a new water service connection is proposed to be installed east of the existing water service and connected to the watermain on Laneway V36. A hydrant flow test was conducted in the vicinity of the site and flow calculations completed to confirm that the available pressure and flow in the surrounding municipal watermain can adequately meet the expected water demand of the Development. The configuration of the proposed watermain connection complies with the City Standards and the DE Department is satisfied that the Development can be adequately supplied with water service. The water meter will be owned by the City and shall be purchased from the City’s Environmental Services Department by the Owner.

b) Sanitary Servicing

Sanitary servicing is provided for the Subject Lands via an existing plugged 200mm diameter sanitary service connection branching from the existing sanitary sewer manhole located on Laneway V36 in anticipation of future development. The DE Department is satisfied that the Development can be adequately accommodated with sanitary service, subject to the conditions and comments to be addressed by the Owner to the satisfaction of the City.

c) Allocation of Sewage and Water Capacity

On February 21, 2018, the City’s latest annual servicing capacity allocation strategy report was endorsed by Vaughan City Council. It confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. Therefore, servicing capacity for the Development is available and unrestricted. Accordingly, staff are recommending that Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Site Development File DA.17.023 (Landmart Realty Corp.) be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 104 residential units (318 persons equivalent).”

d) Stormwater Management and Site Drainage

Stormwater servicing is provided for the Subject Lands from an existing plugged storm service connection branching from the existing storm sewer manhole located on Laneway V36 in anticipation of future development. The existing stormwater management ("SWM") pond located south of the Development and northwest of the intersection of Rutherford Road and Islington Avenue was designed and constructed to provide quality and erosion control for the Subject Lands. The DE Department is generally satisfied that the stormwater outflow from the Development can be adequately serviced and accommodated by the storm sewers and SWM pond identified, subject to the conditions and comments to be addressed by the Owner, to the satisfaction of the City.

e) Transportation

The Transportation Planning Section of the DE Department has provided the following comments:

This segment of Islington Avenue is under the jurisdiction of York Region. Road widening and access comments have been provided by York Region as discussed in the report.

A TDM Letter was submitted in support of the Applications to the satisfaction of the Transportation Planning Section.

A minimum 6 m driveway width is required to achieve a fire route and to permit two-way vehicular traffic movements. The Owner has demonstrated that this requirement can be accommodated and will update the Site Plan drawing to the satisfaction of the Transportation Planning Section.

The proposed stop sign and stop bar at the access to the Subject Lands is also required to be relocated slightly south of the textured pedestrian crosswalk.

Transportation Planning staff is satisfied with the proposed retractable bollards at the emergency exits on Laneway V36, however, recommends that the spacing between the bollards (currently 3 m) be reduced to 2 m or less to restrict motor vehicle entry.

Additional parking prohibition signage is recommended for Laneway V36, and these signs should be added to the pavement marking and signage plan.

f) Environmental

The Environmental Engineering Section of the DE Department has reviewed and is satisfied with the Site Screening Questionnaire and Environmental Certification submitted with the Applications, and have no further concerns.

g) Environmental Noise/Vibration Impact

A Noise Impact Study Report was submitted with the Applications to address potential noise sources and their impacts on the Development. The DE

Department has reviewed the Noise Impact Study Report and provides the following comments in accordance with the report recommendations:

- i) The Owner shall satisfy all requirements with respect to noise attenuation and ensure all recommendations are implemented in accordance with the Noise Impact Study Report within the Engineering Drawings, where applicable:
  - a. The Noise Impact Study shall identify the location and type of noise wall being proposed;
  - b. A minimum 1.07 m high solid parapet is required for the rooftop terraces of the townhouse block (Block 1) adjacent to Islington Avenue;
  - c. Due to the driveway for the loading area located on the abutting commercial property to the north and west of the Subject Lands, which are used by maneuvering delivery trucks, an acoustic wall 2 m to 2.5 m in height is recommended to reduce sounds at ground level on the Subject Lands;
  - d. Central air conditioning systems will be required for the townhouse block (Block 1) adjacent to Islington Avenue and adjacent to the commercial block and laneways at the north and west (Blocks 3 and 4); and
  - e. The majority of the exterior wall of the townhouse blocks are proposed to include brick with some minor accents. This construction is suitable. After a review of the floor plans and building elevations, a Sound Transmission Class ("STC") 30 rated glazing construction will provide sufficient acoustical insulation for the bedrooms/living/dining rooms facing Islington Avenue and any glazing construction meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the remaining dwellings in the Development.
- ii) The report recommends the following Noise Warning Clauses be included in the Site Plan Agreement registered on title, and as part of the relevant legal documents including Offers of Purchase, Sale or Lease agreements and the future Condominium Agreement and Declaration, to inform future owners and occupants about noise from the roadways and the presence of the existing commercial plaza to the north and laneway to the west:
  - a) "Purchasers/tenants are advised that despite the inclusion of noise control features in this development area and within the building units, noise levels from increasing road traffic will continue to be of concern, occasionally interfering with some activities of the dwelling

occupants should the noise level exceed the Municipality's and the Ministry of the Environment and Climate Change noise criteria."

- b) "This dwelling unit has been fitted with a forced air ventilation system and the ducting, etc. was sized to accommodate central air conditioning. This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality's and the Ministry of the Environment's noise criteria. (Note: The location and installation of the outdoor air condition device should be done so as to minimize the noise impacts of air conditioners of 38,900 British Thermal Units ("BTU") per hour or less should have a maximum sound power emission rating of 7.6 bels as per Air Conditioning and Refrigeration Institute ("ARI") Standard 270)."
- c) "Purchasers/tenants are advised that due to the proximity of the adjacent commercial plaza, including the loading area sound levels from these facilities may at times be audible."

The DE Department has no objections to the Development and will continue to work with the Owner to finalize all plans and reports, prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

***The Fire and Rescue Service Department has no objection to the Development***

The Fire and Rescue Service Department has reviewed the Applications and requires a minimum driveway distance of 6 m be provided from the outer edge of the parallel parking spaces to the loading space in order to achieve the minimum required fire route width. The Owner has demonstrated that this requirement can be accommodated and will update the Site Plan drawing to the satisfaction of the Fire and Rescue Service Department. A condition to this effect is included in the Recommendations of this report.

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

The Environmental Services Department, Solid Waste Management Division has reviewed the Development, and has no objection to the proposed waste collection for the Development, subject to providing a turning stub width of not less than 4.5 m wide. A letter from a certified Engineer is required stating that the supported structure on the Subject Lands can support a fully loaded collection vehicle weighing 35,000 kgs, and the drawings submitted for approval must be signed and stamped by a Professional Engineer or Architect registered in Ontario.

The final waste management plan and waste collection design standards submission must be approved to the satisfaction of the Vaughan Environmental Services Department, Solid Waste Management Division.

A condition to this effect is included in the Recommendations of this report.

The Environmental Services Department, Solid Waste Management Division also advises that the Development may be eligible for municipal waste collection beginning in 2019, and advises that upon a successfully completed Application, site inspection and executed registration of an Agreement with the Vaughan Environmental Services Department, Solid Waste Management Division, as determined by the City, the Condominium Corporation may be eligible for municipal waste collection services. Should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation.

***Cash-in-lieu of the dedication of parkland is required for the Development***

The Office of the City Solicitor, Real Estate Department, has requested that following condition be included in the Site Plan Agreement:

“The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-In-Lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, 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 to this effect is included in the Recommendations of this report.

***Development charges are applicable to the Development***

The Financial Planning and Development Finance Department has provided the following condition of approval, to be included in the Site Plan Agreement:

“Prior to the issuance of a Building Permit, The Owner shall pay to the City the applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and the York Catholic District School Board.”

A condition to this effect is included in the Recommendations of this report.



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

The Parks Development Department have reviewed the Development and are satisfied with the Community Services and Facility Study submitted with the Applications, dated March 2017, and therefore have no comments.

***The School Boards have no objection to the Development***

The York Region District School Board and York District Catholic School Board have reviewed the Development and advised that they have no objection to or any conditions of approval.

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

Canada Post has no objection to the Development, subject to the Owner installing mail box facilities and equipment to the satisfaction of Canada Post.

***Bell Canada has no objection to the Development***

The Owner is required to confirm that sufficient wire-line communications and telecommunications infrastructure is available within the Development. In the event that such infrastructure is not available, the Owner is advised that the Owner may be required to pay for the connection to and/or extension of the existing communication and telecommunication infrastructure. Bell Canada has also provided the following condition for approval, to be included in the Site Plan Agreement:

“The Owner shall grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.”

A condition to this effect is included in the Recommendations of this report.

***The Development is subject to the Woodbridge Expansion Area Cost Sharing Agreement (“CSA”)***

The Development is subject to the Woodbridge Expansion Area CSA. The Owner shall contact the Woodbridge Expansion Area CSA Trustee, and obtain a clearance letter for the Development, prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

***A Draft Plan of Condominium (Standard) Application is required to establish the condominium ownership tenure for this Development, should the Applications be approved***

Should the Applications be approved, a Draft Plan of Condominium (Standard) Application will be required to establish the condominium tenure for the Development. The Application will be reviewed for consistency with the final site plan, and the appropriate conditions respecting the condominium tenure will be identified in a future technical report.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

The York Region Community Planning and Development Services Department has advised they have no objection to the Development, subject to the following comments:

- a) The Owner shall convey sufficient property to provide a 10 m by 10 m daylighting triangle at the southwest corner of the intersection of Islington Avenue and the existing abutting access to the north of this Development;
- b) The Owner is advised that the underground parking structure may not encroach in the 10m by 10m daylight triangle to be conveyed to York Region;
- c) The curb and gutter shall be reinstated across the existing driveway access to the Subject Lands on Islington Avenue, to Ontario Provincial Standard Drawing ("OPSD") standard 600.040;
- d) The Owner shall confirm the material used for the sidewalk connections within the Islington Avenue right-of-way;
- e) The Owner shall provide a Traffic Management Plan for the proposed work within the Islington Avenue right-of-way; and
- f) The Owner shall provide a cost estimate for all works proposed within the Islington Avenue right-of-way.

Lands required for a road widening to achieve the 36 m right-of way width for this segment of Islington Avenue has already been conveyed to York Region, therefore no additional lands are being requested at this time.

The Owner is required to address all York Region requirements prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

**Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File

Z.17.011 and Site Development File DA.17.023 in consideration of the policies of the *Provincial Policy Statement*, the Growth Plan, the York Region and Vaughan Official Plans, and the requirements of Zoning By-law 1-88, comments from area residents, City Departments and external public agencies, and the surrounding area context. The Development Planning Department is satisfied that the proposed Development as shown on Attachments #3 to #5, is consistent with the *Provincial Policy Statement* and conforms to the policies in the Growth Plan as outlined in this report. The Development conforms with YROP and VOP 2010 policies and is compatible with the existing and planned uses in the surrounding area.

On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development applications, subject to the conditions and recommendations in this report.

**For more information**, please contact: Letizia D'Addario, Planner, Development Planning Department, at extension 8213.

### **Attachments**

1. Context Location Map
2. Location Map
3. Proposed Site Plan and Zoning
4. Landscape Plan
5. Typical Elevations (Block 1)

### **Prepared by**

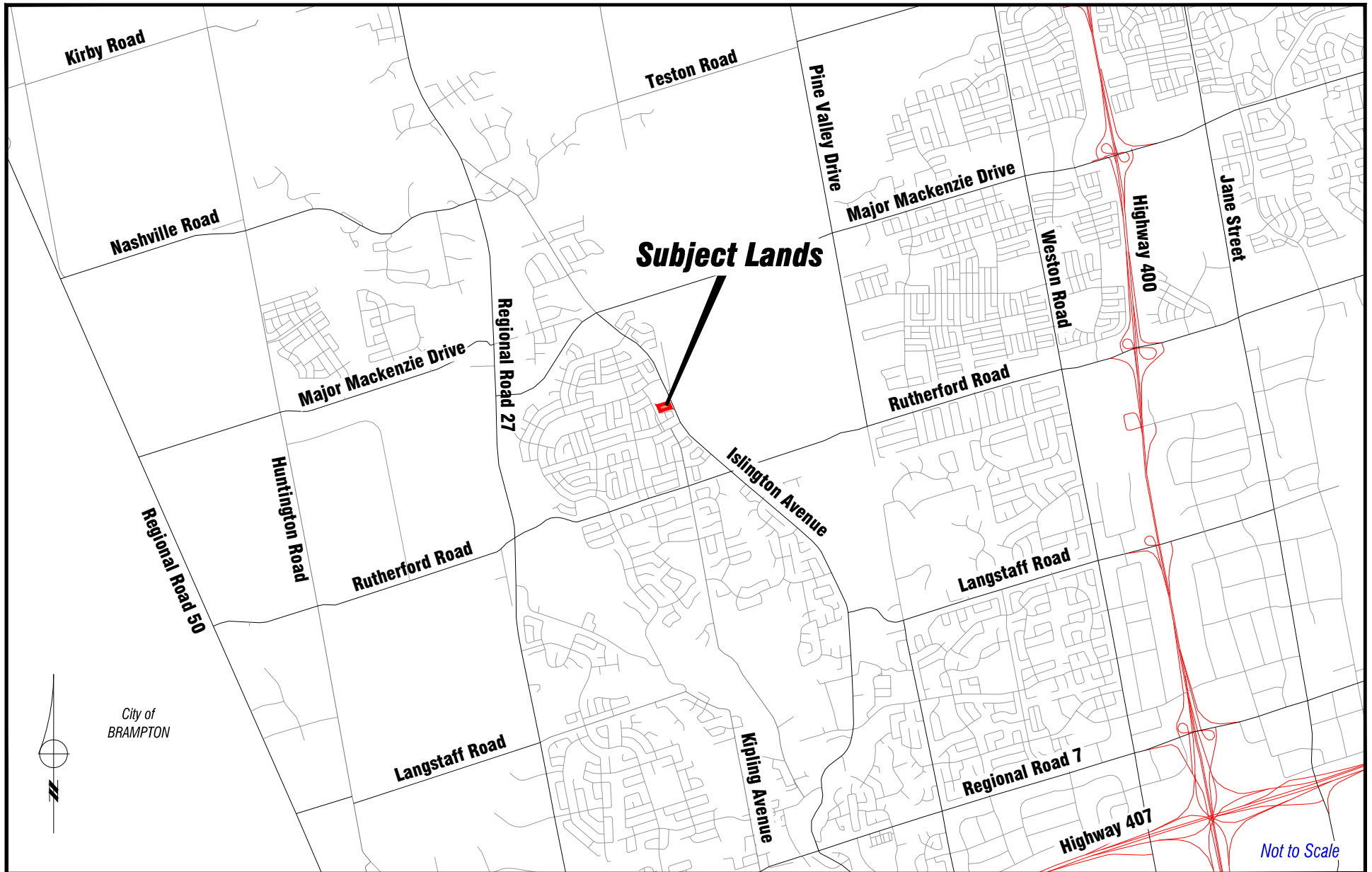
Letizia D'Addario, Planner, ext. 8213

Clement Messere, Senior Planner, ext. 8409

Carmela Marrelli, Interim Senior Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning, ext. 8407

/CM



## Context Location Map

LOCATION:  
Part of Lot 18, Concession 8

APPLICANT:  
Landmart Realty Corp.

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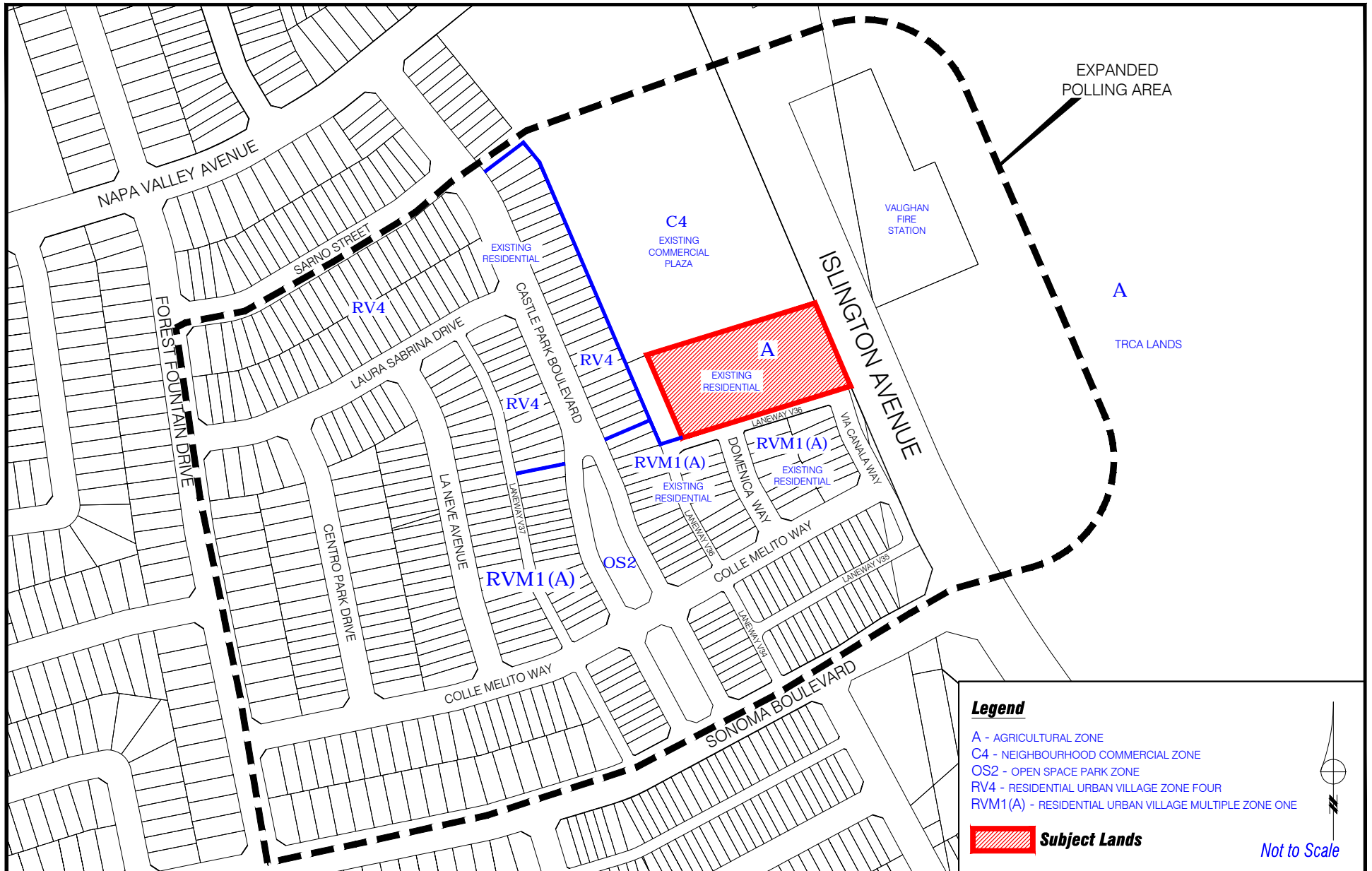


## Attachment

FILES: Z.17.011 &  
DA.17.023

DATE:  
June 5, 2018

1



## Location Map

LOCATION:  
Part of Lot 18, Concession 8

APPLICANT:  
Landmart Realty Corp.

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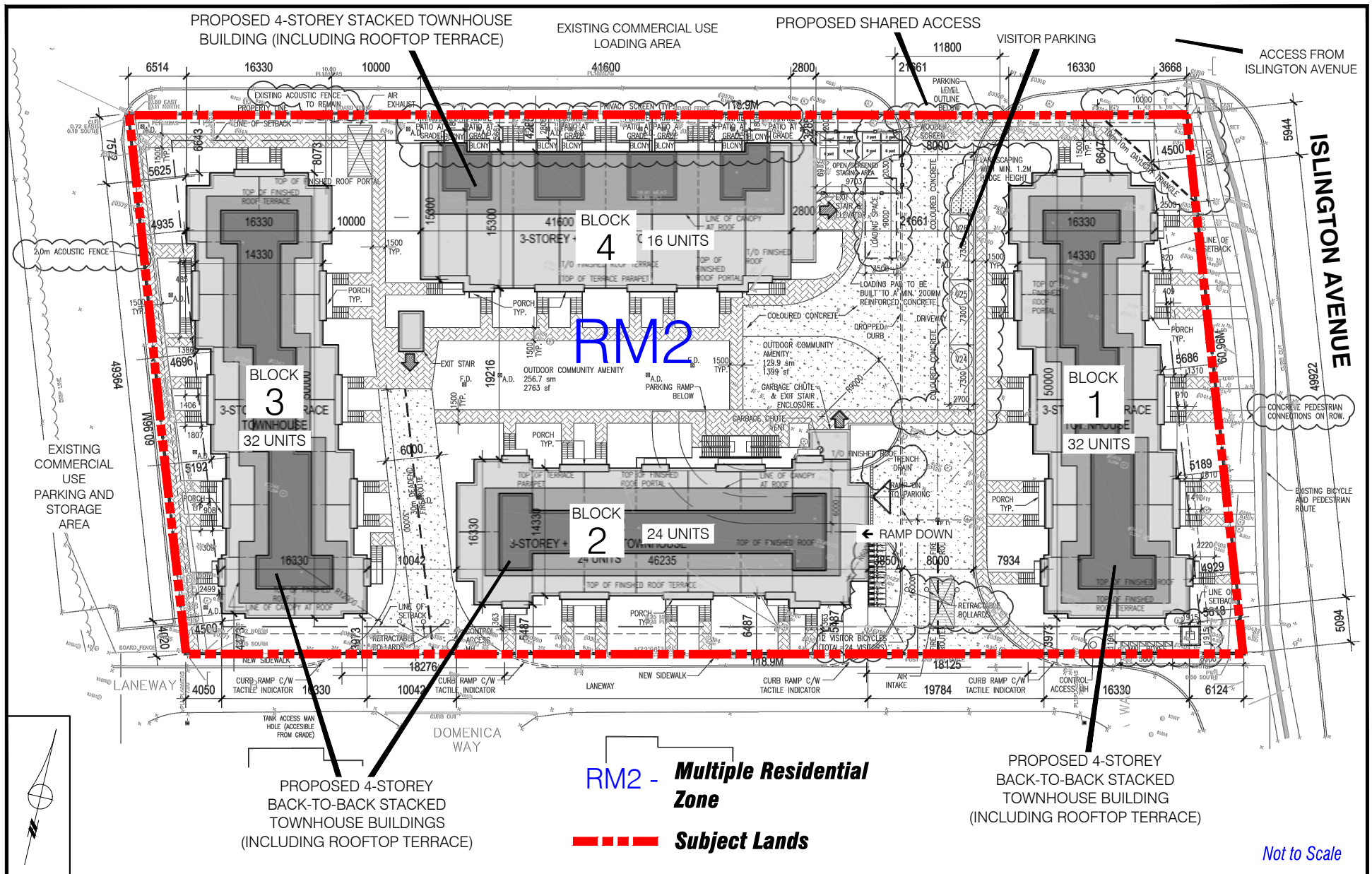


## Attachment

FILES: Z.17.011 &  
DA.17.023

DATE:  
June 5, 2018

2



## Proposed Site Plan and Zoning

LOCATION:  
Part of Lot 18, Concession 8

APPLICANT:  
Landmart Realty Corp.

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## Attachment

FILES: Z.17.011 &  
DA.17.023

DATE:  
June 5, 2018

3







## Typical Elevations (Block 1)

LOCATION:  
Part of Lot 18, Concession 8

APPLICANT:  
Landmart Realty Corp.

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Item:



## Committee of the Whole Report

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

**WARD:** 2

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.17.043  
OMERS REALTY CORPORATION  
VICINITY OF REGIONAL ROAD 7 AND REGIONAL ROAD 27**

**FROM:**

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

**ACTION:** DECISION

---

### **Purpose**

To seek approval from the Committee of the Whole for Zoning By-law Amendment File Z.17.043 for the Subject Lands shown on Attachments #1 and #2, to amend Zoning By-law Amendment 1-88 to permit and define “Adhesive Manufacturing” and “Powder Manufacturing”, to facilitate the production of bonding agents, and to reduce the required parking supply, in association with the existing building shown on Attachment #3.

### **Report Highlights**

- The Owner seeks approval from the Committee of the Whole to permit and define “Adhesive Manufacturing” and “Powder Manufacturing” to permit the production of adhesive and powder products within the existing employment building, used for the installation of ceramic tile and stone. In addition, an amendment to Zoning By-law 1-88 is required to remove 34 parking spaces on the Subject Lands.
- The Development Planning Department supports the approval of the Zoning By-law Amendment Application as it conforms to the Official Plan and the proposed uses are compatible with the existing and planned land uses in the surrounding area.
- A Site Development Application has also been submitted to facilitate the installation of nine (9) silos and two (2) dust collectors, and an additional loading space on the Subject Lands. The Site Development application will be approved by the Development Planning Department as it meets the criteria for Delegated Approval by Site Plan Control By-law 123-2013.

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.17.043 (OMERS Realty Corporation) BE APPROVED, to amend Zoning By-law 1-88 to permit and define “Adhesive Manufacturing” and “Powder Manufacturing” uses within Unit “A” of the existing employment building, as shown on Attachment #3, and to reduce the required parking supply, in order to manufacture the bonding agents within the existing building, used for the installation of ceramic tile and stone, together with the site-specific zoning exceptions identified in Table 1 of this report.

## **Background**

The Subject Lands (the “Subject Lands”) are 3.57 ha in area, and are located southwest of the intersection of Regional Road 7 and Regional Road 27, and are municipally known as 111 Royal Group Crescent, as shown on Attachments #1 and #2. The surrounding land uses are shown on Attachment #2.

The existing employment building on the Subject Lands, as shown on Attachment #3, is currently used for industrial/manufacturing and ancillary office purposes, and is comprised of two separate units of 8,544 m<sup>2</sup> (Unit “A”) and 14,310 m<sup>2</sup> (Unit “B”), and 417 m<sup>2</sup> of common area shared between the two units, with a total gross floor area (“GFA”) of 23,271 m<sup>2</sup>.

### ***The Owner has submitted a Zoning By-law Amendment application to permit the proposed uses and reduce the required parking on the Subject Lands***

The Owner has submitted Zoning By-law Amendment Application File Z.17.043 (the “Application”) to permit and define “Adhesive Manufacturing” (Glue Manufacturing) and “Powder Manufacturing” (Mixing Plant) uses within the existing employment building (the “Application”), in order to manufacture the bonding agents used for the installation of ceramic tile and stone. The Owner is also requesting an exception to Zoning By-law 1-88 to permit 314 parking spaces on the Subject Lands, whereas the Zoning By-law, as amended, requires that a minimum of 348 parking spaces be provided.

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

On April 13, 2018, a Notice of Public Hearing was circulated to all property owners within 150 m of the Subject Lands, as shown on Attachment #2, and to the West Woodbridge Homeowners’ Association. A copy of the Notice of Public Hearing was also posted on the City’s website at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the Royal Group Crescent street frontage, in accordance with the City’s Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on May 8, 2018, to receive comments from the public and Committee of the Whole. The recommendation of the Committee of the Whole to receive the Public Hearing report of May 8, 2018, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on May 23, 2018.

At the Public Hearing, Mr. Paul Johnston from Johnston Litavski Planning Consultants, Carlton Street, Toronto, made a deputation on behalf of the Owner. At the Public Hearing Council also inquired about the reason the proposed employment uses requires an Environmental Compliance Approval (“ECA”) from the Ministry of Environment and Climate Change (“MOECC”). The Development Planning Department advises that the ECA approval process provides assurance to municipalities and the general public that the appropriate environmental protection measures are in place for industrial uses and manufacturing processes, and that any future changes in operating equipment or processes on the Subject Lands will be subject to appropriate review and regulation by the MOECC. The ECA ensures that the emissions, including noise, generated by the Flextile facility operates in a manner that does not negatively impact human health or the environment. Other comments are provided in the relevant sections throughout the report.

### **Previous Reports/Authority**

[May 8, 2018, Committee of the Whole \(Public Hearing\) \(Item 2, Report No. 19, Recommendations 1 and 2\)](#)

### **Analysis and Options**

#### **Land Use Policies and Planning Considerations**

The Development Planning Department has reviewed the Proposal for the Subject Lands in consideration of the following policies:

#### ***The Application is consistent with the Provincial Policy Statement, 2014 (the “PPS”)***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the PPS. The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. The *Planning Act* requires that Vaughan Council's

planning decisions be consistent with the PPS. The Development Planning Department has reviewed the Application in consideration of the policies of the PPS and is of the opinion that the Application is consistent with provincial policies, specifically:

- Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses;
- Section 1.3.2.1 - Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs; and
- Section 4.7 - the official plan is the most important vehicle for implementation of the PPS. Comprehensive, integrated and long-term planning is best achieved through official plans.

The Application provides for additional employment uses within an existing employment building and area that would add to the mix and range of employment uses. The Application to permit adhesive and powder manufacturing, conforms with the “General Employment” land use designation in VOP 2010. On this basis, the Application is consistent with the PPS.

***The Application conforms to the Growth Plan for the Greater Golden Horseshoe, 2017 (the “Growth Plan”)***

The Growth Plan is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council’s planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Application is consistent with the policy framework of the Growth Plan as the proposed uses would make more efficient use of existing employment areas and vacant and underutilized employment lands, and increase employment densities, well as integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment, in accordance with the objectives of Section 2.2.5.1 of the Growth Plan, specifically:

- Section 2.2.5.5 – contributing to meeting the minimum density target for all employment areas, measured in jobs per hectare, that reflects the current and anticipated type and scale of employment that characterizes the employment areas and aligns with policy 2.2.5.1.

The Application provides for additional employment uses within an existing employment area, which contributes to the local economy. Accordingly, the Application conforms to the Growth Plan.

***The Application conforms to the York Region Official Plan, 2010 (“YROP”)***

The York Region Official Plan 2010 (the “YROP”) guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Urban Area” on Map 1, “Regional Structure” of the YROP. Section 4.3 of the YROP states that, “York Region is committed to maintaining and enhancing the long term viability of employment lands”, specifically:

- Section 4.3.3 - to recognize that employment lands are strategic and vital to the Regional economy and are major drivers of economic activity in the Region;
- Section 4.3.4 - to require local municipalities to designate and protect employment lands in local municipal official plans; and
- Section 4.3.5 - to protect, maintain and enhance the long term viability of all employment lands designated in local municipal official plans for employment land uses.

The Application is facilitating the introduction of a new employment use within an existing employment building, which contributes to the long-term viability of a major existing employment area in Vaughan. The Application conforms to the YROP.

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

The Subject Lands are identified as “Employment Areas” within the Urban Structure of VOP 2010, and are designated “General Employment” by VOP 2010. This designation permits a full range of industrial uses including manufacturing, warehousing, transportation, distribution, any of which may or may not include outdoor storage.

Section 5.2.1.2 of VOP 2010 states that it is the policy of Council, “To protect Vaughan’s manufacturing, industrial and warehousing sectors from potential impacts, any development or redevelopment of lands for more sensitive land uses located within 500 metres of an Employment Area, will be required to undertake appropriate environmental studies (e.g. noise, dust vibration, etc.), to be identified on a case by case basis in order to ensure land use compatibility with the surrounding Employment Area lands. As a result of the studies, on-site or off-site mitigation measures may be required prior to development at the expense of the Owner for the more sensitive land use”.

Sensitive land uses are defined by VOP 2010 as, “Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities”.

Section 9.2.2.10.c of VOP 2010 states that, “The operation of any use must not result in a nuisance or have an adverse effect on neighbouring uses by virtue of the emission or discharge of noise, vibration, particulate, odour or other irritants”.

***The proposed uses are not considered obnoxious and will not result in a nuisance or have an adverse effect on neighbouring uses***

The manufacturing processes involved for the proposed uses do not produce the odour, vibration, or noise that would classify either process as an obnoxious use as defined by Zoning By-law 1-88, and will not result in a nuisance or have an adverse effect on neighbouring uses, in accordance with the policies of VOP 2010.

Flextile describes their “Adhesive Manufacturing” process as follows:

All adhesives manufactured by Flextile are water-latex based and either low-VOC (Volatile Organic Compound) or VOC free.

The manufacturing process encompasses mixing limestone, water, latex, fillers, additives and preservatives to produce finished products used in the installation of ceramic tile. These products are packaged in pails (4L to 20L) or jugs (4L to 8L), palletized, warehoused and shipped off-site for sale.

Bulk limestone is stored in an external silo and is transferred to an internal mixer by a conveyor. Latex is stored in an internal storage tank or container and is pumped to the mixer via pipe systems and water added directly from the supply mains. The remaining minor ingredients are manually weighed and added to the mixer.

Bulk latex tanks, latex in containers and minor ingredients in drums or bags are stored indoors. All weighing, mixing, packaging and palletizing also occur indoors.

Any dust created while adding limestone to the mixing process is controlled by a dust collection system. Any odours generated are minor and removed by the same collection system. The dust collector is located along the outside wall. The limestone silo has a dedicated bin vent to prevent dust escaping into the air.

Flextile describes their “Powder Manufacturing” process as follows:

The powder manufacturing process involves mixing white or grey cement, regular or white sand or limestone, along with fillers, various additives, powdered polymers and pigments to produce a grout used in the installation of ceramic tile and stone. These products are packaged in 4.5 kg pouches or 11.3 kg and 22.7 kg paper bags, palletized, warehoused and shipped off-site for sale.

The sands, cements and limestone are stored in bulk within external silos and transferred individually by conveyors to, and also weighed by, an automatic scale hopper located indoors. Additives are stored in bulk bags that hang on a specialized handling system that automatically weigh and pneumatically transfer ingredients to a receiving hopper above the mixer.

When the scale hopper finishes weighing the major ingredients, they are transferred to the receiving hopper, both are discharged by gravity into the mixer and the weighing process repeats. After mixing, the mixer discharges by gravity into a hopper located above a bagging machine. The weighing, mixing and discharge processes are for the most part automatic.

All weighing, mixing, packaging and palletizing processes occur indoors. Any dust created during these processes is controlled and collected by a dust system. Smaller dust collector units are stored indoor and the main unit is located outside. Each silo has a dedicated bin vent to prevent dust escaping into the air.

The proposed adhesive and powder manufacturing uses are proposed in an existing employment area and considered to be a manufacturing use that will not result in a nuisance or have an adverse effect on neighbouring uses. The ECA ensures that the emissions, including noise, generated by the Flextile facility operates in a manner that does not negatively impact human health or the environment. As such, the proposed uses conform to VOP 2010.

***The Adhesive and Powder Manufacturing currently operates in another facility and operates in compliance with the Ministry of the Environment and Climate Change Requirements and Regulations***

Flextile currently operates a facility in the City of Toronto (“Flextile-Toronto”), and wishes to relocate their business to the Subject Lands.

The Flextile-Toronto facility is operating in compliance with the MOECC requirements and regulations. A copy of the most recent ECA was issued by the MOECC on November 17, 2014, and submitted by the Owner to the Development Planning Department.

Manufacturing processes and equipment in Ontario are subject to the MOECC jurisdiction and regulated through (i) environmental sector activity registration (“ESAR Registration”), or (ii) an ECA approval in accordance with the provisions of the *Environmental Protection Act*. Regulation of industrial processes and equipment through the ESAR and ECA processes provide confidence that these activities are being undertaken in a manner that manages the risk of adverse effects to human health and the environment, and is an integral part of Ontario’s land use planning process to

avoid and manage potential conflict. There are a number of ECAs approved for facilities in Vaughan that range from simple EASR approvals for back-up generators and heating systems, to more complex ECA approvals for matters such as industrial sewage works or manufacturing processes that generate noise or other air emissions. Within the employment area where the Subject Lands are located, there are currently 16 active ECA approvals for existing manufacturing operations and equipment.

Industrial facilities with complex or unique types of operations, such as the proposed manufacturing uses, must apply for an ECA. Flextile is legally obligated to meet the specific conditions set out in the ECA. Flextile may also be inspected by an Environmental Officer to ensure these conditions are met.

Section 2.3 of the ECA confirms that the submitted ECA is valid for ten years from the issue date, as per MOECC regulations. Additionally, the ECA only requires amendment if a change in use/product has occurred. There have been no such changes since 2014. However, Flextile will be required to secure a new ECA for the Subject Lands, should the Application be approved by Council, and the implementing site-specific Zoning By-law passed.

Flextile currently retains a consultant to review its operations in order to submit a written summary to the MOECC annually.

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

The Subject Lands are zoned EM1 Prestige Employment Zone, subject to site-specific Exception 9(1013), by Zoning By-law 1-88, which does not permit adhesive and powder manufacturing.

Section 3.24 – Prohibited uses of Zoning By-law 1-88, does not permit “Glue Manufacturing” and “Mixing Plant” in any zone category in the City. The proposed “Adhesive Manufacturing” and “Powder Manufacturing” uses fall within the definition criteria of “Glue Manufacturing” and “Mixing Plant”, respectively, of Zoning By-law 1-88. Amendments to Zoning By-law 1-88 are required to permit and specifically define “Adhesive Manufacturing” and “Powder Manufacturing” uses as identified in Table 1 below:



Table 1

	<b>Zoning By-law 1-88 Standards</b>	<b>EM1 Prestige Employment Area Zone, Exception 9(1013) Requirements</b>	<b>Proposed Exceptions to the EM1 Prestige Employment Area Zone, Exception 9(1013) Requirements</b>
a.	Permitted Uses	Glue Manufacturing (adhesive manufacturing) and Mixing Plant (powder manufacturing) are listed as prohibited uses under Subsection 3.24 - Prohibited Uses	Permit Glue Manufacturing (adhesive manufacturing) and a Mixing Plant (powder manufacturing)
b.	Definitions of "Adhesive Manufacturing" and "Powder Manufacturing"	The proposed adhesive and powder manufacturing uses fall within the definition criteria of Glue Manufacturing and a Mixing Plant, respectively, of Zoning By-law 1-88, but are not specifically defined by Zoning By-law 1-88.	<p>Adhesive Manufacturing - means the process of mixing limestone, water, latex, fillers, additives and preservatives to produce various finished adhesive products.</p> <p>Powder Manufacturing - means the process of mixing white or grey cement, regular or white sand or limestone, fillers, various additives, powdered polymers and pigments to produce grout products.</p>
c.	Minimum Number of Parking Spaces	348 (Minor Variance A446/06)	314

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

a) Proposed Uses and Definitions

The proposed adhesive and powder manufacturing uses fall within the definition criteria of Glue Manufacturing and a Mixing Plant, respectively, of Zoning By-law 1-88. Section 3.24 - Prohibited Uses of Zoning By-law 1-88, does not permit

“Glue Manufacturing” and “Mixing Plants” in any Zone category in the City. Although the proposed adhesive and powder manufacturing uses fall within the definition criteria of Glue Manufacturing and a Mixing Plant, these uses are not specifically defined by Zoning By-law 1-88, and therefore an amendment to Zoning By-law 1-88 is required to include specific definitions for these uses.

The proposed uses will occur within an existing employment building, adjacent to other existing employment buildings which accommodate a variety of manufacturing and warehousing uses. The Development Planning Department is satisfied that the manufacturing processes involved for the proposed uses do not produce significant odour, vibration, or noise that would classify either process as an obnoxious use as defined by Zoning By-law 1-88, and can therefore be supported.

b) Number of Parking Spaces

The total number of parking spaces proposed on the Subject Lands is less than 10% of the total number of parking spaces required by Zoning By-law 1-88. The Transportation Planning Section of the Development Engineering Department is satisfied that the proposed number of parking spaces is sufficient and does not warrant the submission of a Parking Justification Report.

In consideration of the above, the Development Planning Department is satisfied that the proposed amendments to Zoning By-law 1-88 will facilitate employment uses that conform with the Official Plan and are compatible with the existing and planned uses in the surrounding area.

***Approval of the Site Development Application has been delegated to the Development Planning Department***

The existing employment building on the Subject Lands, as shown on Attachment #3, is currently used for industrial/manufacturing and ancillary office purposes. The current building is comprised of two separate units of 8,530 m<sup>2</sup> (Unit “A”) and 14,310 m<sup>2</sup> (Unit “B”) and 417 m<sup>2</sup> of common area shared between the two units, with a total gross floor area (“GFA”) of 23,257 m<sup>2</sup>. The Owner is seeking to lease Unit “A” to Flextile Ltd. (“Flextile”), in order to operate an adhesive and powder manufacturing facility for the purpose of producing products that are used as bonding agents in the installation of ceramic tile and stone.

The Owner has submitted Site Development File DA.18.010 to facilitate the installation of silos and dust collectors on the site for the proposed manufacturing uses. A total of nine (9) exterior silos and two (2) dust collectors are proposed on the west side of the existing building, and a 14 m<sup>2</sup> addition is proposed at the rear of the building in order to accommodate one (1) additional loading space, as shown on Attachments #3 and #4. The proposal will result in the removal of 34 parking spaces along the west and south

sides of the Subject Lands. No other changes are proposed to the exterior of the building.

The Site Development Application is currently being reviewed by the Development Planning Department and other City Departments to ensure the appropriate design features are implemented, including, but not limited to, the height and the screening of the silos and dust collectors, proper on-site organization and on-site pedestrian and vehicular movements, and the implementation of any required noise attenuation measures.

Should Vaughan Council approve Zoning By-law Amendment File Z.17.043 and enact the required implementing Zoning By-law, the Site Development Plan will be approved to implement Council's decision.

***The Development Engineering ("DE") Department supports the Application, subject to the conditions in this report***

The DE Department has no objection to the Application subject to some minor red-line comments that will be addressed through the Site Development Application File DA.18.010, and staff will continue to work with the Owner to finalize all plans and reports.

**Environmental**

The Environmental Engineering Section of the DE Department is satisfied with the Site Screening Questionnaire and Environmental Certification submitted with the Applications, and have no further concerns.

**Transportation**

The Transportation Planning Section of the DE Department has reviewed the Application with respect to site organization and offers no comments.

***The Environmental Services Department, Solid Waste Management Division, has no objection to the proposal***

The Environmental Services Department, Solid Waste Management Division has reviewed the Application and offers no comments.

***Development charges are applicable to the Application***

The Financial Planning and Development Finance Department has advised that prior to the issuance of a Building Permit, the Owner shall pay to the City applicable Development Charges for the addition, in accordance with the Development Charges

By-laws of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board.

***HydroOne Networks Inc. (“HONI”) has no objection to the Application***

HONI has provided their clearance on the Application, but advises the Owner that the transmission lines abutting the Subject Lands operate at either 500,000, 230,000 or 115,000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act* (the “Act”), require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors, it is 3 metres (10 feet). It is the Owner’s responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the conductors can raise and lower without warning, depending on the electrical demand placed on the line.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

York Region has reviewed the Application and has no comments or additional submission requirements.

**Conclusion**

Zoning By-law Amendment File Z.17.043 has been reviewed in consideration of the policies of VOP 2010, the requirements of Zoning By-law 1-88, comments from City Departments and external public agencies, and the area context. The Zoning By-law Amendment Application will facilitate additional manufacturing uses on the Subject Lands that conform to the Official Plan and that are compatible with the existing and planned uses in the area. The reduced parking supply is considered to be minor and has been reviewed and is supported by the Development Engineering Department.

On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment application, subject to the Recommendations in this report.

**For more information**, please contact: Letizia D’Addario, Planner, Development Planning Department, at extension 8213.

**Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Building Elevations

**Prepared by**

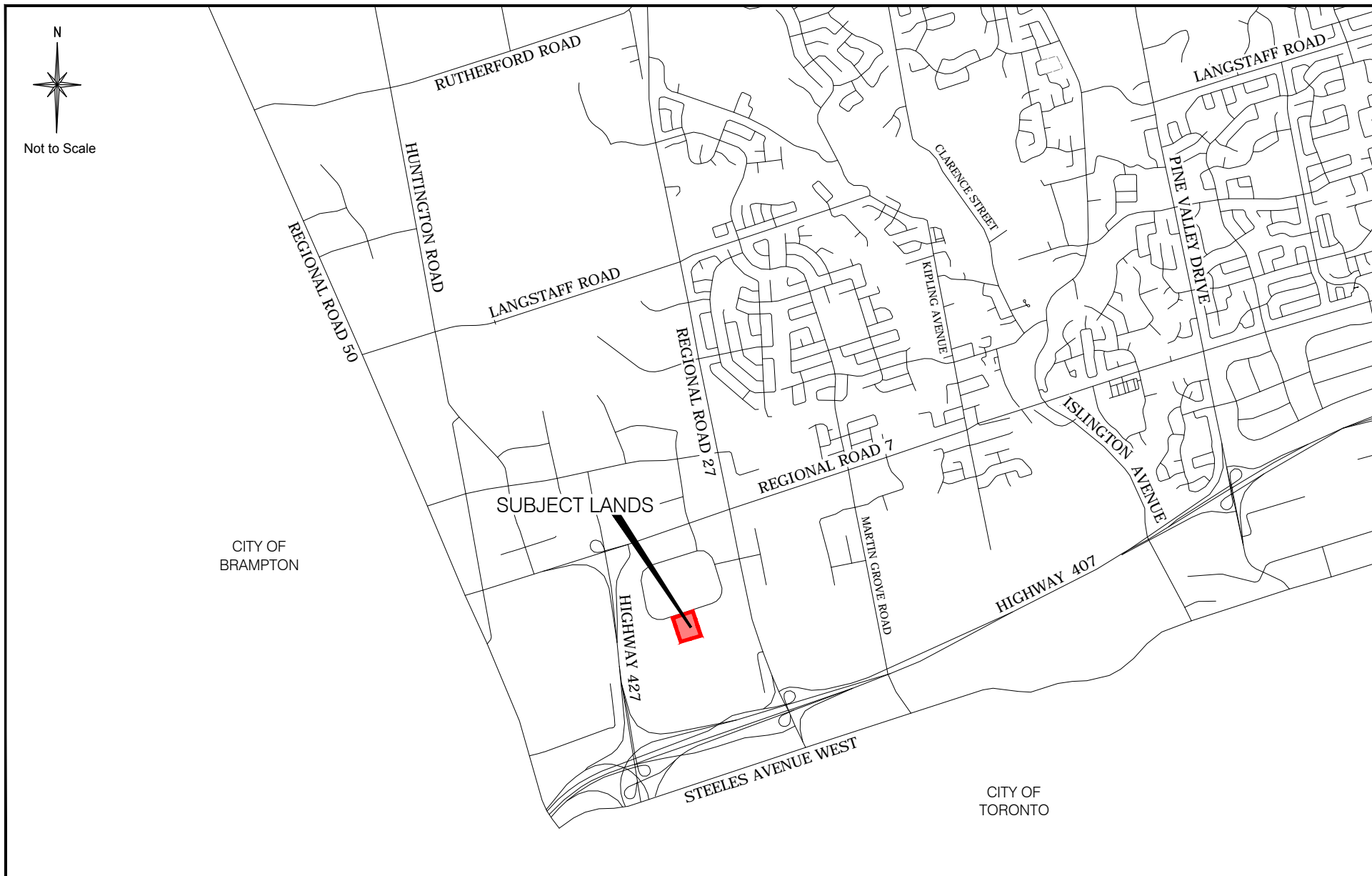
Letizia D'Addario, Planner, ext. 8213

Clement Messere, Senior Planner, ext. 8409

Carmela Marrelli, Interim Senior Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning, ext. 8407

/CM



## Context Location Map

Location: Part of Lot 4,  
Concession 9

Applicant:  
OMERS Realty Corporation

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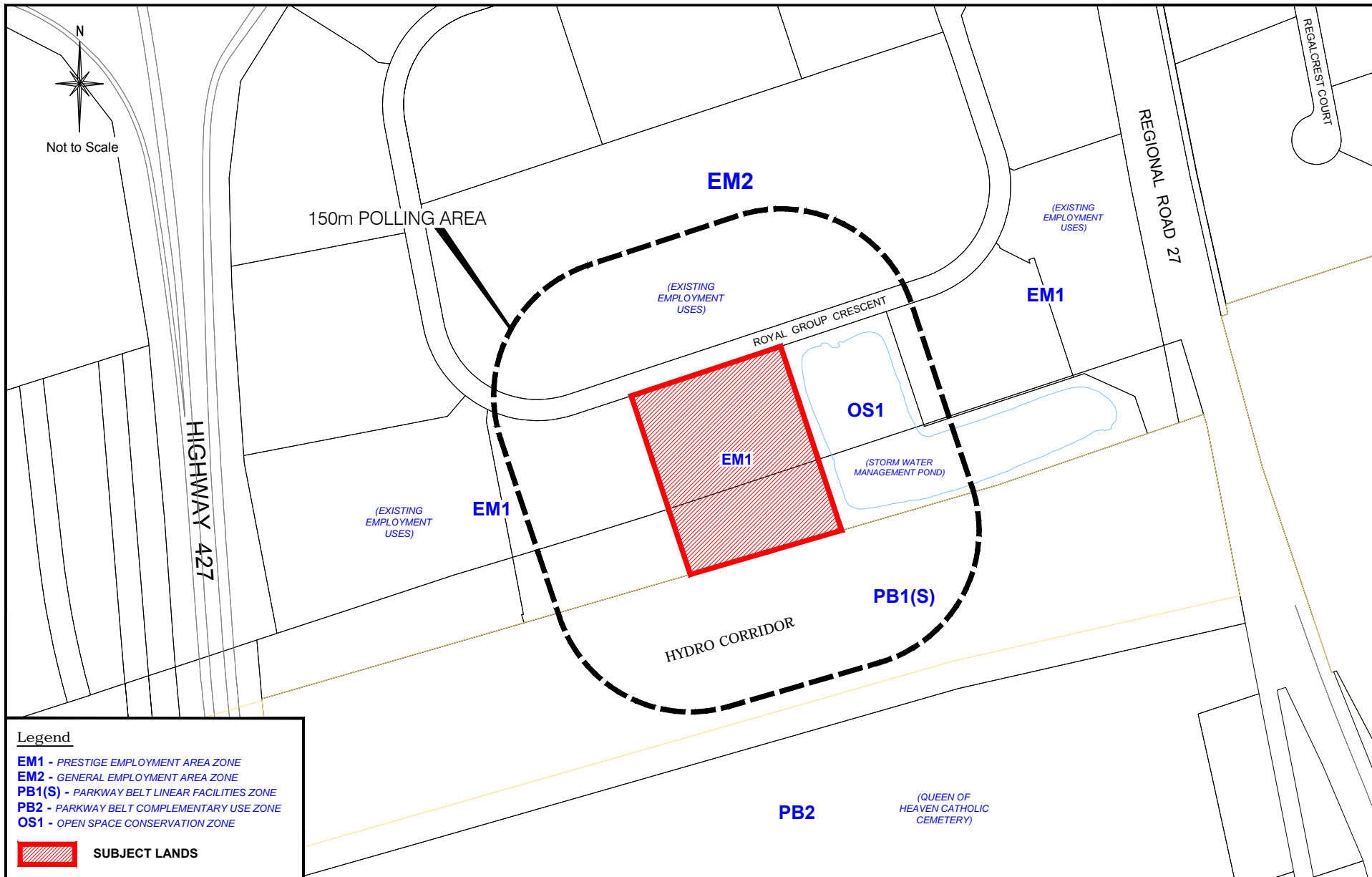


## Attachment

Files: Z.17.043 &  
DA.18.010

Date:  
June 5, 2018

1



## Location Map

Location: Part of Lot 4,  
Concession 9

Applicant:  
OMERS Realty Corporation

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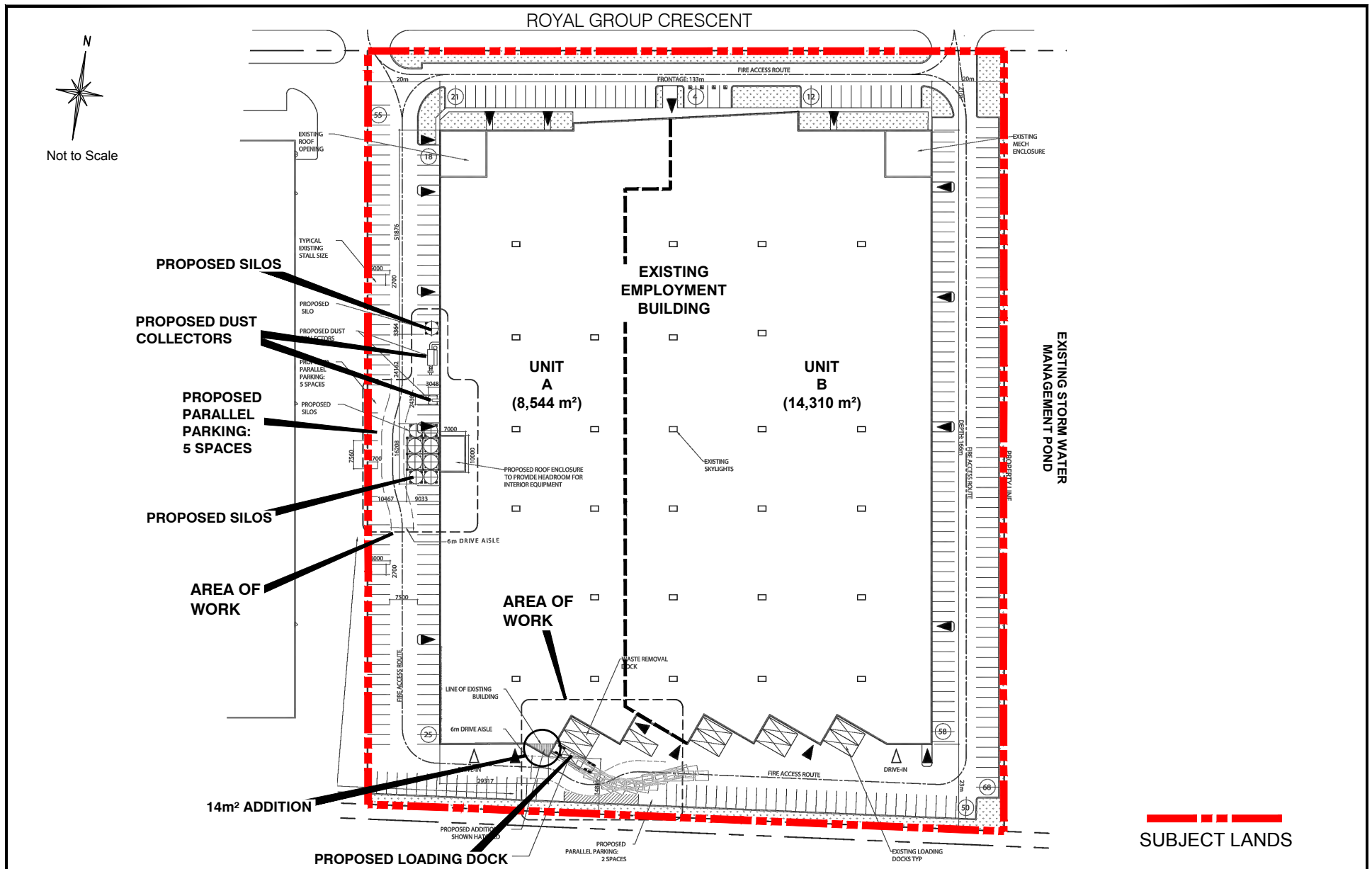


## Attachment

Files: Z.17.043 &  
DA.18.010

Date:  
June 5, 2018

# 2



## Site Plan

Location: Part of Lot 6,  
Concession 9

Applicant:  
OMERS Realty Corporation

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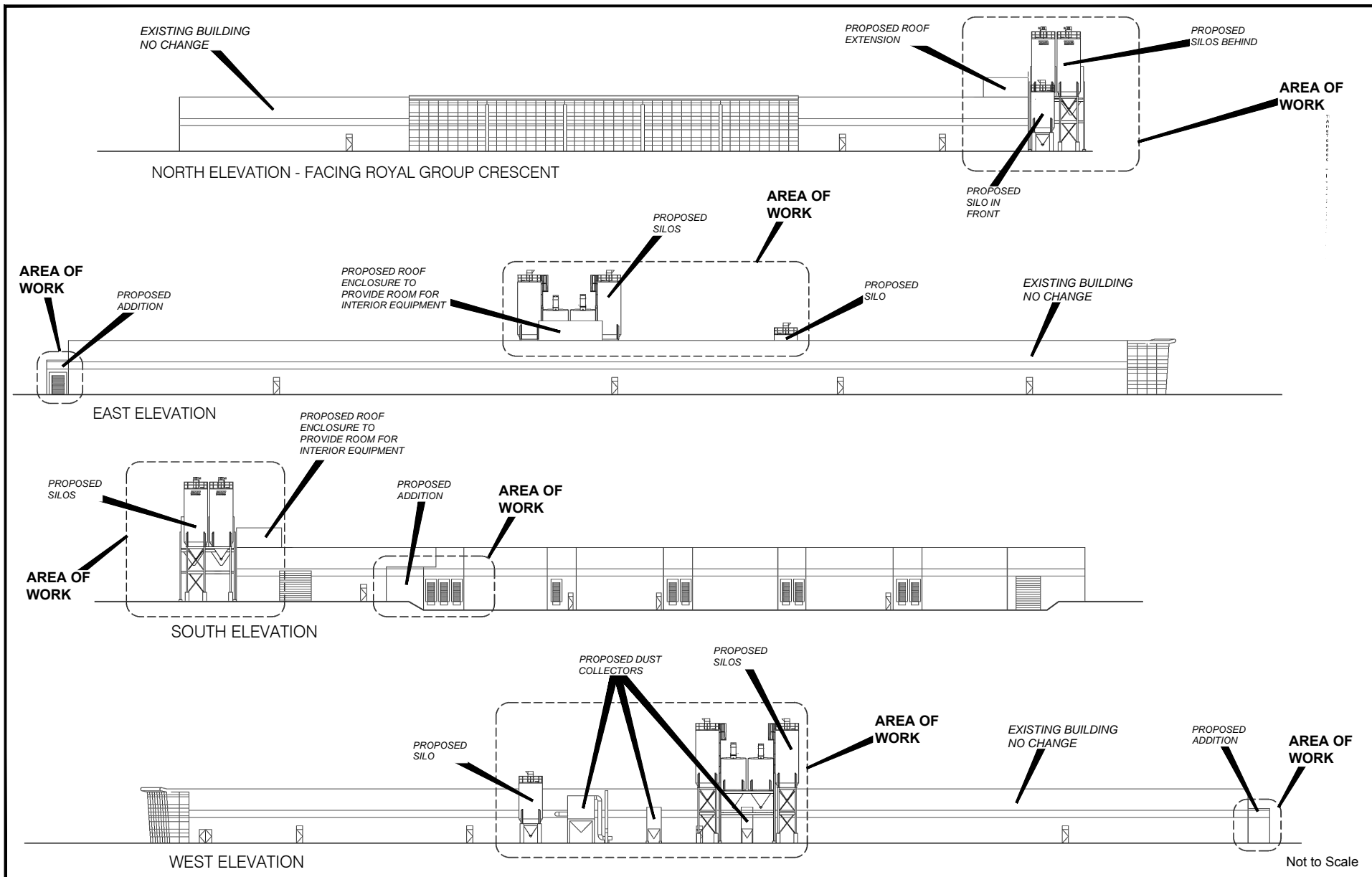
## Attachment

Files: Z.17.043 &  
DA.18.010

Date:  
June 5, 2018

3





## Building Elevations

Location: Part of Lot 6,  
Concession 9

Applicant:  
OMERS Realty Corporation

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## Attachment

Files: Z.17.043 &  
DA.18.010

Date:  
June 5, 2018

4

Item:



## Committee of the Whole Report

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

**WARD:** 1

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.17.024  
DRAFT PLAN OF SUBDIVISION FILE 19T-17V008  
NASHVILLE (BARONS) DEVELOPMENTS INC.  
WARD 1 - VICINITY OF HUNTINGTON ROAD AND NASHVILLE  
ROAD**

**FROM:**

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

**ACTION:** DECISION

---

### **Purpose**

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Draft Plan of Subdivision Files Z.17.024 and 19T-17V008 for the Subject Lands shown on Attachments #2 and #3 to rezone the Subject Lands to permit a residential Draft Plan of Subdivision (Attachment #4) consisting of lots for 48 detached dwelling units and a linear park and to retain the two existing dwellings fronting onto Nashville Road.

### **Report Highlights**

- To seek approval from the Committee of the Whole to rezone the Subject Lands to permit a residential subdivision consisting of lots for 48 detached dwelling units and retain two existing detached dwelling units fronting onto Nashville Road.
- Three of the proposed detached dwelling units will have access onto Whisper Lane, and 45 detached dwelling units having access from Nashville Road through the extension of Ranchview Street.
- The Development Planning Department supports the approval of the Draft Plan as it is consistent with the Provincial Policy Statement, and conforms to the Growth Plan, the York Region Official Plan and Vaughan Official Plan 2010. The Draft Plan is compatible with the existing and planned land uses in the surrounding area.

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.17.024 (Nashville (Barons) Developments Inc.) BE APPROVED; to amend Zoning By-law 1-88 on the Subject Lands shown on Attachments #2 and #3, specifically to rezone the Subject Lands from “A Agricultural Zone”, “M3 Transportation Industrial Zone” and “RR Rural Residential Zone” to “RD3(H) Residential Detached Zone Three”, “RD4(H) Residential Detached Zone Four” and “RR(H) Rural Residential Zone” all with the addition of the Holding Symbol “(H)”, and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 to this report.
2. THAT the Holding Symbol “(H)” shall not be removed from the Subject Lands or any portion thereof, until the following conditions are addressed to the satisfaction of the City:
  - a) The proposed water, wastewater and stormwater servicing scheme for the development of the Subject Lands, as detailed in a Functional Servicing Report, shall be to the satisfaction of the Development Engineering Department; and
  - b) The consolidation of Lot 27 with the abutting 101 m<sup>2</sup> of the York Region Well lands to the south when the lands are obtained from York Region to create a buildable lot.
3. THAT Draft Plan of Subdivision File 19T-17V008 (Nashville (Barons) Developments Inc.), as redlined, BE APPROVED; to facilitate a residential Draft Plan of Subdivision comprised of 48 lots for detached dwellings, a linear park and the maintenance of two dwellings fronting onto Nashville Road, as shown on Attachment #4, subject to the Conditions of Pre-Approval and Approval set out in Attachment #1.
4. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-17V008 (Nashville (Barons) Developments Inc.) be reserved servicing capacity for a total of 50 residential units (200 persons equivalent). This reservation shall automatically be revoked after a period of twelve months in the event that the Draft Plan of Subdivision has not proceeded to registration.”

## **Background**

The Subject Lands (“Subject Lands”) are located south of Nashville Road, east of the CP Rail Line and are municipally known as 737 and 739 Nashville Road, as shown on Attachment #2 and #3. The surrounding land uses are shown on Attachment #3.

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

On October 13, 2017, a Notice of a Public Hearing was circulated to all property owners within 150 m of the Subject Lands and to the Kleinburg and Area Ratepayers' Association ("KARA"). A copy of the Notice of Public Hearing was also posted on the City's web-site at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the property in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (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 was ratified by Vaughan Council on November 21, 2018. Vaughan Council also directed that a community meeting be held with the Local and Regional Councillors, the Owner, the Ratepayers' Association and residents. A community meeting was held on January 25, 2018. The Deputations were made by the following at the Public Hearing and community meeting and written submissions have been received by the Development Planning Department:

Deputations

1. Don Givens, Malone Given Parsons, Renfrew Drive, Markham, and Communication C6, dated November 6, 2017, representing the applicant;
2. Denise and Nino Savoiaro, Whisper Lane, Kleinburg, and Communication C2, dated October 29, 2017;
3. Sam Barbieri, English Daisy Court, Kleinburg;
4. David Crocco, English Daisy Court, Kleinburg;
5. John Piccirilli, English Daisy Court, Kleinburg;
6. Richard Lorello, Treelawn Boulevard, Kleinburg; and
7. Marsha Lomis, Nashville Road, Kleinburg, representing KARA.

Communications/Written Submissions

1. T. Candaras, Weston Road, Woodbridge, dated October 24, 2017 and November 5, 2017;
2. M. Baldassarra, dated October 30, 2017;
3. C. Baldassarra, dated November 7, 2017;
4. E. Bortoluzzi, English Daisy Court, dated February 1, 2018

The following is a summary of the comments provided in the deputations and written submissions received by the Development Planning Department, submitted at the Public Hearing of November 7, 2017, and the Community Meeting held on January 25, 2018 and responses to each:

- a) The residents of Whisper Lane and English Daisy Court do not want the Whisper Lane cul-du-sac opened to provide through access for the Subject Lands.

On March 9, 1993, Subdivision Plan 65M-2920 was registered for the Whisper Lane/English Daisy Court subdivision. The Plan provided for the design of Whisper Lane to ultimately be a 20 m wide local road, which would temporary terminate as a cul-du-sac until such time as lands on the north side of the cul-du-sac were to be developed. The original proposed Draft Plan of Subdivision, (Attachment #5) presented at the Public Hearing included the extension of Whisper Lane to the west to intersect with the extension of Ranchview Street, which would connect to Nashville Road. The residents of Whisper Lane and English Daisy Court commented that the proposed road connection would generate additional traffic through their community and create safety concerns.

The Owner at the Community Meeting proposed maintaining Whisper Lane as a cul-du-sac and providing three lots with frontage onto Whisper Lane, as shown on Attachment #4. The remainder of the Draft Plan of Subdivision ("Draft Plan") will have one access point onto Nashville Road through the extension of Ranchview Street.

- b) The proposed lot sizes and unit type are not consistent with the existing lot sizes and unit types.

The original Draft Plan includes lots with minimum frontages ranging from 9.1 m to 12.2 m and minimum lot areas from 335 m<sup>2</sup> to 760 m<sup>2</sup> and a variety of lot depths, as shown on Attachment #5. The Plan also includes Blocks for street townhouses that would be subdivided into lots with a minimum frontage of 6.1 m and a minimum area of 167 m<sup>2</sup>. The lot frontages for the existing lots on Whisper Lane and English Daisy Court range between 16 m to 27 m with lot areas ranging between 1,378 m<sup>2</sup> to 1,432 m<sup>2</sup>.

The Owner has revised the Draft Plan as shown on Attachment #4, to provide lot frontages ranging from 15.2 m to 24.8 m and lot areas from 704 m<sup>2</sup> to 982 m<sup>2</sup>, for the lots fronting onto Whisper Lane. The Draft Plan includes lots with minimum frontages between 11.6 m and 16.9 m, as well as 23.3 m (Lot 27), and minimum lot areas ranging from 300 m<sup>2</sup> to 900 m<sup>2</sup>. The proposed street townhouse Blocks have been eliminated from the Draft Plan and the total number of dwelling units has been reduced from 66 units to 48 units. However, some members of the community have commented that larger lot frontages and areas should be provided and that the number of units be further reduced.

Policy 9.1.2.3 of Vaughan Official Plan 2010 ("VOP 2010") provides development criteria to maintain the character of older, established residential neighbourhoods that are characterized by large lots and/or by their historical, architectural or landscape value which includes the following:

- i) Lot frontage: In the case of lot creation, new lots should be equal to or exceed the frontages of the adjacent nearby and facing lots;

- ii) Lot area: The area of new lots should be consistent with the size of adjacent and nearby lots;
- iii) Lot configuration: New lots should respect the existing lotting fabric;
- iv) Front yards and exterior side yards: Buildings should maintain the established pattern of setbacks for the neighbourhood to retain a consistent streetscape;
- v) Rear yards: Buildings should maintain the established pattern of setbacks for the neighbourhood to minimize visual intrusion on the adjacent residential lots;
- vi) Building heights and massing: Should respect the scale of adjacent residential buildings and any city urban design guidelines prepared for these Community Areas; and
- vii) Lot coverage: In order to maintain the low-density character of these areas and ensure opportunities for generous amenity and landscaping areas, lot coverage consistent with development in the area and as provided for in the zoning by-law is required to regulate the area of the building footprint within the building envelope, as defined by the minimum yard requirements of the zoning by-law.

In addition, the City initiated the Community Area Policy Review for Low-Rise Residential Designations, which has resulted in the Council adopted Urban Design Guidelines (“Guidelines”) for Infill Development in Established Low-Rise Residential Neighbourhoods and the Community Area Policy Review for Low-Rise Residential Designations Study (“Study”). The Guidelines were approved by Council on October 19, 2016, and serve to help clarify and implement the existing Policy 9.1.2.3 of VOP 2010 related to compatibility. The Study was approved by Council on April 19, 2017, and a future Official Plan Amendment to implement the Study recommendations will be forwarded to Vaughan Council for adoption at a future date.

The Subject Lands abut an established large-lot neighbourhood, in accordance with the Guidelines, which includes the following characteristics:

- Deep front yard setbacks of approximately 12 metres or greater;
- Deep rear yard setbacks of 15 metres or greater;
- Wide and/or circular/semi-circular driveways;
- Attached garages that generally are not dominant features, with varying orientations and designs;
- Large detached houses generally occupying less than a third of the lot; and
- Expansive landscaped front and rear yards.

The Draft Plan has regard for some of the characteristics of a medium-lot neighbourhood as described in the Guidelines, including the following:

- Lot frontages ranging from 10 to 20 metres;
- Front yard setbacks from 6 to 15 metres;
- Rear yard setbacks between 7.5 to 10 metres;
- Front yard landscaped area generally less than 50% of the yard; and
- Two-storey detached dwellings are the predominant housing type.

The Guidelines acknowledge that new development, such as the Draft Plan, which has some of the characteristics of a medium-lot neighbourhood, may be able to interface with an established large-lot neighbourhood. Compatibility with the established neighbourhood can be maintained as the Subject Lands will be developing in accordance with the development characteristics of a medium-lot neighbourhood.

The revised Draft Plan, shown on Attachment #4, includes Lots 29 to 31 inclusive, with lot frontages of 24.8 m, 15.2 m and 16.1 m on Whisper Lane and lot coverages of 34.55%, 31.97% and 29.10% respectively. These lots are comparable to the existing lot frontages on Whisper Lane and English Daisy Court, which range between the 18 m to 27 m and the maximum permitted lot coverage of 35%. Further, the minimum front yard and minimum rear yard setbacks will be 7.5 m for Lots 29 to 31 inclusive, which is the same minimum Zoning By-law requirement for the existing dwelling units on Whisper Lane and English Daisy Court.

Lots 1 to 28 inclusive have lot frontages that range from 11.6 m to 31.8 m will have access to Nashville Road through Street "A" (Ranchview Street) and do not directly connect to other streets in the surrounding community. These lots are located internal to the Draft Plan and therefore, do not affect the Nashville Road Streetscape. At the Community Meeting, the Owner agreed to replace the existing chain link fence along the common property line with a wood fence to provide more privacy to the existing residents on Nashville Road. This requirement will be included as a condition of approval in Attachment #1 to this report.

c) The Draft Plan will result in increased traffic along Nashville Road.

The Development Engineering Department reviewed the Traffic Impact Assessment, which included a review of existing traffic patterns, full build-out of the surrounding area and planned road improvements to the road network (i.e. the jog elimination and road widening of Major Mackenzie Drive and the future Highway 427 extension) and have advised that the broad road network designed for the proposed Draft Plan complies with the Block 61 West background studies and that the Subject Lands can be adequately accommodated with road access.

d) A park is required in the community.

VOP 2010 specifies the requirements for new parkland for new residential development at the rate of 5% of the total gross land area or one hectare of parkland per 300 dwelling units or a combination of these, whichever is the highest. Furthermore, VOP 2010 and the Active Together Master Plan (Parks, Recreation and Libraries) outlines park classifications and sizes. For example, a neighbourhood park is between 0.75 to 5 hectares in size. The Parks Development Department has reviewed the original Draft Plan, (Attachment #5,) and advised that the 0.17 ha park (Block 39) did not meet the program requirements for a City park due to the configuration and size. Further, a 1.58 ha neighborhood park is proposed in Draft Plan of Subdivision File 19T-17V007 ("Plan 19T-17V007") located the west of the CP railway.

The revised Draft Plan shown on Attachment #4 also eliminates the park (Block 40) that was originally proposed on Attachment #5 and includes a multi-use trail/path along the east side of the rail line within Blocks 52 and 53, which will lead to the sidewalk on Nashville Road. This multi-use trail/path will provide access along Nashville Road to access the proposed neighborhood park located the west of the CP railway.

e) Is the preservation of trees being considered.

The Owner submitted a Tree Inventory and Preservation Plan and Report for the Subject Lands. The Report concludes that of the 219 trees on and within six metres of the Subject Lands, 53 trees will remain and tree protection measures will be put in place prior to development to protect the trees on the Subject Lands and on the abutting lands. The removal of 163 trees will be necessary to accommodate the Draft Plan and/or due to the poor condition of the tree. The Owner shall not remove trees without written approval by the City. A condition of approval to this effect is included in Attachment #1a) of this report.

The Owner shall provide an updated Tree Inventory and Preservation Plan and Report which shall provide the value of the replacing removed trees using the Urban Design Tree Replacement Valuation for review and approval by the City, as replacement trees cannot be replanted on the Subject Lands, excluding street trees. A condition to this effect is included in Attachment #1a). The cash value of the replacement trees is placed in a reserve fund for future tree planting on City owned lands in the same community.

### **Previous Reports/Authority**

[Committee of the Whole \(Public Hearing\) November 7, 2017](#)

On May 24, 2018 a courtesy notice of this Committee of the Whole meeting was sent to all individuals who made a deputation at the Public Hearing, submitted written correspondence to the Development Planning Department, or requested notification regarding the Applications.

### **Analysis and Options**

***Zoning By-law Amendment and Draft Plan of Subdivision Applications ("Applications") have been submitted to permit a residential development***

The Owner has submitted the following applications (the "Applications") to permit a development consisting of 48 lots for detached dwelling units on the Subject Lands shown on Attachments #2 and #3:

1. Zoning By-law Amendment File Z.17.024 for the Subject Lands shown on Attachments #2 and #3, specifically to rezone the Subject Lands from "A Agricultural Zone", "M3 Transportation Industrial Zone" and "RR Rural Residential Zone" to "RD3(H) Residential Detached Zone Three", "RD4(H) Residential Detached Zone Four" and "RR(H) Rural Residential Zone" all with the addition of the Holding Symbol "(H)", and "OS2 Open Space Park Zone" in



the manner shown on Attachment #4, together with site-specific zoning exceptions identified in Table 1 of this report.

2. Draft Plan of Subdivision File 19T-17V008 to facilitate a residential Plan of Subdivision (the "Draft Plan") for the Subject Lands shown on Attachment #4 consisting of the following:

<b>Lots/ Blocks</b>	<b>Land Use</b>	<b>Area (ha)</b>	<b>Number of Units</b>
1-48	Detached Residential Units	2.29	48
49-50	Existing Detached Units	0.30	2
51	Future Residential	0.01	
52	Linear Park, red-line revised to be a Buffer	0.26	
53	15m Wide Berm	0.43	
54-60	0.3m Reserves	0.01	
	Streets	0.95	
<b>TOTAL</b>		<b>4.25</b>	<b>50</b>

***The Draft Plan is consistent with the Provincial Policy Statement ("PPS"), 2014***

In accordance with Section 3 of the *Planning Act*, 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. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome oriented, and some policies provide flexibility in their implementation provided that Provincial interests are upheld. The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS. The Development Planning Department has reviewed the Draft Plan in consideration of the policies of the PPS and is of the opinion that the Draft Plan is consistent with provincial policies, specifically:

- Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses;
- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land;
- Section 1.5.1 - planning for and providing publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages; and
- Section 1.7 - encouraging a sense of place, by promoting well-designed built form, cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The Draft Plan shown on Attachment #4 is for residential uses within a settlement area to conform with the “Low-Rise Residential” land use designation and site-specific Policy 12.7 in Vaughan Official Plan 2010 (“VOP 2010”). The Owner also proposes to provide a publicly accessible built and natural settings for recreation, including open space areas, trails and linkages as shown on Attachment #4. On this basis, the Development is consistent with the PPS.

***The Draft Plan conforms to the Growth Plan for the Greater Golden Horseshoe, 2017 (“Growth Plan”)***

The Provincial *Growth Plan for the Greater Golden Horseshoe Growth Plan 2017* (“Growth Plan”) is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council’s planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan. The proposed Draft Plan is consistent with the policy framework of the Growth Plan as the built form would utilize the Subject Lands more efficiently, make more efficient use of existing infrastructure, and provide housing at densities that are supportive of the Growth Plan objectives, specifically:

- Section 2.2.1 - directing growth to settlement areas that have existing or planned municipal water and wastewater systems;
- Section 2.2.2 - contributing to meeting 40% of residential development within a delineated built-up area by 2031 and identifying the appropriate type and scale of development and transition of built form to adjacent areas;
- Section 4.2.7 - implementing the goals and objectives of the municipal cultural heritage plan, and the conservation of cultural heritage resources.

The Draft Plan shown on Attachment #4 provides for a residential Draft Plan within a settlement area and a delineated built-up area that conforms to VOP 2010. Accordingly, the proposed Draft Plan conform to the Growth Plan.

***The Draft Plan conforms to the York Region Official Plan 2010 (“YROP”)***

The York Region Official Plan 2010 (“YROP”) guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Towns and Villages” on Map 1, “Regional Structure” of the YROP. Section 5.0 of the YROP states that “Growth will also occur in new community areas, Towns and Villages throughout the Region.” Section 3.5.4 of the YROP requires that “local municipal official plans and zoning bylaws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community.” The Draft Plan is comprised of different sized lots to facilitate detached dwellings with a range of unit sizes in the community. The proposed Draft Plan conforms to the YROP.

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

The Subject Lands are designated “Low-Rise Residential” and Vaughan Official Plan VOP 2010 and are located within a “Community Area”.

The “Low-Rise Residential” policies of VOP 2010 permit the proposed detached dwelling units up to a maximum building height of three-storeys.

Policy 2.2.3 of VOP 2010 states that, “Community Areas are characterized by predominantly Low-Rise Residential housing stock, with local amenities including local *retail, community facilities, schools* and parks, and they provide access to the City’s natural heritage and open spaces. The policies of this Plan will protect and strengthen the character of these areas. As the City grows and matures, these Community Areas will remain mostly stable. However, incremental change is expected as a natural part of maturing neighbourhoods. This change will be sensitive to, and respectful of, the existing character of the area.”

Policy 2.2.3.2 of VOP 2010 further states, “That Community Areas are considered Stable Areas and therefore Community Areas with existing development are not intended to experience significant physical change. New development that respects and reinforces the existing scale, height, massing, lot pattern, building type, character, form and planned function of the immediate local area is permitted, as set out in the policies in Chapter 9 of this Plan.”

The Draft Plan conforms with the Community Area policy objectives through the placement of three lots that front onto Whisper Lane with compatible lot frontages, lot size and development standards for the future detached dwellings, which maintain a consistent streetscape with the existing lots and detached dwellings on Whisper Lane and English Daisy Court. The remaining 45 lots are located to the interior of the Draft Plan and will not affect the Nashville Road streetscape. The proposed land use conforms to the Community Area policies of VOP 2010.

***The proposed rezoning and site-specific zoning exceptions identified in Table 1 would permit the Draft Plan, which is compatible with the existing and planned community***

The Subject Lands are zoned “A Agricultural Zone”, “M3 Transportation Industrial Zone” and “RR Rural Residential Zone”, as shown on Attachment #3, and are subject to Site-Specific Exception 9(896) which does not permit the Draft Plan. A Zoning By-law Amendment is required to rezone the Subject Lands to “RD3(H) Residential Detached Zone Three”, “RD4(H) Residential Detached Zone Four” and “RR(H) Rural Residential Zone” all with the addition of the Holding Symbol “(H)”, and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the following site-specific zoning exceptions:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>RD3 Residential Detached Zone Three Requirements</b>	<b>Proposed Exceptions to the RD3 Residential Detached Zone Three Requirements</b>
a.	Definition of “Lot Line, Rear”	Means the lot line most nearly opposite the front lot line, but if the side lot lines intersect, means the point of intersection.	East Lot Line (Lot 29)
b.	Minimum Lot Frontage	12 m	Require a Minimum Lot Frontage of:  24.8 m of Lot 29 15.2 m of Lot 30 16 m of Lot 31
c.	Minimum Lot Area	324 m <sup>2</sup>	Require a Minimum Lot Area of:  704 m <sup>2</sup> of Lot 29 982 m <sup>2</sup> of Lot 30 774 m <sup>2</sup> of Lot 31
d.	Minimum Front Yard	i) 4.5 m the main building ii) 6 m for the attached garage that faces a lot line	Require a Minimum Front Yard Setback of 7.5 m for the main building and attached garage that faces a lot line
e.	Minimum Interior Side Yard	1.2 m	1.2 m (on one interior side yard and either 0.6 m or 1.2 m on the other interior side yard, which abuts another interior side yard of 0.6 m or 1.2 m) for a lot with a Lot Frontage of 15 m to 25 m (Lots 29 and 30)

	<b>Zoning By-law 1-88 Standard</b>	<b>RD3 Residential Detached Zone Three Requirements</b>	<b>Proposed Exceptions to the RD3 Residential Detached Zone Three Requirements</b>
f.	Maximum Driveway Width	6 m	Require a Minimum Driveway Width of 10 m For Lot 29

	<b>Zoning By-law 1-88 Standard</b>	<b>RD4 Residential Detached Zone Four Requirements</b>	<b>Proposed Exceptions to the RD4 Residential Detached Zone Four Requirements</b>
a.	Minimum Lot Frontage	9 m	Require a Minimum Frontage ranging from 11.6 m - 31.8 m For Lots 1 - 28 and 32 - 48 as shown on Draft Plan (Attachment #4)
b.	Minimum Front Yard	i) 4.5 m the main building  ii) 6 m for the attached garage that faces a lot line	3 m for the main building and attached garage that faces a lot line (Lots 27 and 28)
c.	Minimum Rear Yard	7.5 m	2.5 m (Lots 27 and 28)
d.	Minimum Interior Side Yard	1.2 m	i) 1.2 m (on one interior side yard and either 0.6 m or 1.2 m on the other interior side yard, which abuts another interior side yard of 0.6 m or 1.2 m) for a Lot Frontage of 11.6 m to 18 m

	<b>Zoning By-law 1-88 Standard</b>	<b>RD4 Residential Detached Zone Four Requirements</b>	<b>Proposed Exceptions to the RD4 Residential Detached Zone Four Requirements</b>
			ii) 0.6 m (Lot 27 and 28)
e.	Minimum Lot Depth	27 m	11 m (Lot 27) 15 m (Lot 28)
f.	Maximum Interior Garage Width	i) 4.5 m (for lot frontages 11 m to 11.49 m / for corner lots 14.01 m to 14.49 m)  ii) 5 m (for lot frontages 11.5 m / for corner lots 14.5 m to 14.99 m)	5.5 m (for lots regardless of whether the lot is a corner lot for lot frontages between 11 m to 14.99 m)
g.	Minimum Interior Garage Width (Lot Frontage 12 m to 17.99 m or Lot Frontage for a Corner Lot or a Lot Abutting a Buffer Block between 15 m to 18 m)	5.5 m	3 m (Lots 8, 17, 18, 37, 40, 41, 46 and 48)

	<b>Zoning By-law 1-88 Standard</b>	<b>“RR Rural Residential Zone” Requirements, subject to Exception 9(896)</b>	<b>Proposed Exceptions to the “RR Rural Residential Zone” Requirements, subject to Exception 9(896) Requirements</b>
a.	Minimum Lot Area	3,160 m <sup>2</sup> (Lot 49) 3,550 m <sup>2</sup> (Lot 50)	1,400 m <sup>2</sup> (Lot 49) 1,500 m <sup>2</sup> (Lot 50)
b.	Minimum Front Yard	15 m	12 m (Lot 49) 14 m (Lot 50)
c.	Minimum Rear Yard	15 m	8 m (Lot 49) 11 m (Lot 50)
d.	Minimum Interior Side Yard (Existing Dwellings)	4.5 m	i) 2.5 m West Lot Line (Lot 49)  ii) 1 m West Lot Line (Lot 50)
e.	Maximum Lot Coverage	10%	22%

	<b>Zoning By-law 1-88 Standard</b>	<b>RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four Requirements</b>	<b>Proposed Exceptions to the RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four Requirements</b>
a.	Minimum Setback to a Railway Right-of-Way	Zoning By-law 1-88 does not include a minimum setback from a railway right-of-way.	Require a minimum 30 m building setback from the railway-right-of-way for a building or structure, either temporary or permanent, or swimming pool above or below grade.

The Development Planning Department has reviewed the proposed rezoning and site-specific exceptions to Zoning By-law 1-88, and provides the following comments:

a) Zone Categories

Lots 29 to 31 inclusive and Lots 1 to 28 on the Draft Plan are proposed to be zoned RD3 Residential Detached Zone Three and RD4 Residential Detached Zone respectively. These Zone categories of Zoning By-law 1-88 most closely represent the lot frontages and/or lot areas proposed in the Draft Plan. Lots 29 to 31 inclusive have lot frontages and lot areas that exceed the minimum lot frontage of 12 m and minimum lot area of 324 m<sup>2</sup> in the RD3 Residential Detached Zone Three. However, to address concerns that were raised in the written responses and at the Community Meeting respecting the number of lots being proposed onto Whisper Lane, site-specific zoning standards are proposed that exceed the minimum lot area and minimum lot frontage requirements to provide compatible lots with the existing community.

b) Definitions

The proposal to amend the definition of “Lot Line, Rear” is due to the irregular configuration of Lot 29. This is a technical exception to define the rear lot line.

c) Minimum Lot Frontage, Lot Area and Front Yard

The proposed minimum lot frontage and lot area requirements provide standards that exceed the RD3 Residential Detached Zone Three and RD4 Residential Detached Zone Four requirements in Zoning By-law 1-88 in order to provide compatible lots with the existing community. The increased front yard setback provides for consistent building setbacks with the existing buildings in the Whisper Land and English Daisy Court.



d) Minimum Interior Side Yard

The proposed interior side yards are considered to be appropriate and will permit the future development of detached units that are consistent with other dwellings in Block 61. The proposed side yards will not have a negative impact on the visual quality of the streetscape, lot drainage or grading, the pairing and larger undisturbed areas for streetscaping and tree planting.

The future development of the detached dwellings is also subject to the Block 61 West Nashville Heights Architectural Design Guidelines.

The Owner has requested an increase in the maximum interior garage width to permit dwelling units with attached garages that accommodate a minimum of two cars. The proposed 5.5 m garage size is in keeping with similar approvals in the surrounding Community. The dwelling units will also be subject to the Block 61 West Nashville Heights Architectural Design Guidelines.

e) Interior Garage Dimensions

The Owner has requested the interior garage width be reduced to 3 m for eight lots, specifically Lots 8, 17, 18, 37, 40, 41, 46 and 48, to provide single-car garages. These particular lots have smaller lot frontages and wider rear yards. The lots would still comply with the zoning requirement to provide two parking spaces, with one space being provided in the garage and one space being provided on the driveway.

f) Maximum Driveway Width

The increase in maximum driveway width for Lot 29 is due to its irregular lot configuration and the placement of the proposed dwelling with the attached garage on the lot.

g) “RR Rural Residential Zone” Requirements

Lots 49 and 50 are zoned “RR Rural Residential Zone” by Zoning By-law 1-88, subject to site-specific Exception 9(896). Lots 49 and 50 will be zoned “RR(H) Rural Residential Zone” with the Holding Symbol (“H”) by Zoning By-law 1-88, subject to site-specific Exception 9(896). The site-specific Exception is for the minimum lot area, frontage and yard, and maximum lot coverage requirements for these lots. However, the rear portion of these lots are being severed to create new lots (Lots 1 to 3 inclusive and Part of Lots 4 to 7 inclusive), as shown on Attachment #4. The front portion of each lot, which front onto Nashville Road, is being maintained with its existing dwelling unit. Modifications to the zoning requirements in the Exception are required to recognize the new lot fabric of these lots. The new minimum lot area, frontage and yard, and maximum lot coverage requirements for these lots are in keeping with the existing lots on Nashville Road. Also, Lots 49 and 50 will be zoned with the Holding Symbol (“H”). The Holding Symbol (“H”) will not be removed until the Owner provides a sanitary sewer design that complies with City and/or Regional standards, including the Kleinburg Water and Wastewater Master

Plan for Lots 49 and 50. A condition to this effect is included in the Recommendations of this report and the Conditions of Approval in Attachment #1a).

h) Minimum Setback to a Railway Right-of-Way

The Canadian Pacific Railway ("CP") requires a minimum 30 m setback from the railway right-of-way all residential units. This requirement is not contained in Zoning By-law 1-88 and is usually dealt with through a site-specific provision in the implementing Zoning By-law. This setback requirement will be included in the implementing site-specific Zoning By-law amendment for the Subject Lands, should the applications be approved.

In consideration of the above, the Development Planning Department is satisfied that the proposed zone categories and site-specific exceptions zoning to the "RD3 Residential Detached Zone Three" and "RD4 Residential Detached Zone Four" of Zoning By-law 1-88, and to the "RR Rural Residential Zone" by Zoning By-law 1-88 subject to site-specific Exception 9(896), are appropriate, maintain the intent of the Low-Rise Residential Designation of VOP 2010 and will result in development that is consistent with the surrounding area.

***The Subject Lands will be zoned with the Holding Symbol "(H)"***

The Subject Lands will be zoned with the Holding Symbol "(H)" in the manner shown on Attachment #4. The Holding Symbol "(H)" is being placed on the Subject Lands as the Functional Servicing Report ("FSR") to address water, wastewater and stormwater servicing scheme for the development must be updated to the satisfaction of the DE Department. In addition, the Holding Symbol "(H)" will be place on Lot 27 until the abutting 101 m<sup>2</sup> of land is obtained from the Region to create a buildable lot. The Holding Symbol "(H)" will not be removed until the following conditions are satisfied:

- a) The proposed water, wastewater and stormwater servicing scheme for the development of the Subject Lands, as detailed in a Functional Servicing Report, shall be to the satisfaction of the Development Engineering Department; and
- b) The consolidation of Lot 27 with the abutting 101 m<sup>2</sup> of the York Region Well lands to the south when the lands are obtained from York Region to create a buildable lot.

A condition to this effect is included in the Recommendations of this report and the Conditions of Approval in Attachment #1a).

***The Development Planning Department has no objection to the approval of the Draft Plan, subject to the Conditions of Approval***

Subdivision Design

The proposed Draft Plan of Subdivision shown on Attachment #4, includes an east and a west section which are not connected. The east section includes three lots with

detached dwellings fronting on Whisper Lane. The location of these lots will terminate Whisper Lane as originally planned in Registered Plan 65M-2920. The west section includes 45 lots for detached dwellings with access to Nashville Road via Ranchview Street and proposed Streets “A” and “B” as shown on Attachment #4.

The proposed land uses for the Draft Plan includes 48 detached dwelling units on lots with frontages between 11.6 m to 24.8 m, a 0.26 ha linear park, red-line revised to be a buffer, a 15 m wide (0.43 ha) berm and to the retention of two existing dwellings on lots fronting onto Nashville Road, as shown on Attachment #4.

The Owner has advised that 101 m<sup>2</sup> of land is to be acquired from the York Region Well lands as shown on Attachment #4, and will be consolidated with Lot 27. Lot 27 will be developed with the abutting York Region lands to the south when the lands are obtained. A condition to this effect is included in Attachment #1a) of this report.

All development within the Draft Plan of Subdivision is required to proceed in accordance with the Vaughan Council approved Block 61 West Nashville Heights Architectural Design Guidelines and the approved Block 61 West Nashville Heights Landscape Master Plan. A condition to this effect is included in Attachment #1a) of this report.

The Development Planning Department is satisfied with the proposed Draft Plan design, subject to the comments in this report, and the Conditions of Approval outlined in Attachment #1a) of this report.

#### Kleinburg-Nashville Heritage Conservation District Plan

The current portion of the Subject Lands that are zoned “RR Rural Residential Zone”, are located within the Kleinburg-Nashville Heritage Conservation District (“KNHCD”) Plan, as shown on Attachment #4 and are designated under Part V of the *Ontario Heritage Act*. (“OHA”). Therefore, all planning applications, demolitions and new constructions must be consistent with the KNHCD Plan.

The Owner has advised that 737 and 739 Nashville Road, which are developed with existing detached dwellings (Attachment #4), may be severed from the Draft Plan. Should there be any severance of these lands from the Draft Plan the existing boundary of the KNHCD Plan will not change. The retained lands (the front portions of 737 and 739 Nashville Road) will continue to be designated under Part V of the OHA. By-law 183-2003 that designates the KNHCD Plan Area cannot be amended through any applications under the *Planning Act*.

737 and 739 Nashville Road are not identified as contributing properties within the KNHCD Plan. The KNHCD Plan is divided into distinct areas and these properties are located within the “Residential Villages” area. As such, those policies within the KNHCD Plan will apply. Lots 1 to 7 inclusive, notwithstanding that only part of Lots 4 to 7, are located in KNHCD Plan Area will also require Heritage Vaughan Committee Review and

Council approval. For the Subject Lands that are outside the KNHCD Plan Heritage Vaughan Committee Review is not required.

Policy 10.1.2.23 of VOP 2010 requires any new detached dwelling on lands located within the KNHCD to be subject to Site Development Approval. However, if the lands are proceeding through the Plan of Subdivision process and comply with the approved Kleinburg-Nashville Heritage Conservation District Guidelines, Site Development Approval is not required. Prior to final approval of the Draft Plan or any phase thereof, the Owner shall submit a Heritage Permit application for the proposed demolition and new construction on Lots 1 to 7 inclusive, which are located within the boundary of the KNHCD. The Heritage Permit shall be reviewed by the Heritage Vaughan Committee and requires approval by City of Vaughan Council. A condition to this effect is included in Attachment #1a). Heritage Vaughan approval shall be required as part of the Building Permit.

The Kleinburg Railway Station which was built in 1907, to replace the original 1870 Railway Station, was previously located south of Lot 1 within Block 53. In 1976, the Railway Station was relocated to the Kleinburg Core at 10415 Islington Avenue (north portion of the Kleinburg Public School site). The Railway Station played an important role in the development of the Nashville community as it supported commercial enterprises as mills, a lumber yard and a hotel. As such to recognize the importance of the Railway Station, the Cultural Heritage Resource Impact Assessment prepared by the Owner recommends commemorating the Railway Station with place naming and an interpretative plaque near the original location of the Railway Station south of Lot 1. A condition to this effect is included in Attachment #1a).

The Development Planning Department, has no objection to the Draft Plan, subject to the conditions in the Recommendations section in this report and the Conditions of Approval outlined in Attachment #1a) of this report.

#### Archaeology

The Development Planning Department, Urban Design and Cultural Heritage Division has reviewed the Stages 1 and 2 Archaeological Assessment, Stage 3 Archaeological Assessment and the Preliminary Stage 4 Excavation Report the Line Site and require the corresponding letters from the Ministry of Tourism, Culture and Sport that the Assessments meets the Ministry's guidelines. The Development Planning Department, Urban Design and Cultural Heritage Division has no objection to the Draft Plan, subject to the conditions in this report and the Conditions of Approval outlined in Attachment #1a) of this report.

#### Developer's Group Agreement

The participating landowners in Block 61 must execute a Developer's Group Agreement regarding the provision of servicing infrastructure, roads for the parks and open spaces. The Owner is a member of the Block 61 Developers' Group and shall be required to

satisfy all obligations, financial and otherwise, to the satisfaction of the Block 61 Trustee and the City of Vaughan. A condition to this effect is included in Attachment #1a).

***The Policy Planning and Environmental Sustainability Department has no objection to the approval of the Draft Plan, subject to the Conditions of Approval***

The Policy Planning and Environmental Sustainability Department, has advised that there are no natural heritage features on the Subject Lands and therefore, have no further concerns respecting these applications. However, all applications regardless of their location are required to abide by the *Endangered Species Act* (2007) regulated by the Ministry of Natural Resources and Forestry ("MNRF"). The Owner is required to complete an information request form and submit it to the MNRF for confirmation of any potential Species at Risk on the Subject Lands. A condition to this effect is included in Attachment #1a).

A condition of approval included in Attachment #1a) to this report requires the Tree Inventory and Preservation Plan Report to be updated to the satisfaction of the City and which shall include:

- a) The value of the tree replacements using the Urban Design Tree Replacement Valuation must be quantified;
- b) Reference to the appropriate documents in the summary letter in the Landscape Master Plan Linear Park (Sheet MP); and
- c) Street tree plantings should not be included in this Urban Design Tree Replacement Valuation calculation. Identify the trees being planted for tracking purposes including species and size.

The Policy Planning and Environmental Sustainability Department, has no objection to the Draft Plan, subject to the conditions in this report and the Conditions of Approval included in Attachment #1a) of this report.

***The Development Engineering Department has no objection to Draft Plan, subject to Conditions of Approval***

a) General Comments

The Development Engineering ("DE") Department has reviewed the Draft Plan and provides the following comments:

The Owner shall address the DE Department's requirements. The Draft has been redlined to reflect the following items:

- i) Outline and label the sidewalk locations and projected driveway positions to the curb for each lot. The driveways shall have minimum 1 m separation to the adjacent lot's driveway; and

- ii) Identify all the blocks required to facilitate the Whisper Lane cul-de-sac under the ultimate condition.

b) Water Servicing

The Draft Plan is proposed to be serviced by connecting the existing watermain on Nashville Road through the future “Street “A” (Ranchview Street), to facilitate a water connection within Pressure District 6 (“PD-6”) and Pressure District Kleinburg-Nashville Road (“PD-KN”). The water service will be terminated within the Subject Lands to a proposed fire hydrant on Street “C”. The DE Department is satisfied that the Draft Plan can be adequately supplied with water service, subject to the comments in the report and conditions in Attachment #1a).

c) Sanitary Servicing

The Subject Lands are located within Block 61 East. The Kleinburg Water and Wastewater Master Plan (“WWMP”) identifies the Subject Lands as being tributary to the Kleinburg Wastewater Treatment Plant via the Stevenson Road Pumping Station.

The Owner has submitted a Functional Servicing Report that explores an alternative servicing scheme for the Subject Lands that directs the sanitary flow westerly to the Block 61 West Draft Plan of Subdivision File 19T-17V007 (Nashville (Barons) Developments Inc. and Nashville (10 Acres) Developments Inc.), west the CP rail corridor, through a proposed pipe to be installed under the railway tracks. The Block 61 West sanitary network was not designed to accommodate the additional flows from the Subject Lands. Additional analysis is required to determine if sufficient residual capacity is available in this sewer system to accommodate the servicing of the Subject Lands.

If the alternative servicing scheme is acceptable to the City, the Owner will still be required to contribute its proportional financial contribution to the infrastructure identified in the WWMP that has been designed and constructed to accommodate the Subject Lands, such as the Stevenson Road Pumping Station.

In addition, the current sanitary design illustrates that Lots 49 and 50 fronting on to Nashville Road, and Lots 29, 30 and 31 fronting on to Whisper Lane are to be serviced by a proposed sanitary sewer within the Draft Plan via easements between Lots 2 and 3, and Lots 23 and 24, respectively. This servicing proposal presents maintenance and operational challenges to the City and therefore requires further review. As such, DE is recommending that the Holding Symbol “(H)” be placed on the zoning of the Subject Lands, which can be lifted once the Owner provides a sanitary servicing design for the Plan to the satisfaction of the City. Conditions to this effect are included in the Recommendations and conditions in Attachment #1a) of this report.

d) Storm Servicing

The current stormwater management (“SWM”) design proposes to discharge flow towards an existing conveyance ditch within the CP railway right-of-way by storm

sewers under the roadway, underground storage chambers under the proposed railway grading berm, and over land ditches that are to be constructed adjacent the railway berm. The DE Department is satisfied that the Subject Lands can be serviced to adequately accommodate stormwater discharge, but not in its current design, as the proposed measures do not conform to City Standards, including the use of underground chambers within blocks to be conveyed to the City lands and not directing flow to a SWM facility. As such, the Owner shall address the comments in the report and conditions in Attachment #1a) to facilitate the acceptance of the SWM design, to the satisfaction of the City.

The use of underground Stormtech Chambers (“STC”) for the detention of stormwater adjacent to the proposed road right-of-way within Berm Block 53 does not conform to City standards for this Draft Plan, as this block is to eventually be assumed, owned and maintained by the City. The City Standard necessitates that SWM flows for this Draft Plan be guided directly to a SWM facility. The Subject Lands have three nearby SWM ponds available to service the Draft Plan’s stormwater flow as follows:

- i) The existing SWM pond servicing the Burbidge subdivision located east of the Subject Lands has been designed to accommodate a portion of the storm drainage originating from the Draft Plan, conveyed through the existing storm sewer infrastructure on Whisper Lane; and
- ii) The two SWM ponds servicing the Nashville Heights subdivision located within Block 61 West can be ultimately designed and constructed to accommodate the SWM flow from the Draft Plan. The City notes that draft plan conditions supplied for Draft Plan of Subdivision File 19T-17V007 requires expansion of the existing temporary SWM ponds in Block 61 West to accommodate its storm discharge. The DE Department advises the Owner to explore opportunities to facilitate the storm flows from the Draft Plan to the Block 61 West SWM ponds, as these ponds have not yet been constructed in their final condition. Opportunities to facilitate shared sewer easement corridor with the proposed sanitary sewer under the CP railway right-of-way should also be investigated.

If residual flow remains after discharging flows to SWM facilities, the use of underground storm storage infrastructure may be permitted, if the type of storage is a concrete box or pipe and not a proprietary facility. The infrastructure should be removed from under the grading berm and shifted within the future road right-of-way for ease of maintenance access.

e) Storm Drainage

The water balance calculations demonstrate that with the proposed mitigation measures including roof leader disconnects to lawns, soil amendment, and rear yard infiltration trenches (Lots 21 to 26, 30 to 35, and 41 to 45), pre-development infiltration volumes can be achieved, which is a requirement for the Wellhead Protection Area (“WHPA”). The DE Department defers to the TRCA to comment on the infiltration volume to

achieve the WHPA requirement. The Owner is required to indicate the location of all proposed infiltration trenches within the residential lots.

At the detailed design stage, the supporting detailed documentation/test results and/or calculations demonstrating that the soils are conducive to infiltration techniques, and that the location and infiltration measures are sized appropriately such that predevelopment annual infiltration volumes are achieved shall be required.

The November 2016 Geotechnical Report states that the soils (engineered fill) in the area of the proposed berm will need to be compacted to ensure the structural integrity of the proposed berm. As per the Grading and Servicing Plan drawing, the proposed underground STC are proposed to be located in this area. Thus, infiltration from the STC may not be practical. If this is still the case, the Owner must advise how the required compacted soil will impact the proposed quantity control measures. The FSR must be updated to address the functionality, design and or location of the STC as necessary.

The Grading and Servicing Drawing illustrates the proposed infrastructure within the Subject Lands including the storm sewer network and proposed underground storage chambers. The major and minor drainage system are also illustrated on this drawing. Although further details for this infrastructure can be provided at the detailed/subdivision design stage, it is not clear how 100% of runoff from the Subject Lands will be conveyed and treated by the oil grit separators ("OGS") and infiltration galleries.

f) Grading Design, and Erosion and Sediment Control

An evaluation of the grading design and erosion and sediment control measures will be conducted when the detailed drawings are submitted for the City's review. The following shall be noted with regards to this design:

- i) A variety of erosion control best management practice manuals are available, however the Erosion and Sediment Control Guidelines for Urban Construction ("ESCG") (December 2006) was created as a consolidated document that best suits jurisdictions within the Greater Golden Horseshoe Area Conservation Authorities for common usage in land development, construction and water management. 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 the ESCG.
- ii) The design of the sidewalk should be investigated to facilitate access through the Block 52.

The Hydrogeological Investigation identified that the quality of filtered and unfiltered groundwater samples taken within the Subject Lands to exceed York Region Storm Sewer Guideline ("YRSSG") parameters. Therefore, it is noted that if groundwater is encountered and collected within infiltration trenches, that the resulting discharge will require quality control mitigation measures before discharge to municipal sewers. The



Hydrogeological Investigation will require updating to detail the impacts to the proposed infiltration trenches.

g) Noise

The Owner shall satisfy all requirements with respect to noise attenuation and ensure all recommendations are implemented in accordance with the Environmental Noise Assessment prepared by Valcoustics Canada Ltd. (March 5, 2018), including warning clauses respecting the noise generated road or rail traffic. Conditions to this effect are included in Attachment #1a) to this report.

h) Environmental Site Assessment ("ESA")

The submitted Environmental Site Assessment ("ESA") documentation has been reviewed and is acceptable to the City. The Owner shall be required to undertake an additional limited Phase Two ESA investigation on park land and open space lands that are to be conveyed to the City. The details of the requirements shall be included in the future Subdivision Agreement, should the Applications be approved.

i) Transportation

Access to the Subject Lands is from the future Ranchview Street connection to Nashville Road to the north, with an emergency access to Nashville Road proposed through the redlined Buffer Block 52. The DE Department is satisfied that the Subject Lands can be adequately accommodated with road access, subject to the comments in the report and conditions in Attachment #1.

The transportation requirements must be addresses and therefore, the Draft Plan of Subdivision has been redlined to:

- i) Outline and label the sidewalk locations and projected driveway positions to the curb for each lot. The driveways shall have minimum 1 m separation to the adjacent lot's driveway;
- ii) Identify the all blocks required to facilitate the Whisper Lane cul-de-sac under the ultimate condition;
- iii) Provide a minimum of 20 m tangential segment (straight line) in all directions as per City Standard Drawing C-5 for the Street "A" and Street "B" Road intersection;
- iv) Provide the cul-de-sac details for Street "C" and Whisper Lane in accordance with City Standard Drawing C-3;
- v) Provide a pedestrian sidewalk (at least one side) on all City roads. All City streets should meet City Standard Drawing B-12;
- vi) Show pedestrian sidewalk and connectivity on the Plan;
- vii) Provide for any street intersecting with an arterial road/Regional road a minimum 23 m wide right-of-way for a distance of 60 m from the York Region road; and
- viii) Provide details/designs for Ranchview Street and Nashville Road intersection to meet City Standards Drawing D-5, which require the Region's approval.

The DE Department has no objections to the Draft Plan, subject to their Conditions of Approval outlined in Attachment #1a) of this report.

***Servicing Allocation is available for the Draft Plan***

On February 21, 2018, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City.

Accordingly, servicing capacity to Draft Plan 19T-17V008 is available and unrestricted. Therefore, the following resolution to allocate capacity to the subject development may be recommended for Council approval:

“THAT Draft Plan of Subdivision File 19T-17V008 be reserved servicing capacity for a total of 50 residential units (200 persons equivalent). This reservation shall automatically be revoked after a period of twelve months in the event that the Draft Plan of Subdivision has not proceeded to registration.”

A Holding Symbol “(H)” and No Pre-sale Agreement conditions are included for the Draft Plan. These conditions shall apply to the Draft Plan until the ultimate servicing scheme is decided and the Draft Plan has been allocated servicing capacity by Council resolution, to the satisfaction of the City of Vaughan.

The Infrastructure Planning and Corporate Asset Management Department has no objections to the Draft Plan subject to condition in the Recommendations of this report and in Attachment #1a).

***The Fire and Rescue Service Department has no objection to the Draft Plan, subject to Conditions of Approval***

The Fire and rescue Services Department has no objection to the Draft Plan. The Fire and Rescue Services Department has advised that fire hydrants (municipal or private) are required to be installed in accordance with the Ontario Building Code, and the fire hydrants shall be unobstructed and ready for use at all times. In addition, access roadways shall be maintained and suitable for large heavy vehicles, and temporary municipal addresses must be posted and visible for responding emergency vehicles in a manner satisfactory to the City. A condition to this effect is included in Attachment #1a) of this report.

***The Office of the City Solicitor, Real Estate Department has no objection to the Draft Plan, subject to Conditions of Approval***

The Office of the City Solicitor, Real Estate Department has advised that prior to final approval of the Draft Plan, the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 61 West to the satisfaction of the City. The agreement shall include, but not be limited to, all cost sharing for the provision

of parks, cash-in-lieu of parkland, road and municipal services within Block 61 West. This agreement shall also provide a provision for additional developers to participate in the Developers' Group Agreement when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the *Planning Act* and conform to the City's Cash-in-Lieu of Parkland Policy. A condition to this effect is included in the Recommendations of this report and in the conditions set out in Attachment #1a).

***The Parks Development Department has no objection to the approval of the Draft Plan, subject to Conditions of Approval***

The Parks Development Department have reviewed the Draft Plan Subdivision and the revised Community Services and Facilities Impact Study, dated February 2018. The Parks Development Department have advised that Block 52 identified as a 0.26 ha linear park shall not be considered creditable parkland for the purposes of meeting parkland dedication requirements given the that the size and configuration of Block 52 render it nonprogrammable. The Parks Development Department requires that the Draft Plan be redlined to refer to Block 52 as a "Buffer" instead of a "Linear Park". A condition to this effect is included in the Recommendations section of this report and in Attachment #1a) and the Draft Plan has been redlined to reflect this change as shown on Attachment #4.

The Parks Development Department supports the Draft Plan of a multi-use recreational trail/path within Blocks 52 and 53 (15 m Berm) as demonstrated in the Landscape Master Plans. The Owner shall agree to prepare the trail plans and details to the satisfaction of the City. A condition to this effect is included in Attachment #1a).

To meet parkland dedication requirements under the *Planning Act*, VOP 2010 (Policy 7.3.3 Parkland Dedication) and By-Law 139-90, as amended by By-law 205-2012, parkland dedication and/or cash-in-lieu of parkland shall be provided. A parkland dedication chart shall be provided showing sufficient information to demonstrate parkland dedication calculations to the City's satisfaction. A condition to this effect is included in the Recommendations section of this report and in Attachment #1a).

***The Financial Planning and Development Finance Department has no objection to the Draft Plan, subject to Conditions of Approval***

The Owner shall enter into a Subdivision Agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including Development Charges. The Owner shall pay to the City the applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and the York Catholic District School Board. A condition to this effect is included in Attachment #1a) of this report.

***The Toronto and Region Conservation Authority have provided Conditions of Approval***

The Toronto and Region Conservation Authority (“TRCA”) have included their conditions for the Draft Plan included as Attachment #1c) of this report.

***Alectra Utilities Corporation has no objection to the Draft Plan, subject to Conditions of Approval***

Alectra Utilities Corporation has no objection to the approval of the Draft Plan, subject to their Conditions of Approval in Attachment #1d) of this report.

***Enbridge Gas Distribution Inc. has no objection to the Draft Plan, subject to Conditions of Approval***

Enbridge Gas Distribution Inc. has no objection to the development applications subject to the conditions included in Attachment #1e) of this report.

***The School Boards have no objection to the Draft Plan***

The York Region District (Public) School Board, York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have advised that they have no objection to the proposal and have no conditions regarding the Draft Plan of Subdivision.

***Metrolinx has no objection to the Draft Plan***

Metrolinx has indicated they have deferred to the Canadian Pacific Railway (“CP”) to provide comments given that the Subject Lands do not contain any future GO Station sites. CP owns the adjacent corridor, thus making CP the primary rail commenting agency. Metrolinx has advised that they have no objection to the Draft Plan and have no conditions regarding the proposed Draft Plan.

***Canadian Pacific Railway (“CP”) has no objection to the Draft Plan, subject to Conditions of Approval***

Canadian Pacific Railway has indicated that a minimum 30 m building setback from the railway right-of-way be included as a condition of draft approval. This will ensure the safety and comfort of adjacent residents and mitigate any potential environmental factors. This setback requirement has been provided in the Draft Plan and will be included in the implementing Zoning By-law, should the subject applications be approved. CP’s Conditions of Approval are included in Attachment #1f) of this report.

***Canada Post has no objection to the approval of the Draft Plan, subject to Conditions of Approval***

Canada Post has no objection to the Draft Plan, subject to the Owner installing mail box facilities and equipment to the satisfaction of Canada Post. Conditions to this effect are included in Attachment #1g) of this report

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

York Region has reviewed the proposed Draft Plan and has advised that the Subject Lands are partially located within the boundaries for Wellhead Protection Areas A, B and Q, the Highly Vulnerable Aquifer (“HVA”) and the Significant Groundwater Recharge Area (“SGRA”) under the *Clean Water Act, 2006*. The Subject Lands, which are located within the Wellhead Protection Area, must adhere to the Wellhead Protection Policies outlined in the York Region Official Plan (“YROP 2010”) and prior to final approval, the Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan, to the satisfaction of the Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies.

York Region advised that the Traffic Impact Study must be revised to address matters including requirements for turning lanes at the proposed intersection of Nashville Road and Ranchview Street and the appropriate locations for sidewalk connections. The Traffic Impact Study must also be revised to be consistent with York Region’s Mobility Plan Guidelines for Development Applications.

York Region has no objection to the approval of the Draft Plan, subject to their Conditions of Approval in Attachment #1b) of this report.

**Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.17.024 and Draft Plan of Subdivision File 19T-17V008, which if approved, would facilitate the development of the Subject Lands with 48 lots for detached dwelling. The Draft Plan would also maintain two existing dwelling units currently located within the Kleinburg-Nashville Heritage Conservation District Plan. The proposed rezoning and Draft Plan is consistent with the policies in the PPS, conforms to the Growth Plan, York Region Official Plan and Vaughan Official Plan 2010.

The Development Planning Department is satisfied that the proposed redlined Draft Plan, shown on Attachment #4, and the proposed zoning and site-specific exceptions identified in Table 1 of this report will result in a residential development that is appropriate and compatible with the existing and permitted uses in the surrounding area. The Development Planning Department can support the approval of the Zoning By-law Amendment and the Draft Plan of Subdivision applications, subject to the

Recommendations in this report, and the Conditions of Approval set out in Attachment #1.

**For more information**, please contact: Judy Jeffers, Planner, Development Planning Department extension 8645.

### **Attachments**

1. Conditions of Approval
2. Context Location Map
3. Location Map
4. Draft Plan of Subdivision File 19T-17V008 (Red-line Revised) and Proposed Zoning
5. Original - Draft Plan of Subdivision and Proposed Zoning

### **Prepared by**

Judy Jeffers, Planner, ext. 8645

Mary Caputo, Senior Planner, ext. 8635

Carmela Marrelli, Interim Senior Manager, extension 8791

Mauro Peverini, Director of Development Planning, extension 8407

/LG

## **ATTACHMENT NO. 1**

### **CONDITIONS OF PRE-APPROVAL AND APPROVAL**

**DRAFT PLAN OF SUBDIVISION FILE 19T-17V008 ("THE PLAN")  
NASHVILLE (BARONS) DEVELOPMENTS INC.  
PART OF LOT 25, CONCESSION 9, CITY OF VAUGHAN**

### **THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN (THE "CITY") THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-17V008 (THE "PLAN"), ARE AS FOLLOWS:**

The Owner shall satisfy the following Conditions of Pre-Approval and Approval:

1. The Conditions of Pre-Approval and Approval of the City of Vaughan as set out on Attachment No. 1a).
2. The Conditions of Approval of York Region as set out on Attachment No. 1b) and dated January 26, 2018.
3. The Conditions of Approval of the Toronto and Region Conservation Authority as set out on Attachment No. 1c) and dated April 4, 2018.
4. The Conditions of Approval of Alectra Utilities Corporation as set out on Attachment No. 1d) and dated October 18, 2017.
5. The Conditions of Approval of Enbridge Gas Distribution Inc. as set out on Attachment No. 1e) and dated October 13, 2017.
6. The Conditions of Approval of Canadian Pacific Railway as set out on Attachment No. 1f) and dated November 9, 2017.
7. The Conditions of Approval of Canada Post as set out on Attachment No. 1g) and dated November 27, 2017.

### **Clearances**

1. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:
  - a) phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools and other essential services; and
  - b) all commenting agencies agree to registration by phases and provide clearances, as required in the Conditions in Attachments 1), 1a), 1b), 1c),

1d), 1e), 1f) and 1g) for each phase proposed for registration; and furthermore, the required clearances may relate to lands not located within the phase sought to be registered.

2. The City shall advise that the Conditions on Attachment No. 1a) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
3. York Region shall advise that the Conditions on Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
4. The Toronto and Region Conservation Authority shall advise that the Conditions on Attachment No. 1c) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Alectra Utilities shall advise that the Conditions on Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
6. Enbridge Gas Distribution Inc. shall advise that the Conditions on Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
7. Canadian Pacific Railway shall advise that the Conditions on Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
8. Canada Post shall advise that the Conditions on Attachment No. 1g) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.



**ATTACHMENT NO. 1 a)**

**PRE-CONDITIONS AND CONDITIONS OF DRAFT PLAN APPROVAL**

**DRAFT PLAN OF SUBDIVISION FILE 19T-17V008 ("THE PLAN")  
NASHVILLE (BARONS) DEVELOPMENTS INC.  
PART OF LOT 25, CONCESSION 9, CITY OF VAUGHAN ("THE CITY")**

**PRE-CONDITIONS OF APPROVAL**

1. Prior to final approval, the Owner shall enter into an agreement with the City of Vaughan, which agreement shall be registered on title, committing the Owner to:
  - A. Not enter into any agreements of purchase and sale with end users (\*) for the Plan until such time as:
    - a. the City of Vaughan approves a transfer of servicing allocation to this development that is not dependent upon the construction of infrastructure; and
    - b. The Council of the City of Vaughan has allocated adequate available water supply and sewage servicing capacity to the Plan.
2. Prior to final approval, the Owner shall enter into an indemnity agreement with York Region, which agreement shall be registered on title, agreeing to save harmless York Region from any claim or action as a result of York Region releasing conditions of draft approval as part of the draft approval of Plan of Subdivision File 19T-17V008 by the City of Vaughan, including, but not limited to claims or actions resulting from, water or sanitary sewer service not being available when anticipated. The agreement shall include a provision that requires all subsequent purchasers of the subject lands, who are not end-users, to enter into a separate agreement with York Region as a condition of the agreement of purchase and sale, agreeing to indemnify York Region on the same terms and conditions as the Owner.

(\*) the term 'end users' for the purpose of the above noted pre-conditions is defined as the eventual home Owner who is purchasing an individual lot containing a dwelling for the purpose of occupancy.

**CONDITONS OF APPROVAL**

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Malone Given Parsons Ltd., Project No. 17-2595, dated July 7, 2017 (revised February 9, 2018) and red-lined revised as of June 5, 2018, as follows:
  - a) Revise Block 52 to be referred as a "Buffer" instead of a "Linear Park";

- b) Outline and label the sidewalk locations and projected driveway positions to the curb for each lot. The driveways shall have minimum 1.0 m separation to the adjacent lot's driveway;
  - c) Identify the all blocks required to facilitate the Whisper Lane cul-de-sac under the ultimate condition;
  - d) Provide a minimum of 20 m tangential segment (straight line) in all directions as per City Standard Drawing C-5.for the Street "A" and Street "B" Road intersection;
  - e) Provide the cul-de-sac details for Street "C" and Whisper Lane in accordance with City Standard Drawing C-3;
  - f) Provide a pedestrian sidewalk (at least one side) must be provided on all City roads. All City streets should meet City Standard Drawing B-12;
  - g) Show pedestrian sidewalk and connectivity on the Plan;
  - h) Provide for any street intersecting with an arterial road/Regional road a minimum 23 m wide right-of-way for a distance of 60 m from the Regional road; and
  - i) Provide details/designs for Ranchview Street and Nashville Road intersection to meet City Standards Drawing D-5, which require the Region's approval.
2. The lands within this Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the *Planning Act*.
  3. The lands within this Plan shall be zoned with the Holding Symbol "(H)" which shall not be removed until the conditions to permit the removal of the Holding Symbol "(H)" are addressed as follows:
    - a) The proposed water, wastewater and stormwater servicing scheme for the development of the Subject Lands, as detailed in a Functional Servicing Report, shall be to the satisfaction of the Development Engineering Department; and
    - b) The consolidation of Lot 27 with the abutting 101 m<sup>2</sup> of the York Region Well lands to the south when the lands are obtained from York Region to create a buildable lot.
  4. The Owner shall pay any and all outstanding application fees to the Development Planning Department, in accordance with the in-effect Tariff of Fees By-law.

5. The Owner shall enter into a Subdivision Agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payment of development levies, the provision of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
6. Prior to final approval of the Plan, the Owner shall enter into a Developer's Group Agreement with other participating landowners within Block 61 to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 61. This agreement shall also provide a provision for additional developers to participate with the Developer's Group Agreement when they wish to develop their lands.

The Owner acknowledges that parkland shall be dedicated and/or cash-in-lieu of parkland paid in accordance with Section 42 of the *Planning Act* and conform to the City's "Cash-in-Lieu of Parkland Policy".

7. Prior to final approval of the Plan, the Trustee for Block 61 shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 61 Developers' Group Agreement.
8. The Owner shall agree in the Subdivision Agreement to pay its financial contribution and/or front-end financing of all applicable external municipal infrastructure such as road improvements (Nashville Road, Whisper Lane), watermains, sewers, sidewalks, etc., that are necessary to service the Plan to the satisfaction of the City.
9. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost of any external municipal services, temporary and/or permanently built or proposed, that have been designed and oversized by others to accommodate the development of the Plan.
10. The Owner shall agree in the Subdivision Agreement to pay its proportional financial contribution and/or front-end the construction of the Nashville Road sanitary sewer as outlined within the Kleinburg Water and Wastewater Master Plan ("WWMP"), Project No. WW-08. The cost of works outlined within the Kleinburg WWWP will be used to establish the Owner's proportion contribution to the local improvement project ultimately valued at \$1,842,280.
11. The Owner shall agree in the Subdivision Agreement to pay its proportional financial contribution of the Stevenson Road Pumping Station and associated sanitary forcemain works as the Plan is identified as lands external to the Molise Kleinburg Estates Subdivision Plan 19T-06V14 ("Molise Lands") that is tributary to the sanitary network improvements. The pumping station was oversized

through the Molise Lands and the cost of works outlined within Schedule "M1" of the subdivision agreement for the Molise Lands.

12. The existing Lots 49 and 50 fronting onto Nashville Road and proposed Lots 29, 30 and 31 fronting onto Whisper Lane shall be subject to the Holding Symbol "(H)". These lots are located in an existing area, fronting existing City and Regional roads and the proposed sanitary servicing strategy is to conform to the Kleinburg WWP. The Holding Symbol "(H)" is to only be lifted once the Owner provides a sanitary sewer design that complies with City and/or Regional standards, including the Kleinburg WWP. The Owner shall obtain confirmation from Regional Transportation and Services Department and the City that the sanitary sewers are designed within their respective standard with available conveyance capacity and allocation.
13. All proposed watercourse-roadway crossings/culverts shall be constructed in conjunction with each corresponding development. The timing for construction of these works shall be to the satisfaction of the City.
14. Prior to final approval of the Plan, the Owner shall obtain confirmation from the City and York Region that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the Plan.
15. The road allowances within this Plan shall be named to the satisfaction of the City and York Region. Proposed street names shall be submitted by the Owner for approval by Vaughan Council and shall be included on the first engineering drawings.
16. The Plan cannot be developed until adequate access and municipal services are available to service the Plan or demonstrated that alternative arrangements have been made for their completion to the satisfaction of the City.
17. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the Plan.
18. The Owner acknowledges that the final engineering design(s) may result in minor variations to the Plan (e.g. in the configuration of road allowances and lotting, number of lots, etc.), which may be reflected in the final Plan to the satisfaction of the City.
19. Prior to final approval of the Plan, the Owner shall submit to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor of all the lot and block areas, frontages and depths in accordance with the approved Zoning By-law for all the lots and blocks within the Plan.

20. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued until the Owner has provided proof that a restriction has been registered that prevents the transfer of the lot and/or block without the consent of the City where such transfer is to be restricted by any other provision of the Subdivision Agreement.
21. The Owner shall agree in the Subdivision Agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the Plan, to the satisfaction of the City.
22. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes, which shall be granted to the appropriate authority(ies), free of all charges and encumbrances.
23. The Owner shall agree to create easements for maintenance purposes for all lots providing less than 1.2 m side yards, or having roof encroachments, prior to the transfer of the land.
24. The Owner shall agree in the Subdivision Agreement that construction access shall be provided only in a location approved by the City and/or York Region.
25. The Owner shall agree to remove any driveways and buildings on site, which are not approved to be maintained as part of the Plan; any modification to off-site driveways required to accommodate this Plan shall be co-ordinated and completed at the cost of the Owner.
26. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued for any lots and/or blocks until the Owner's consulting engineer certifies, to the satisfaction of the City, that the lot grading complies with the City of Vaughan lot grading criteria and the driveway(s) as shown on the Plan submitted for the construction of the building(s) on the subject lots and/or blocks conform in terms of location and geometry (i.e. width, etc.) with the approved or amended and subsequently approved Construction Drawings.
27. Notwithstanding the provisions generally included within the Subdivision Agreement, the City may issue model home Building Permit(s) provided that the land is zoned to the satisfaction of the City and the relevant conditions of the Subdivision Agreement are fulfilled.
28. Where the Owner proposes to proceed with the construction of a model home(s) prior to registration of the Plan, the Owner shall enter into an agreement with the City, setting out the conditions, and shall fulfill relevant conditions of that agreement prior to issuance of a Building Permit(s).

29. The Owner shall agree that all lots or blocks to be left vacant shall be graded, seeded, fenced with temporary fencing maintained and signed to the satisfaction of the City to prohibit dumping and trespassing.
30. Prior to the initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods, topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the Toronto and Region Conservation Authority ("TRCA") Erosion and Sediment Control Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.
31. Prior to the initiation of the grading or stripping of top soil and final approval, the Owner shall submit a top soil storage plan detailing the location, size, slopes stabilization methods and time period, for approval by the City. Top soil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on either the park/trail, open space and/or buffer block(s).
32. Prior to final approval of the Plan, and/or conveyance of land, and/or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City:
  - a) Submit a Phase One Environmental Site Assessment ("ESA") report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan ("RAP"), Phase Three ESA Report in accordance with O. Reg. 153/04, as amended, for the lands within the Plan. The sampling and analysis plan prepared as part of the Phase Two ESA, Phase Three ESA, and RAP shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
  - b) Should a change to a more sensitive land use as defined under O. Reg. 153/04, as amended, or remediation of any portions of lands within the Plan be required to meet the applicable Standards set out in the Ministry of the Environment and Climate Change ("MOECC") document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended, submit a complete copy of the satisfactory registration of the Record of Site Condition ("RSC") filed on the Environmental Site Registry including the acknowledgement letter from the MOECC, covering all lands within the Plan.
  - c) Submit a signed and stamped certificate letter prepared by the Owner's

Environmental Qualified Person/Professional (“QP”) stating that they covenant and agree that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the City and the Region were remediated in accordance with O. Reg. 153/04, as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in the MOECC document “Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*”, as amended.

- d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.
33. Prior to final approval of the Plan, a soils report prepared at the Owner’s expense shall be submitted to the City for review and approval. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations of the report including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
34. Prior to final approval of the Plan, the Functional Servicing Report addressing water and sanitary servicing infrastructure requirements and stormwater management measures, and the availability of water and sanitary servicing capacity for the Plan shall be approved to the satisfaction of the Development Engineering Department.
35. The Owner shall agree in the Subdivision Agreement to pay a onetime payment to the City for the incremental cost for future maintenance and monitoring of the non-standard stormwater management underground detention tank and oil/grit separator located within lands to be dedicated to the City.
36. Prior to the initiation of grading, and prior to the registration of the Plan, or any phase thereof, the Owner shall submit to the City for review and approval a detailed engineering report(s) that describes the storm drainage system for the proposed the Plan, which shall include:
- a) plans illustrating how this drainage system will tie into the surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
  - b) the location and description of all outlets and other facilities;
  - c) stormwater management techniques which may be required to control minor and major flows; and
  - d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned report(s) to the satisfaction of the City.

37. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit the revised calculations and figures for the Block 61 West Master Environmental Servicing Plan ("MESP") to address the proposed sanitary and storm outflow contribution to the Block 61 West sewer networks. These revisions figures must be prepared to determine potential impacts to the Plan and corresponding infrastructure, to the satisfaction of the City.
38. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall refine and update the downstream sanitary and storm (if applicable) sewer design sheets and related drawings to demonstrate that the subject lands can be adequately serviced within the Block 61 West sewer system, and conform to the City's comments on the sewer design. The sanitary sewer analysis shall be completed using the City and York-Durham Sewage System ("YDSS") standards as these lands are proposed to connect through the Barons West sanitary sewer network.
39. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study that identifies, if there are any, local wells that may be influenced by construction and if necessary, outline a monitoring program to be undertaken before, during and after construction of the Plan.
40. The Owner shall agree in the Subdivision Agreement to decommission any existing wells and driveways on the Plan in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the City.
41. The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis as determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
42. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City, which shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the Plan and



each phase thereof. The analysis shall include, but not be limited to, conducting a hydrant flow test in accordance to the recommendations set forth within the Functional Servicing Report. The Owner shall loop the watermain to facilitate a continuous flow of water throughout the system and to ensure water quality within the watermains servicing the Draft Plan.

43. The Owner shall agree to provide the following for the purpose of fire safety and firefighting operations:
  - a) hydrants for firefighting, municipal or private, as identified in the plans and Ontario Building Code requirements to be installed;
  - b) hydrants shall be unobstructed and ready for use at all times;
  - c) access roadways shall be maintained and suitable for large heavy vehicles; and
  - d) temporary municipal address to be posted and visible for responding emergency vehicles satisfactory to the City.
44. The road allowances included within the Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
45. The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 m reserves. The pattern of streets and the layout of lots and blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
46. Any dead end or open side of a road allowance created by this Plan shall be terminated in 0.3 m reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
47. Prior to final approval of the Plan, and/or commencement of construction within the Plan, the Owner shall update the Traffic Impact Assessment to provide the Nashville Road and Ranchview Street/Street "A" intersection design criteria respecting lane width/configuration, curb radii, turning lanes storage and taper length and a sight line analysis for the intersection, along with any required mitigation measures to the satisfaction of the City.
48. Prior to final approval of the Plan, the Owner shall ensure all necessary approvals to facilitate the road intersection of Ranchview Street - Street "A" and Nashville Road in accordance with the Traffic Impact Study (TIS), to the satisfaction of the City. The TIS is to analyze operation of the existing intersection and this intersection is subject to approval by the Region of York.

49. The Owner shall agree in the Subdivision Agreement to pay for all Dedication By-Law(s) for Whisper Lane to dedicate all necessary lands for the existing cul-de-sac treatment to remain. The Owner shall also agree in the Subdivision Agreement to rebuild and construct the cul-de-sac in its ultimate condition and align the proposed driveways fronting onto Whisper Lane to the satisfaction of the City.
50. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Transportation Consultant to provide an updated transportation report/plan outlining the required York Region and City road improvements. The report/plan submitted to the City and York Region for review and approval, shall demonstrate that adequate road capacity is available for the proposed development, and shall explain all transportation issues and recommend mitigative measures for these issues. An updated transportation report shall include a traffic management/roadway detour plan for the proposed roadway improvements. The Owner shall agree in the Subdivision Agreement to implement the recommendations of the updated transportation report/plan and traffic management master plan to the satisfaction of the City.
51. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Transportation Consultant to evaluate, oversee and finalize the intersections design/roadway network as per the recommendations in the Traffic Management Master Plan/Updated Transportation Report, to the satisfaction of the City. The Owner acknowledges that the engineering design for alternative road network/design, traffic calming measures, pedestrian and cycling infrastructure and designated transit route(s) may result in variation(s) to the road and lotting pattern.
52. Prior to final approval of the Plan, the Owner shall prepare a comprehensive Traffic Management Plan ("TMP") based on an updated traffic study. The TMP shall include the details of the future traffic signal locations, traffic calming measures, future transit routes, pedestrian network, traffic controls, park/school treatment, phasing, etc. that reflects the latest road network to the satisfaction of the City.
53. Prior to final approval of the Plan, the Owner shall carry out or cause to be carried out, the design and construction of the traffic calming/management measures that are identified on the TMP. In the event that these traffic calming measures are found to be insufficient and/or ineffective by the City prior to the assumption of the municipal services on the Plan, then the Owner shall design and construct additional traffic calming measures to the satisfaction of the City.

54. Prior to final approval of the Plan, the Owner shall agree that any additional lands required for public highway purposes, where daylight triangles do not conform to the City Standard Design Criteria, will be conveyed to the City, free of all costs and encumbrances.
55. Prior to final approval of the Plan, the Owner shall provide drawings for the location and design of proposed bicycle parking at transit stops, school campuses, commercial sites, and other destinations within the Plan such as retail/entertainment, to the satisfaction of the Development Engineering Department.
56. The Owner shall agree in the Subdivision Agreement to provide information on sustainable transportation, via various media, to all purchasers and/or tenants within the Plan, including pedestrian, cycling facilities, transit routes, roundabouts, and carpooling and park-and-ride facilities (if applicable) to the satisfaction of the Development Engineering Department.
57. Prior to final approval of the Plan, the Owner shall submit an environmental noise and/or vibration report to the City for review and approval. The preparation of the noise/vibration report shall include the ultimate traffic volumes associated with the surrounding road network and railway according to the Ministry of Environment Guidelines. The Owner shall convey any required buffer block(s) for acoustic barrier purposes, free of all costs and encumbrances, to the satisfaction of the City. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in the approved noise/vibration report to the satisfaction of the City.
58. The Owner shall agree in the Subdivision Agreement to design, purchase material and install a street lighting system in the Plan in accordance with City standards and specifications. The Plan shall be provided with decorative street lighting to the satisfaction of the City.
59. Prior to final approval of the Plan, the Owner shall obtain, all necessary approvals/permits from the Canadian Pacific Railway ("CP") as new infrastructure is proposed and grading alterations will be undertaken adjacent to the CP corridor.
60. Prior to final approval of the Plan, the Owner shall complete an information request form and submit it to the regulated by the Ministry of Natural Resources and Forestry ("MNR") for confirmation of any potential Species at Risk in accordance with the *Endangered Species Act* (2007) to the satisfaction of the City.
61. The Owner is required to contact the City's Environmental Services Department at least 72 hours prior to connecting to and/or disconnecting from any existing municipal water services to ensure that City staff is present on site to observe the

works and to provide any additional requirements to the City's satisfaction.

62. Prior to the initiation of any grading/ soil disturbance on the Plan, an Archaeological Resource Assessment of the entire area within the Plan shall be carried out and a report which identifies any significant archaeological sites shall be prepared and submitted to the City and the Ministry of Tourism, Culture and Sport for review and approval. The Archaeological Resource Assessment fieldwork and report shall be carried out by a licensed archaeologist and prepared according to the 2011 Standards and Guidelines for Consultant Archaeologists set by the Ministry and the terms and conditions for archaeological licenses. The archaeological fieldwork and reporting shall be consistent with the conservation, protection, and preservation of the cultural heritage of Ontario. A letter of concurrence with the above requirements from the Ministry of Tourism, Culture and Sport shall be submitted to the City.
63. The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department, Urban Design and Cultural Heritage Division immediately in the event that:
  - a) archaeological resources are found on the property during grading or construction activities, to which the Owner must cease all grading or construction activities; and
  - b) where human remains are encountered during grading or construction activities, the proponent must cease all grading or construction activities. The proponent shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
64. Prior to final approval of the Plan or any phase thereof, the Owner shall submit a Heritage Permit application for the proposed demolition and/or new construction on Lots 1 to 7 inclusive, which are located within the boundary of the Kleinburg-Nashville Heritage Conservation District. The Heritage Permit shall be reviewed by the Heritage Vaughan Committee and requires approval by City of Vaughan Council.
65. Prior to final approval of the Plan or any phase thereof, the Owner shall submit a commemoration plan for the Kleinburg Railway Station through place-naming and an interpretative plaque near the station's original location to the satisfaction of the City.
66. For park/trail/open space block(s) and/or buffer block(s) that is to be conveyed to the City, prior to final approval of the Plan, and/or conveyance, and/or release of applicable portion of Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City:

- a) Submit a Phase Two Environmental Site Assessment (“ESA”) report in accordance with Ontario Regulation (O. Reg.) 153/04, as amended, assessing all park/open space/buffer block(s) in the Plan for contaminants of concern to the satisfaction of the City. On-site sampling of park/open space/buffer block(s) shall be conducted only after the City has certified the rough grading of the park/trail/open space/buffer block(s), but prior to the placement of topsoil and landscaping. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
  - b) Should remediation of any portions of the park/open space/buffer block(s) within the Plan be required to meet applicable standards set out in the Ministry of Environment and Climate Change (“MOECC”) document “Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*”, as amended, submit a Remedial Act Plan (RAP) and a complete copy of the satisfactory registration of the Record of Site Condition (RSC) filed on the Environmental Site Registry including the acknowledge letter from MOECC, covering the remediated park/open space/buffer block(s) within the Plan.
  - c) Submit a signed and stamped certificate letter prepared by the Owner’s Environmental Qualified Person/Professional (“QP”) stating that they covenant and agree that the park/open space/buffer block(s) to be dedicated to the City were remediated in accordance with O. Reg. 153/04, as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in MOECC document “Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*”, as amended.
  - d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.
67. Prior to final approval of the Plan, to meet dedication requirements under the Planning Act, VOP 2010 (Section 7.3.3 Parkland Dedication) and By-Law 139-90, as amended by 205-2012, parkland dedication and/or cash-in-lieu of parkland shall be provided. A parkland dedication chart shall be provided showing sufficient information to demonstrate parkland dedication calculations to the City’s satisfaction. The parkland dedication chart shall be used for valuating, determining and identifying the total amount of final payment representing the cash-in-lieu of parkland dedication to the City based on developable lands of the individual Owner’s lands.
68. Prior to final approval of the plan, the Owner shall design and agree to construct all multiuse recreational trails, at a maximum width of 3 meters, in accordance with the approved Landscape Master Plan, the City standards, and to the satisfaction of and at no cost to the City.

69. Prior to final approval of the Plan, the Owner shall provide a complete inventory and analysis of existing vegetation (to be completed by a Certified Arborist) for all existing trees within and adjacent to the proposed work area within a multi-use recreational trails to the satisfaction of the City, for the Forestry and Horticulture, Transportation Services, Parks Operations and Forestry Department to review and to advise of the tree compensation value and the appropriate securities in the form of a Letter of Credit shall be required.
70. Prior to final approval of the Plan, the Owner shall design and agree to construct all multi-use recreational trails/paths in accordance with approved Landscape Master Plan, Streetscape and Urban Design Guidelines, and Traffic Management Master Plan and to the satisfaction of and at no cost to the City.
71. The Owner shall agree in the Subdivision Agreement to complete the construction of the multi-use recreational trails/paths to coincide with streetscape works to the satisfaction of the City.
72. The Owner shall agree to convey into public ownership lands within which the multi-use recreational trail shall be located and constructed.
73. Prior to draft Plan approval, the Owner shall provide a Tree Preservation Study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved, proposed methods of tree preservation, and trees to be removed. In addition, the study shall quantify the value of the tree replacements using the Urban Design Tree Replacement Valuation. The Owner shall not remove trees without written approval by the City.
74. Prior to final approval of the Plan, the Owner shall complete an information request form and submit it to the regulated by the Ministry of Natural resources and Forestry ("MNR") for confirmation of any Species at Risk in accordance with the *Endangered Species Act* (2007) to the satisfaction of the City.
75. Prior to the landscape plan review by the Urban Design and Cultural Heritage Division, a fee shall be paid by the Owner to the Development Planning Department in accordance with the in-effect Council approved Tariff of Fees By-law for Vaughan Planning Applications - Landscape Plan Review.

This fee will include staff's review and approval of proposed streetscaping/landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, and natural feature edge restoration/management plans) and inspections for tree removals permit clearance, start of guaranteed maintenance period, and assumption of the development by the City.

76. Prior to final approval, the Owner shall agree in the Subdivision Agreement that all development shall proceed in accordance with the Vaughan Council approved Block 61 West Nashville Heights Architectural Design Guidelines prepared by John G. Williams Limited, Architect. The Owner shall agree that:
- a) the guidelines shall be updated to include an addendum for this area of development;
  - b) a control architect be retained at the cost of the Owner with concurrence of the City to ensure compliance with the approved architectural design guidelines;
  - c) prior to the submission of individual Building Permit applications, the control architect shall have stamped and signed the drawings certifying compliance with the approved architectural guidelines; and
  - d) the City may undertake periodic reviews to ensure compliance with the architectural guidelines. Should inadequate enforcement be evident, the City may cease to accept drawings stamped by the control architect and retain another control architect, at the expense of the Owner.
77. Prior to final approval, the Owner shall agree in the Subdivision Agreement that all development shall proceed in accordance with the approved Block 61 West Nashville Heights Landscape Master Plan prepared by NAK Design Strategies, including but not be limited to the following issues shall agree that:
- a) the master plan shall be updated to include an addendum for this area of development;
  - b) co-ordination of the urban design/streetscape elements including lot fabric, built form, fencing treatments, street tree planting and park lands;
  - c) sustainability design practices/guidelines;
  - d) the plan shall address the appropriate landscape treatment with a multi-use pedestrian trail for the Canadian Pacific Railway ("CP") noise berm block;
  - e) the plan shall address the appropriate landscaping for the CP noise berm with low-maintenance plant material; and
  - f) the plan shall address the pedestrian urban connections between streets, built forms, and park lands.
78. The Owner shall agree in the Subdivision Agreement to warranty the landscape vegetation screen on the CP railway landscape buffer on Block 53 for a period of five (5) years following the date of assumption of the Plan.

79. The Owner shall agree in the Subdivision Agreement to erect an appropriate fence barrier along the limits of residential Lot 1 that abuts Buffer Block 52, as red-lined, to the satisfaction of the City.
80. The Owner shall agree in the Subdivision Agreement to erect an appropriate fence barrier along the limits of the existing residential lands to the north that abut Buffer Block 52, as red-lined, to the satisfaction of the City.
81. The Owner shall agree in the Subdivision Agreement to erect an appropriate fence barrier along the limits of Block 53 that abut the Canadian Pacific Railway lands, to the satisfaction of the City.
82. The Owner shall agree in the Subdivision Agreement to erect permanent wood fence treatments for flanking residential lots and blocks; to be co-ordinated with the environmental noise report and architectural control design guidelines.
83. The Owner shall convey the Buffer Block 52, as red-lined, and CP Berm Block 53 to the City free of all cost and encumbrances
84. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.
85. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider to provide their services underground at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement to the appropriate telecommunication provider.
86. Prior to final approval of the Plan, the Owner shall permit any telephone or telecommunications service provider to locate its plant in a common trench within the proposed Plan of Subdivision prior to release of the Plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed.
87. Prior to final approval, the Owner shall satisfy all technical, financial and other requirements of Alectra Utilities (formerly PowerStream Inc.), its successors and assigns, regarding the design, installation, connection and/or expansion of electric distribution services, or any other related matters; the Owner shall enter into a development agreement with PowerStream Inc. which addresses the foregoing requirements.



The Owner shall agree to design, purchase materials, and install a buried hydro distribution system, compatible with the existing and/or proposed systems in surrounding Plans, all in accordance with the latest standards and specifications of Alectra Utilities and the City.

88. The Owner shall include the following warning clauses as a schedule in all Offers of Purchase and Sale, or Lease for all lots/blocks within the entire Plan:

- a) "Purchasers and/or tenants are advised that the planting of trees on City boulevards in front of residential units is a requirement of the City and a conceptual location Plan is included in the Subdivision Agreement. While every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice.

The City has NOT imposed an amount for a tree fee, or any other fee, which may be charged as a condition of purchase for the planting of trees. Any tree fee paid by purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of a residential dwelling."

- b) "Purchasers and/or tenants are advised that proper grading of all lots in conformity with the subdivision grading plans is a requirement of this Subdivision Agreement.

The City has taken a Letter of Credit from the Owner (Subdivision Developer) as a security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposits from the Purchasers to the City and/or Owner, for lot grading purposes is NOT a requirement of this Subdivision Agreement. The City of Vaughan does not control the return of such deposits and purchasers/tenants must direct inquiries regarding this return to their vendor/landlord."

- c) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the Canadian Radio-television and Telecommunications ("CRTC") authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs."

- d) "Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan Zoning By-law 1-88, as amended, as follows:

- i. The maximum width of a driveway shall be 6.0 metres measured at the street curb, provided circular driveways shall have a maximum combined width of 9.0 metres measured at the street curb.
- ii. Driveways in either front or exterior side yards shall be constructed in accordance with the following requirements:

Lot Frontage (metres)	Maximum Width of Driveway (metres)
6.0 – 6.99 <sup>1</sup>	3.5
7.0 – 8.99 <sup>1</sup>	3.75
9.0 – 11.99 <sup>1</sup>	6.0
12.0 and greater <sup>2</sup>	9.0

<sup>1</sup> The Lot Frontage for Lots between 6.0 – 11.99 m shall be comprised of a Minimum of 33% Landscaped Front or Exterior Side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior Side yard shall be soft landscaping in accordance with Paragraph 4.1.2.

<sup>2</sup> The Lot Frontages for Lots 12.0 m and greater shall be comprised of a Minimum of 50% Landscaped Front or Exterior Side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior Side yard shall be soft landscaping in accordance with Paragraph 4.1.2.”

- e) “Purchasers and/tenants are advised that mail delivery will be from a designated community mailbox as per requirements dictated by Canada Post. The location of the mailbox shall be shown on the community information plan provided by the Owner in its sales office.”
- f) “Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including those from road or rail traffic, and construction activities, may be of concern and occasionally interfere with some activities of the dwelling occupants.”
- g) “Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and blocks abutting public lands, including public highways, walkways or other similar public spaces, is a requirement of this Subdivision Agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 m reserve, as shown on the Construction Drawings.”

- h) "Purchasers and/or tenants are advised that the City has taken a Letter of Credit from the Owner as a security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposits from the purchaser and/ or tenant to the City and/or Owner, for fencing, is NOT a requirement of this Subdivision Agreement."
- i) "Purchasers and/or tenants are advised that fencing along the lot lines of lots and blocks abutting public lands is a requirement of this Subdivision Agreement and that all required fencing, noise attenuation features and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3m reserve, as shown on the Construction Drawings."

The City has taken a Letter of Credit from the Owner as a security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposits from the purchasers to the City and/or Owner for fencing is NOT a requirement of this Subdivision Agreement.

The maintenance of the noise attenuation features or fencing shall not be the responsibility of the City or York Region, and shall be maintained by the Owner until assumption of the services of the Plan. Thereafter the maintenance of the noise attenuation features or fencing shall be the sole responsibility of the lot owner. Landscaping provided on Regional Road rights-of-way by the Owner or the City for aesthetic purposes shall be approved by York Region and maintained by the City with the exception of usual grass maintenance."

- j) "Purchasers and/or tenants are advised that this Plan is designed to include rear lot catchbasins. The rear lot catchbasin is designed to receive and carry only clean stormwater. It is the homeowner's responsibility to maintain the rear lot catchbasin in proper working condition by ensuring that the grate is kept clear of ice, leaves and other debris that would prevent stormwater from entering the catchbasin. The rear lot catchbasins are shown on the Construction Drawings and the location is subject to change without notice."
- k) "Purchasers and/or tenants are advised that the Owner has made a contribution towards recycling containers for each residential unit as a requirement of this Subdivision Agreement. The City has taken this contribution from the Owner to off-set the cost for recycling containers, therefore, direct cash deposits from the purchasers and/or tenants to the Owner for recycling container purposes is NOT a requirement of the City of Vaughan. The intent of this initiative is to encourage the purchasers and/or tenants to participate in the City's waste diversion programs and

obtain their recycling containers from the Joint Operations Centre (JOC), 2800 Rutherford Road, Vaughan, Ontario, L4K 2N9, (905) 832-8562; the JOC is located on the north side of Rutherford Road just west of Melville Avenue.”

Any additional warning clause as noted in the Subdivision Agreement shall be included in all Offers of Purchase and Sale or Lease for all lots and/or blocks within the Plan to the satisfaction of the City.

89. The Owner shall include the following warning clauses as a schedule in all Offers of Purchase and Sale, or Lease within the Plan:
- a) abutting or in proximity of any open space, vista, buffer, woodlot or stormwater facility:
    - “Purchasers and/or tenants are advised that the adjacent open space, vista, buffer, woodlot or stormwater facility may be left in a naturally vegetated condition and receive minimal maintenance.”
  - b) abutting or in proximity of any park, multi-use recreational trail/path, open space, vista, buffer, walkway or school block:
    - “Purchasers and/or tenants are advised that the abutting park, multi-use recreational trail/path, open space, vista, buffer or walkway may be a concern due to the noise and lighting generated by the active recreation nature of the site.”
    - “Purchasers and/or tenants are advised that the City may construct a trail in the future together with satisfactory security and safety arrangements, and that noise should be expected from the active use of the trail.”
  - c) streets:
    - “Purchasers and/or tenants are advised that roads within the Plan may have been constructed using Alternative Development Standards. In April 1995, the Ministry of Housing and the Ministry of Municipal Affairs published the Alternative Development Standards as a guideline for municipalities. The Province of Ontario has been promoting the use of these guidelines which provide for reduced pavement widths.”
    - “Purchasers are advised that traffic calming measures may have been incorporated into the road allowances.”
    - “Purchasers and/or tenants are advised that the collector and primary roads within the Plan are expected to support more traffic than local

roads and, if demand warrants, transit routes in the future.”

- “Purchasers and/or tenants are advised that internal streets may be subject to public transit bus traffic.”

d) encroachment and/or dumping:

- “Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot/block to the park/trail, open space, vista, buffer, woodlot or stormwater management facility are prohibited.”

e) gate of access point:

- “Purchasers and/or tenants are advised that the installation of any gate of access point from the lot/block to the park, open space, vista, buffer, woodlot, stormwater management facility or school block is prohibited.”

f) infiltration trench:

- “Purchasers and/or tenants are advised that their rear yard lot area has been designed to incorporate an infiltration trench or soak-away pit system to achieve groundwater balance. It is the responsibility of the homeowner to maintain the infiltration trench or soak-away pit systems in good operating condition, which may include periodic cleaning of the rear yard catch basin. No planting activity or structures are permitted on the infiltration trenches and soak-away pits.”

g) Major Mackenzie Drive:

- “Purchasers and/or tenants are advised that Major Mackenzie Drive is being realigned and reconstructed from Huntington Road to Highway 27.”

h) Highway 427:

- “Purchasers and/or tenants are advised that the Ministry of Transportation obtained approval for the 427 Transportation Corridor Environmental Assessment from Highway 7 to Major Mackenzie Drive in November 2010 and a preliminary design has been recently completed. The future extension of Highway 427 may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise attenuation measures in the design of the development and individual dwelling(s).”
- “Purchasers and/or tenants are advised that Huntington Road improvements and realignment opposite the terminus point of the future

Highway 427 northbound off-ramp at Major Mackenzie Drive may be required in the future to facilitate the realignment of Huntington Road in an easterly direction to intersect with Major Mackenzie Drive opposite the future Highway 427 northbound off-ramp terminus.”

- “Purchasers are advised that Huntington Road is proposed to be terminated at Major Mackenzie Drive in accordance with the approved Highway 427 Transportation Corridor Environmental Assessment.”

i) Canadian Pacific Railway:

- “Purchasers and/or tenants are advised that where Canadian Pacific Railway (“CP”) company, or its assigns or successors in interest, has a right-of-way within 300 m from the subject lands, and there may be future alterations or expansions to the rail facilities or operations which may affect the living environment of the residents in the vicinity, notwithstanding any noise and vibration attenuating measures included in the development and individual dwelling(s); CP will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.”
- “Purchasers and/or tenants are advised that despite the inclusion of a landscape vegetation screen along the CP railway safety berm adjacent to Street “C”, railway traffic will be visible. A screen wall will not be erected on the CP railway berm adjacent to Street “C”. The landscape vegetation screen has been designed with a combination of mature deciduous and coniferous plant material intended to partially screen the view of passing trains. Despite the vegetative screen, portions of passing trains will still be visible to residents in the abutting neighbourhood. This landscape vegetation screen is not intended to mitigate railway noise in public outdoor areas within the residential neighbourhood. Noise mitigation features for dwelling units and the associated dwelling unit outdoor living areas have been implemented on the individual affected Lots and Blocks within the Plan of Subdivision in order to achieve sound levels within the limits recommended by the Ministry of the Environment.”

90. Prior to the transfer of any lot or block on the Plan, the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses required by the Subdivision Agreement have been included in the Offers of Purchase and Sale or Lease for such lot or block.
91. The Owner shall cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City. No Building Permit(s) shall

be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan.

- the plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines, etc.;
- the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval;
- the location of parks, open space, buffer blocks, stormwater management facilities and trails;
- the location of institutional uses, including schools, places of worship, and community facilities;
- the location and type of commercial sites;
- colour-coded residential for singles, semis, multiples, and apartment units; and
- the following notes in BOLD CAPITAL TYPE on the map:

"For further information, on proposed and existing land uses, please call or visit the City of Vaughan, Development Planning Department, at 2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1; (905)832-8585."

"For detailed grading and berming information, please call the developer's engineering consultant, (name) at \_\_\_\_\_".

"This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers."

*[In such circumstances, the Owner is responsible for updating the map and forwarding it to the City for verification.]*



Corporate Services  
File No.: 19T-17V08  
Regional File No.: SUBP.17.V.0034  
Refer To: Justin Wong

January 26, 2018

Mr. Mauro Peverini  
Director of Development Planning  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Attention: Judy Jeffers, M.C.I.P., R.P.P.

**Re: Draft Plan of Subdivision 19T-17V08 (SUBP.17.V.0034)  
737 & 739 Nashville Road  
Part of Lot 25, Concession 9  
(Nashville Developments (Barons) Inc.)  
City of Vaughan**

York Region has now completed its review of the above noted draft plan of subdivision prepared by Malone Given Parsons Ltd., Project No. 17-2595, dated July 7, 2017. The proposed development is located on lands municipally known as 737 & 739 Nashville Road, east of Huntington Road and on the south side of Nashville Road, in the City of Vaughan. The draft plan of subdivision will facilitate the development of 29 single detached units, 37 townhouse units and blocks for parks, a berm, reserves and streets, within a 4.25 ha site.

### **Transportation**

Regional Transportation and Infrastructure Planning staff have reviewed the Traffic Impact Study (TIS), prepared by Poulos & Chung, dated June 2017. Staff advises that the TIS shall be revised to be consistent with York Region's Mobility Plan Guidelines for Development Applications (November 2016). It should be noted that there was no consultation with Regional staff on the proposed scope of work. As such, this TIS is incomplete and shall be revised to be consistent with the Transportation Mobility Plan Guidelines and to address the following comments:

- a) The development proposes a new full move access (public road) onto Nashville Road. However, the TIS does not include any analysis to determine the requirements for turning lanes at the proposed intersection. The TIS shall assess and identify the turn lane requirements for both Nashville Road and the proposed street to accommodate for future site generated traffic. In addition, the development also proposes a connection to the Whisper Lane. A similar analysis shall be carried out to determine and identify the need for a westbound left turn lane for the Islington Avenue and Whisper Lane intersection.



- b) The TIS proposes a sidewalk on Street “A” connecting to the existing Whisper Lane right-of-way, however, Whisper Lane currently has no sidewalks. As such, consultation with the City of Vaughan is required to determine the appropriate locations for sidewalk connections.

## **Water Resources**

Regional Water Resources staff advises that the subject property is partially located within the boundaries for Wellhead Protection Area A (WHPA-A), and Wellhead Protection Area B (WHPA-B) with Vulnerability Scores of 10 and 8, Wellhead Protection Area Q (WHPA-Q), Highly Vulnerable Aquifer (HVA) and partially within the boundaries for a Significant Groundwater Recharge Area (SGRA) under the *Clean Water Act, 2006*. Technical comments relating to the Contaminant Management Plan (CMP), Source Water Impact Assessment and Mitigation Plan (SWIAMP), Low Impact Development (LID) measures and best practices, are attached hereto.

## **Sanitary Sewage and Water Supply**

Residential development requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- West Vaughan Sewage Servicing: Humber Pumping Station Expansion (completion 2025)
- Other projects as may be identified in future studies.

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only

Based on our review of the Functional Servicing Report (FSR) submitted, it is our understanding that the wastewater is connecting to the City of Vaughan’s infrastructure by way of a CP Railway crossing and the water servicing is connecting directly to the Region’s 750mm diameter watermain on Nashville Road and the Region’s 600mm diameter Watermain in the Whisper Lane right-of-way. Regional staff advises that Figure 4.2 of the FSR incorrectly shows the watermain on Nashville Road to have a diameter of 600mm.

The two proposed direct connections to the Regional watermains require Regional approval prior to construction. The following documentation is required to support the proposal to connect to Regional infrastructure:

- a) Engineering drawings showing details of the connection(s) with the ownership/jurisdiction clearly identified on the drawings;
- b) Disinfection Plan;
- c) Flushing and sampling program; and
- d) MOECC Form 1 – Record of Watermains Authorized as a Future Alteration

The Owner is further advised that York Region requires two (2) weeks advanced notice prior to the works related to connection to the Regional infrastructure. The Region reserves the right to

## ATTACHMENT NO. 1b)

19T-17V08 (SUBP.17.V.0034)  
(Nashville Developments (Barons) Inc.)

Page 3 of 11

inspect the site during the works. The Region's operator is required to be on site during the tapping/connection and disinfection works.

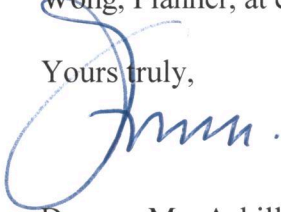
Should there be any change in the proposed servicing scheme, the Owner shall forward the revised plan to the Region for review and record.

### **Summary**

York Region has no objection to draft plan approval of the plan of subdivision subject to the attached Schedule of Conditions. We request a copy of the notice of decision, draft approved plan, and the conditions of draft approval should the plan be approved.

Should you have any questions regarding the above or the attached conditions please contact Justin Wong, Planner, at extension 71577 or through electronic mail at [justin.wong@york.ca](mailto:justin.wong@york.ca).

Yours truly,



Duncan MacAskill, M.C.I.P., R.P.P.  
Manager, Development Planning

JW/

Attachments (5)	Schedule of Conditions
	Water Resources Memorandum dated November 6, 2017
	Water Resources – Wellhead Protection Area (Figure 1a)
	Water Resources – Wellhead Protection Area (Figure 1b)
	Water Resources – Vulnerability Score (Figure 2)

YORK-#8088108-v1-19T-17V08\_- \_Regional\_Condition\_Letter

**Schedule of Conditions  
19T-17V08 (SUBP.17.V.0034)  
737 & 739 Nashville Road  
Part of Lot 25, Concession 9  
(Nashville Developments (Barons) Inc.)  
City of Vaughan**

Re: Malone Given Parsons Ltd., Project No. 17-2595, dated July 7, 2017

**Conditions to be Included in the Subdivision Agreement**

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. The Owner shall agree in wording satisfactory to Development Engineering, to implement the noise attenuation features as recommended by the noise study and to the satisfaction of Development Engineering.
3. The Owner shall agree in wording satisfactory to Development Engineering, that where berm, noise wall, window and/or oversized forced air mechanical systems are required, these features shall be certified by a professional engineer to have been installed as specified by the approved Noise Study and in conformance with the Ministry of Environment guidelines and the York Region Noise Policy.
4. The following warning clause shall be included in with respect to the lots or blocks affected:

"Purchasers are advised that despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants."
5. Where noise attenuation features will abut a York Region right-of-way, the Owner shall agree in wording satisfactory to York Region's Development Engineering, as follows:
  - a) That no part of any noise attenuation feature shall be constructed on or within the York Region right-of-way;
  - b) That noise fences adjacent to York Region roads may be constructed on the private side of the 0.3 metre reserve and may be a maximum 2.5 metres in height, subject to the area municipality's concurrence;
  - c) That maintenance of the noise barriers and fences bordering on York Region right-of-way shall not be the responsibility of York Region
6. The Owner shall agree in wording satisfactory to Development Engineering, to be responsible to decommission any existing wells on the owner's lands in accordance with all



applicable provincial legislation and guidelines and to the satisfaction of the area municipality.

7. The Owner shall agree in wording satisfactory to Development Engineering that the Owner will be responsible for determining the location of all utility plants within York Region right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.

**Conditions to be Satisfied Prior to Final Approval**

8. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
9. York Region shall confirm that adequate water supply and sewage capacity are available and have been allocated by the City of Vaughan for the development proposed within this draft plan of subdivision or any phase thereof. Registration of the plan of subdivision shall occur in phases based on the availability of water supply and sewage servicing allocation.
10. The Owner shall provide an electronic set of the final engineering drawings showing the watermains and sewers for the proposed development to the Community Planning and Development Services Division and the Infrastructure Asset Management Branch for record.
11. The Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan (SWIAMP), to the satisfaction of the Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies. The SWIAMP shall be prepared by a qualified professional, to the satisfaction of the Water Resources Branch. The SWIAMP must follow the York Region document Guidance for Proposed Developments in Wellhead Protection Areas in York Region (October 2014).
12. The Owner shall have prepared, by a qualified professional transportation consultant, a revised Transportation Mobility Plan Study that is consistent with the Region's Transportation Mobility Plan Guidelines (November 2016) to the satisfaction of the Region. The revised Traffic Impact Study (TIS) shall address all transportation related comments, as detailed in the comments section above, pertaining to the TIS prepared by Poulos & Chung dated June 2017.
13. The Owner shall agree to provide direct pedestrian and cycling connections to the boundary roadways and adjacent developments, as well as facilities on the site to promote the usage of non-auto travel modes. The Owner shall provide drawings showing the pedestrian and cycling connections and facilities.
14. Concurrent with the submission of the subdivision servicing application (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be

constructed on or adjacent to the York Region road, to Development Engineering, Attention: Manager, Development Engineering, that includes the following drawings:

- a) Plan and Profile for the York Region road and intersections;
  - b) Grading and Servicing;
  - c) Intersection/Road Improvements, including the recommendations of the Traffic Report;
  - d) Construction Access Design;
  - e) Utility and underground services Location Plans;
  - f) Signalization and Illumination Designs;
  - g) Line Painting;
  - h) Traffic Control/Management Plans;
  - i) Erosion and Siltation Control Plans;
  - j) Landscaping Plans, including tree preservation, relocation and removals;
  - k) Requirements of York Region Transit/Viva.
15. The Owner shall submit a detailed Development Charge Credit Application to York Region, if applicable, to claim any works proposed within the York Region right-of-way. Only those works located in their ultimate location based on the next planning upgrade for this right-of-way will be considered eligible for credit, and any work done prior to submission without prior approval will not be eligible for credit.
16. The Owner shall provide drawings for the proposed servicing of the site to be reviewed by the Engineering Department of the area municipality. Three (3) sets of engineering drawings (stamped and signed by a professional engineer), and MOE forms together with any supporting information shall be submitted to Development Engineering, Attention: Mrs. Eva Pulnicki, P.Eng.
17. The location and design of the construction access for the subdivision work shall be completed to the satisfaction of Development Engineering and illustrated on the Engineering Drawings.
18. The Owner shall demonstrate, to the satisfaction of Development Engineering, that all existing driveway(s) along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.
19. The Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of Development Engineering recommending noise attenuation features.
20. The Owner shall agree that the following lands will be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor:
- a) A widening across the full frontage of the site where it abuts Nashville Road of sufficient width to provide a minimum of 18 metres from the centreline of construction of Nashville Road, and



- b) A 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts Nashville Road and adjacent to the above noted widening(s).
21. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
22. The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any subsequent reports or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

23. The Owner shall demonstrate, to the satisfaction of Development Engineering, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is needed to accommodate the

local services adjacent to York Region's right-of-way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.

24. The Owner shall agree to advise all potential purchasers of the existing and future introduction of transit services in this development. This includes current and potential transit routes, on-demand services, bus stops and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT/Viva route maps, future plan maps & providing YRT/Viva website contact information) at sales offices and appropriate notification clauses in purchase agreements. The Owner/consultant is to contact YRT/Viva Contact Centre (tel. 1-866-668-3978) for route maps and the future plan maps. Future YRT/Viva transit services are planned to operate on Nashville Road.
25. The Owner shall submit engineering plans for York Region's approval that identify on the plans the Transit requirements.
26. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
27. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.
28. The Regional Corporate Services Department shall advise that Conditions 1 to 27 inclusive, have been satisfied.

## MEMORANDUM

TO: Justin Wong, Planner, CS  
Vick Bilkhu, Development Review Coordinator, CS

FROM: David Berg, Source Protection Project Assistant, Water Resources  
Angelika Masotti, Source Protection Program Coordinator, Water Resources

DATE: November 6, 2017

RE: **Comments on Draft Plan of Subdivision application 19T-17V08**  
737 and 739 Nashville Road  
City of Vaughan  
(Nashville (Barons) Development Inc.)

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York Region is pleased to provide the following comments on the Draft Plan of Subdivision

*Comments for Draft Plan of Subdivision application are provided below.*

application noted above for the lands located at 737 and 739 Nashville Road in the City of Vaughan. The Draft Plan of Subdivision application is to permit the construction of 66 units comprised of 29 detached dwellings, 7 blocks for 37 street townhouse dwelling units, parks and a linear park, and to retain two existing houses fronting onto Nashville Road. It is Water Resources understanding that the development will be municipally serviced.

The site is within the boundaries for Wellhead Protection Area A (WHPA-A), and Wellhead Protection Area B (WHPA-B) with Vulnerability Scores of 10, and 8, Wellhead Protection Area Q (WHPA-Q), Highly Vulnerable Aquifer (HVA) and Partially within the boundaries for a Significant Groundwater Recharge Area (SGRA) under the *Clean Water Act, 2006*.

The following documentation, related to the subject lands was provided to the Water Resources Group for review:

- NASR Circulation Memo dated October 24, 2017
- Draft Plan of Subdivision prepared by Malone Given Parsons LTD. Dated July 7, 2017
- Source Water Impact Assessment and Mitigation Plan (SWIAMP) Nashville Heights Development Part of Lot 24 Concession 9 Vaughan, Ontario File No. 1-16-0168-46 prepared by Terraprobe, dated May 3, 2017

Water Resources staff has reviewed the documentation listed above and based on the proposal does not have any concerns, subject to the following conditions and comments, with the Draft



Plan of Subdivision application as it relates to Source Protection policy. Should the proposal change and/or the application be amended Water Resources will require recirculation for comment and/or approval.

**Summary of Conditions for Draft Plan of Subdivision application:**

Development proposed on the subject property within the Wellhead Protection Area must adhere to the Wellhead Protection Policies outlined in the York Region Official Plan (ROP, 2010) and Regional Official Plan Amendment 5 (ROPA 5, 2013).

1. Prior to Draft Plan of Subdivision approval, the Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan (SWIAMP), to the satisfaction of the Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies. The SWIAMP shall be prepared by a qualified professional, to the satisfaction of Regional Environmental Services staff in the Water Resources group. The SWIAMP must follow the York Region document Guidance for Proposed Developments in Wellhead Protection Areas in York Region (October 2014). A SWIAMP is required for any of the activities listed below if they will occur on the site for the storage or manufacture of:
  - a) petroleum-based fuels and or solvents;
  - b) pesticides, herbicides, fungicides or fertilizers;
  - c) construction equipment;
  - d) inorganic chemicals;
  - e) road salt and contaminants as identified by the Province;
  - f) the generation and storage of hazardous waste or liquid industrial waste, and a waste disposal sites and facilities;
  - g) organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and,
  - h) snow storage and disposal facilities.

Water Resources has received a SWIAMP (Source Water Impact Assessment and Mitigation Plan (SWIAMP) Nashville Developments Vaughan, Ontario, File No. 1-16-0168-46, prepared by Terraprobe, dated May 3, 2017) that covers this application that was approved May 2017. Water Resources requires confirmation that the SWIAMP is still valid and no updates are required for this portion of the overall development.

**Summary of Comments for Draft Plan of Subdivision application:**

2. Dense Non-Aqueous Phase Liquids (DNAPLs) are prohibited within WHPA-A/B under the Clean Water Act as they are considered significant drinking water threats.
3. Should the proposed development include bulk fuel or bulk chemicals within the HVA, a Contaminant Management Plan (CMP) will be required prior to Draft Plan of Subdivision approval, for Water Resources review and approval.

4. The owner is to be advised that Low Impact Development (LID) measures are encouraged to be applied to the site. As per York Region Official Plan policy 2.3.37, developments should maximize infiltration through integrated treatment approach techniques to minimize stormwater volume and contaminant loads. This should include, but not be limited to, techniques such as rainwater harvesting, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover. The use of the following resource is encouraged: Low Impact Development Stormwater Management Planning and Design Guide and is available using the following link: <http://www.creditvalleyca.ca/low-impact-development/low-impact-development-support/stormwater-management-lid-guidance-documents/low-impact-development-stormwater-management-planning-and-design-guide/>
5. Should significant dewatering be required, a dewatering plan shall be prepared by a qualified person and submitted by the proponent to the Region for approval prior to excavation. If there will be water discharging to the Regional storm or sanitary sewer, it is recommended that the proponent consult with Regional Sewer use by-law group and obtain a dewatering discharge permit as necessary. Please contact the Sewer Use By-law group at [SewerUsebylaw@york.ca](mailto:SewerUsebylaw@york.ca) or 1-877-464-9675.
6. As the site is within a wellhead protection area, Water Resources does encourage the use of best management practices during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site. It is strongly recommended that Risk Management Measures are put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.
7. With respect to the use of salt on the property, Water Resources recommends the use of a contractor who is certified by Smart About Salt, and use of best management practices identified in the TAC Synthesis of Best Management Practices for Salt and Snow are followed: <http://tac-atc.ca/en/bookstore-and-resources/free-resources-and-tools/syntheses-practice>

If you have any questions or comments, please contact Angelika Masotti, Source Protection Program Coordinator at extension 75128.

AM/db



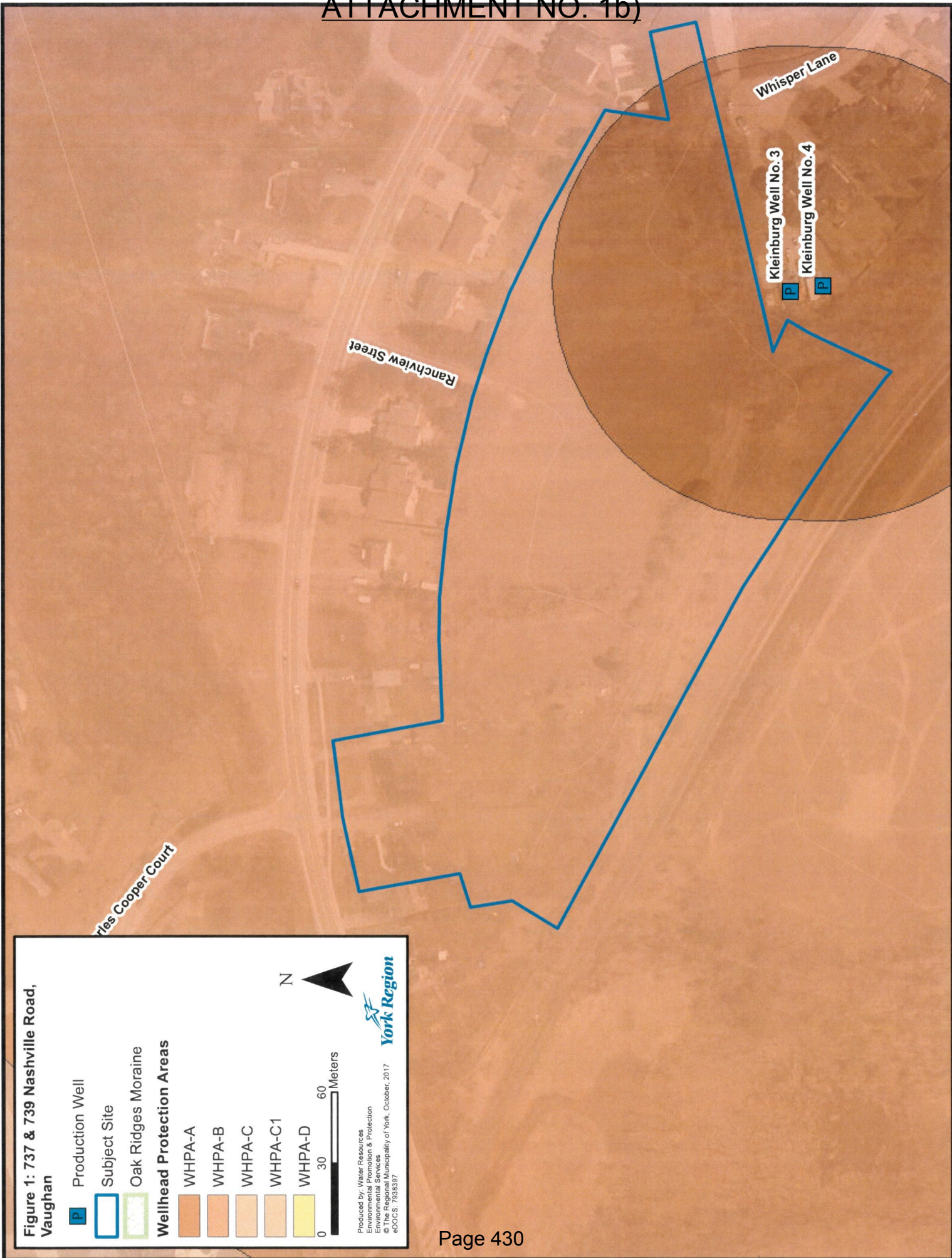




Figure 1b: 737 & 739 Nashville Road, Vaughan

 Production Well

 Subject Site

 Oak Ridges Moraine

**Wellhead Protection Areas**

 WHPA-A

 WHPA-B

 WHPA-C

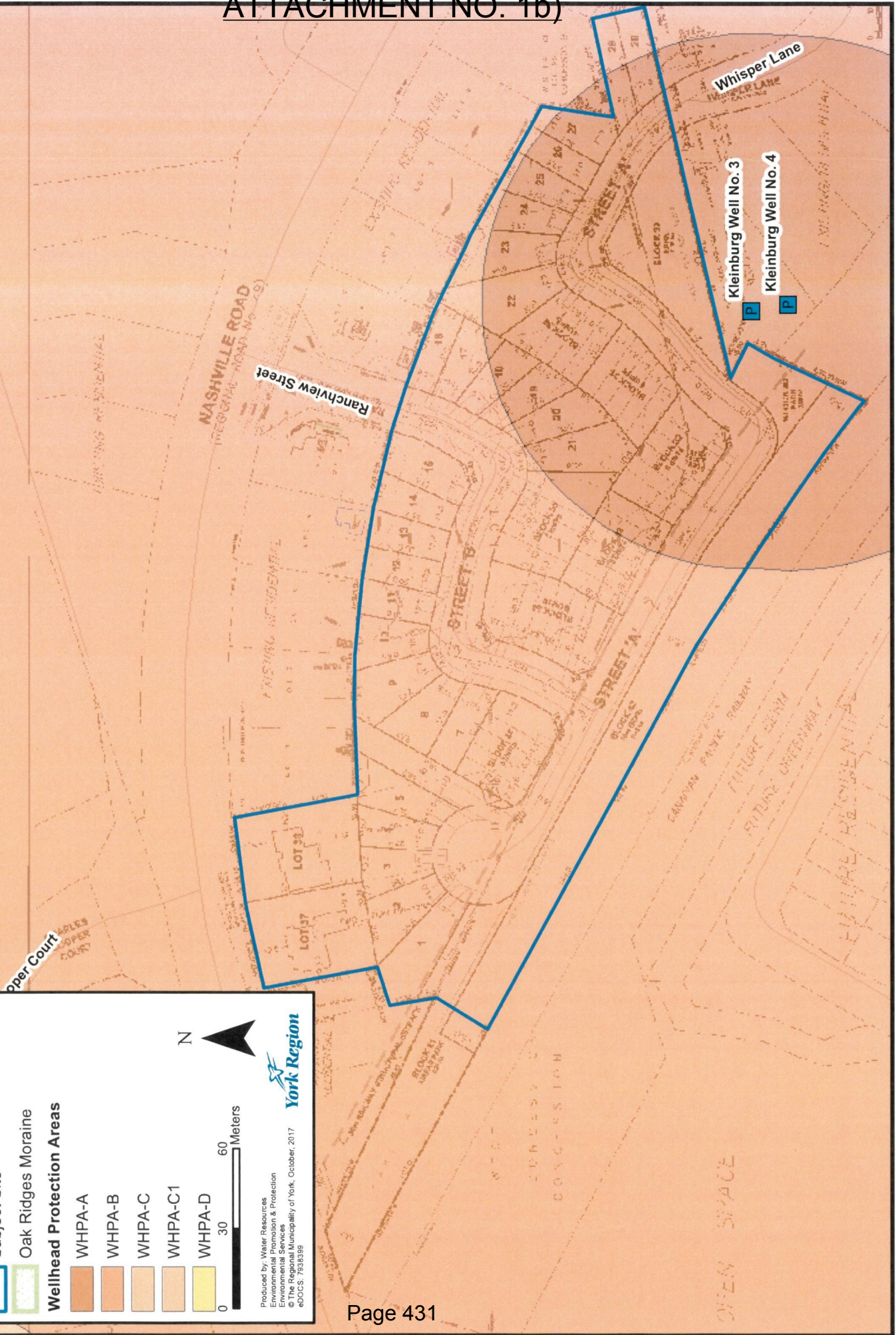
 WHPA-C1

 WHPA-D

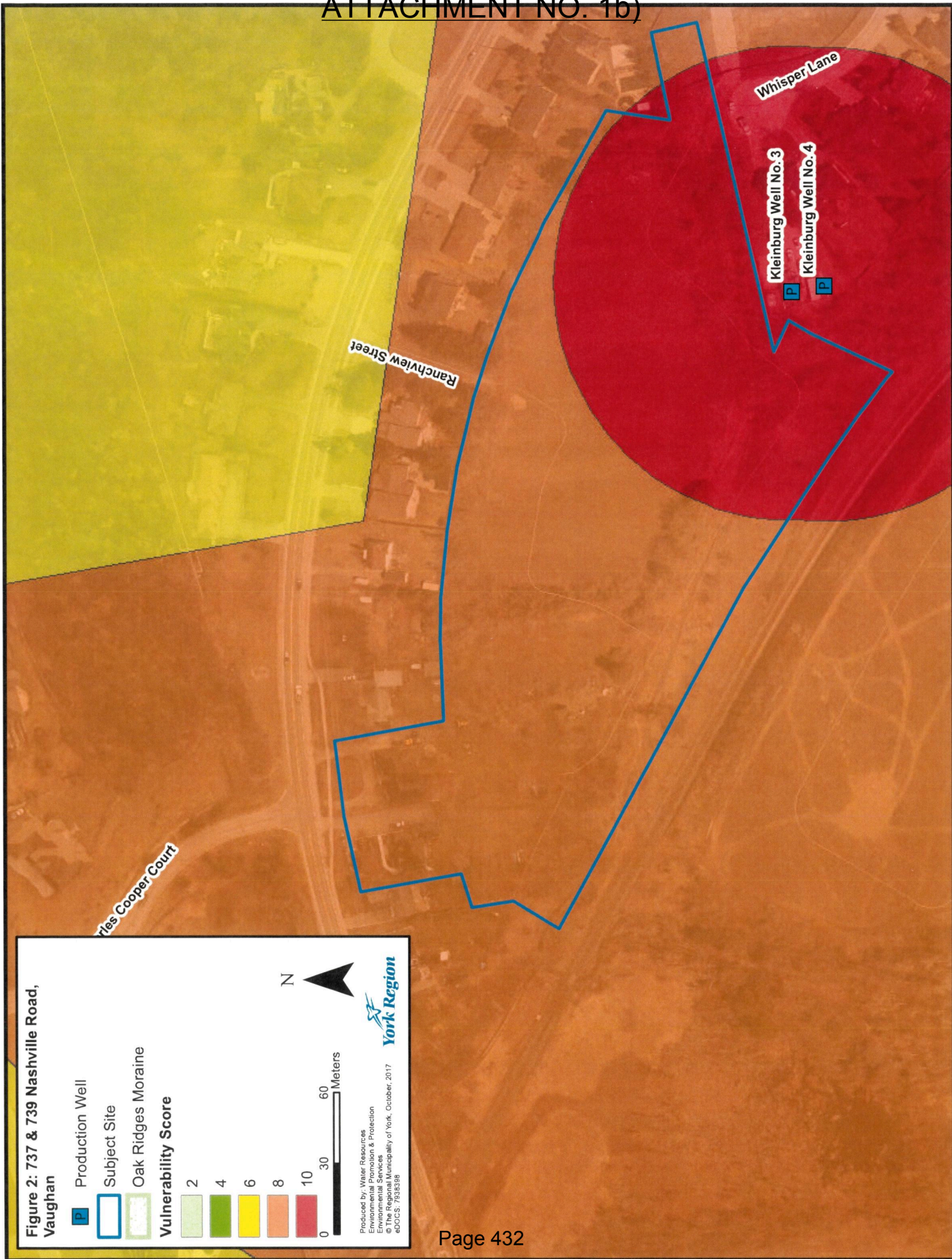
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Produced by: Water Resources  
Environmental Promotion & Protection  
Environmental Services  
© The Regional Municipality of York, October, 2017  
e00CS: 7938399









April 4, 2018

CFN 58866  
E-XREF CFN 57142

Ms. Judy Jeffers  
Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

**Sent via email**  
**judy.jeffers@vaughan.ca**

Dear Ms. Jeffers:

**Re: Conditions of Approval  
Draft Plan of Subdivision Application 19T-17V008  
Zoning By-law Amendment Application Z.17.024  
Part of West Half of Lot 25, Concession 9  
737 and 739 Nashville Road  
Within Block 61 East  
City of Vaughan, Regional Municipality of York  
(Nashville Developments (Barons) Inc.)**

The purpose of this letter is to acknowledge receipt of and to provide comments on revised Draft Plan of Subdivision Application 19T-17V008 and Zoning By-law Amendment Application Z.17.024 in Block 61 East, in the City of Vaughan. Appendix 'B' provides a complete list of the materials received.

### **Background**

It is Toronto and Region Conservation Authority (TRCA)'s understanding that the Owner has submitted the subject revised applications to facilitate the development of a residential subdivision consisting of 48 dwelling units and three streets, with various other blocks for future residential, linear park, berm and reserve purposes. The plan also proposes the retention of two existing houses fronting onto Nashville Road. The Owner proposes to rezone the lands from Agriculture (A), Transportation Industrial Zone (M3), and Rural Residential (RR) with site specific exception 9(896) to Residential Detached Zone 3 (RD3) and Residential Detached Zone 4 (RD4) with site specific exceptions, Open Space Park Zone (OS2), and Rural Residential (RR) with site specific exception 9(896).

The subject lands are situated within the Block 61 East plan area in the City of Vaughan and are surrounded by existing single family residential homes, the Canadian Pacific Railway and the Kleinburg Municipal Well. There are natural heritage features and hazards within 120 metres of the subject site.

### **Application-Specific Comments**

TRCA received the first submission on November 14, 2017. A second revised submission was received on March 21, 2018 and included materials that had been missing from the first circulation.

TRCA staff are currently reviewing the revised applications and supporting background reports.

### **Recommendation**

Based on the above, TRCA staff recommends that these applications be deferred until all agencies and departments have completed their review.

However, should the City proceed to take these files forward to the Committee of the Whole in June, we have included our conditions for Draft Plan of Subdivision 19T-17V008 in Appendix 'A'.

TRCA's preliminary comments on Zoning By-law Amendment Application Z.17.024 can be found within the conditions of draft plan approval.

TRCA's detailed comments on the revised applications and supporting background reports will be provided under separate cover. It is our expectation that the Owner will address all of TRCA's outstanding comments through fulfillment of the conditions of draft plan approval. This may necessitate redline revisions to the draft plan.

Should any revisions to the draft plan of subdivision application or zoning by-law amendment application be proposed now or in the future, TRCA asks to be given the opportunity to amend our conditions and comments accordingly.

Please provide the Notice of Decision for both the draft plan of subdivision and zoning by-law amendment once they are approved.

**Fees**

Finally, we thank the Owner for providing the initial \$20,000.00 application fee. This application will be subject to a clearance fee at the time of clearance, which will be based on the fee schedule in effect at that time.

We trust these comments are of assistance. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

Coreena Smith, EP, MCIP, RPP  
Acting Planning Manager, Planning and Development  
Extension 5269

cc: By Email

Joan MacIntyre, Malone Given Parsons Ltd.  
Aaron Hershoff, TACC Developments  
Ruth Rendon, City of Vaughan

/Encl.

J:\DSS\York Region\Vaughan\58866 20180404 Nashville Barons East Conditions 1.docx

**Appendix 'A' – TRCA's Conditions and Comments**

**Draft Plan of Subdivision Application 19T-17V008  
Zoning By-law Amendment Application Z.17.024  
Part of West Half of Lot 25, Concession 9  
737 and 739 Nashville Road  
Within Block 61 East  
City of Vaughan, Regional Municipality of York  
(Nashville Developments (Barons) Inc.)**

**TRCA's Conditions of Draft Plan Approval**

TRCA recommends approval of Draft Plan of Subdivision 19T-17V008, Part of West Half of Lot 25, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons Ltd., revised February 9, 2018, subject to the following conditions:

1. Prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report and plans to the satisfaction of TRCA for any proposed topsoil stripping in the plan area. This report shall include:
  - i. Detailed plans illustrating the topsoil stripping proposal, including but not limited to the locations, staging and methodology; and
  - ii. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after topsoil stripping.

The Owner shall carry out, or cause to be carried out, the recommendations of the engineering report and details of the plans approved by TRCA for topsoil stripping purposes to the satisfaction of TRCA.

2. Prior to site alteration (with the exception of topsoil stripping) and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) to the satisfaction of TRCA. This report shall include:
  - i. A description of the storm drainage system (quantity and quality) for the proposed development;
  - ii. Plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system;
  - iii. Appropriate stormwater management techniques which may be required to control minor and major flows;
  - iv. Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural heritage system, both aquatic and terrestrial;
  - v. Detailed plans and calculations for the proposed lot-level, conveyance and end-of-pipe controls to be implemented on the site;
  - vi. Proposed measures to promote infiltration and maintain water balance for the plan area;



- vii. Proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be potentially impacted by the development;
- viii. An evaluation that addresses the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
- ix. Grading plans and cross-sections for the subject lands;
- x. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction; and
- xi. The location and description of all outlets and other facilities or works which may require permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended.

The Owner shall carry out, or cause to be carried out, the recommendations of the engineering reports and details of the plans approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.

3. Prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall prepare a tree inventory and protection plan for the site to the satisfaction of TRCA. The Owner shall carry out, or cause to be carried out, the tree inventory and protection plan approved by TRCA prior to topsoil stripping to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
4. Prior to the registration of this plan or any phase thereof, the Owner shall prepare comprehensive edge management plans / restoration planting plans to the satisfaction of TRCA for the Berm (Block 53) pursuant to the Memorandum of Understanding (Nashville Developments Inc. et al. and TRCA, December 9, 2016) and Environmental Impact Study (Beacon Environmental, March 2018, as may be further amended). The Owner shall carry out, or cause to be carried out, the edge management works / restoration plantings approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
5. Prior to the registration of this plan or any phase thereof, the Owner shall prepare trail plans and details to the satisfaction of TRCA for areas within and adjacent to the Berm (Block 53) and Linear Park (Block 52). The Owner shall carry out, or cause to be carried out, the trail installation pursuant to the plans and details approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
6. Prior to the registration of this plan or any phase thereof, the Owner shall obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.
7. The Berm (Block 53) shall be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances.
8. The implementing zoning by-law shall recognize the Berm (Block 53) in an OS2 Open Space Park Zone, or other suitable zoning category, which has the effect of prohibiting development

- and recognizing the significance of these lands for restoration / naturalization purposes, to the satisfaction of TRCA.
9. The implementing zoning by-law shall be prepared to the satisfaction of TRCA.
  10. The Owner shall provide a copy of the adopted implementing zoning by-law to TRCA, when available, to facilitate the clearance of conditions of draft plan approval.
  11. The Owner agrees in the subdivision agreement, in wording acceptable to TRCA:
    - i. To carry out, or cause to be carried out, to the satisfaction of TRCA, the recommendations of the reports/strategies and details of the plans referenced in TRCA's conditions of approval;
    - ii. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to TRCA;
    - iii. To obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA;
    - iv. To comply with the permits approved under Ontario Regulation 166/06, as may be amended, including the approved plans, reports and conditions to the satisfaction of TRCA; and
    - v. To erect a permanent fence along all residential lots and blocks that abut the Berm (Block 53) and in other areas as may be required to protect existing and future open space lands from unauthorized/non-programmed entry to the satisfaction of TRCA.
  12. This draft plan of subdivision shall be subject to red-line revision(s) in order to meet the requirements of the conditions of TRCA, if necessary, to the satisfaction of TRCA.
  13. The Owner shall provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to expedite the clearance of conditions of draft plan approval.

**TRCA's Comments on the Zoning By-law Amendment Application**

Please further note that TRCA's comments on Zoning By-law Amendment Application Z.17.024 can be found above within the conditions of draft plan approval for Draft Plan of Subdivision Application 19T-17V008.

Should any revisions to the draft plan of subdivision application or zoning by-law amendment application be proposed now or in the future, TRCA asks to be given the opportunity to amend our conditions and comments accordingly.

**Appendix 'B' – Materials Received**

*Received on February 2, 2018*

- TRCA application fee.

*Received on March 21, 2018*

- Request for Comments, prepared by the City of Vaughan, dated March 20, 2018;
- Draft Plan of Subdivision 19T-17V008, Part of West Half of Lot 25, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons Ltd., revised February 9, 2018;
- Letter, Revised Zoning By-law Amendment and Draft Plan of Subdivision, prepared by Malone Given Parsons Ltd., dated March 5, 2018;
- Draft Zoning By-law;
- Comment Matrix, revised March 6, 2018;
- Functional Servicing Report, prepared by Schaeffers Consulting Engineers, revised February 2018;
- Drawing No. SS/SG, Grading and Servicing Plan, prepared by Schaeffers Consulting Engineers, dated May 2017;
- Drawing No. SC-1, Erosion and Siltation Control Plan, prepared by Schaeffers Consulting Engineers, dated May 2017;
- Hydrogeological Investigation, prepared by Terraprobe Inc., revised February 14, 2018;
- Source Water Impact Assessment and Mitigation Plan (SWIAMP), prepared by Terraprobe Inc., revised February 14, 2018;
- Environmental Impact Study, prepared by Beacon Environmental Limited, dated March 2018;
- Tree Inventory and Preservation Plan Report (with figures), prepared by Kuntz Forestry Consulting Inc., revised March 2, 2018;
- Sheet L1, Site Plan, prepared by NAK Design Strategies, revised March 2018;
- Sheet MP, Landscape Master Plan, Linear Park/Trail Design, prepared by NAK Design Strategies, revised March 2018;
- Phase One Environmental Site Assessment, prepared by Soil Engineers Ltd., revised September 7, 2017;
- Phase Two Environmental Site Assessment, prepared by Soil Engineers Ltd., revised October 12, 2017;
- Preliminary Report on the Stage 4 Excavation of The Line Site (AIGv-420), prepared by This Land Archeology, dated January 31, 2018;
- Report on the Stage 1-2 Archeological Assessment and Stage 3 Archeological Assessment, prepared by This Land Archeology, dated January 5, 2018;
- Cultural Heritage Impact Assessment, prepared by Golder Associates Ltd., dated February 14, 2018;
- Community Services & Facilities Study, prepared by Malone Given Parsons Ltd., revised February 2018;
- Digital copy of the review materials (including other studies such as noise and traffic).

## ATTACHMENT NO. 1d)



**Date:** October 18<sup>th</sup> , 2017

**Attention:** **Judy Jeffers**

**RE:** Request for Comments

**File No.:** **Z.17.024 + 19T-17V008**

**Applicant:** Nashville Developments ( Barons ) Inc.

**Location** 737 & 739 Nashville Road



## COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by \_\_\_\_\_.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated \_\_\_\_\_, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or his agent, for this plan is required to contact Alectra to discuss all aspects of the above project. Alectra will require site plan drawings, draft m-plans, legal plans, architectural design drawings, electrical consultant's drawings, number of units/lots in the subdivision/development and type of the subdivision/development (i.e., single family residential, town homes, condominium town homes, industrial etc.), square footage of the buildings, the required voltage, amperage and building loads, along with the completed and signed Subdivision Application Information Form (SAIF). Alectra will then use this information to determine the type of available service in the area to supply this project and determine the design fee for the subdivision or development.

Once Alectra has received the design fee and requested information, Alectra will prepare the hydro design, obtain the owner's /developer's approval of the design and obtain the required approvals from the local municipality and prepare the cost of the electrical distribution system (EDS) installation.

Alectra will provide the owner/developer with an "Offer to Connect" (OTC) agreement which will specify all the details and the responsibilities of each party.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAIF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue.

All proposed buildings, billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the Ontario Electrical Safety Code and the Occupational Health and Safety Act.

If there are any existing components of Alectra's electrical distribution system on the proposed project site, they will have to be relocated by Alectra at the Developer's cost. Any conflicts due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

We trust this information is adequate for your files.

Regards,

Mr. Tony D'Onofrio

Supervisor, Subdivisions & New Services

**Phone:** 1-877-963-6900 ext. 24419

**Fax:** 905-532-4401

**E-mail:** [tony.donofrio@alectrautilities.com](mailto:tony.donofrio@alectrautilities.com)

**Subdivision Application Information Form is available by calling 1-877-963-6900 ext. 31297**

# ATTACHMENT NO. 1e)



Enbridge Gas Distribution  
500 Consumers Road  
North York, Ontario M2J 1P8  
Canada

October 13, 2017

Judy Jeffers  
Senior Planner  
City of Vaughan  
Development Planning Division  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Dear Judy Jeffers,

Re: Draft Plan of Subdivision & Zoning By-Law Amendmnet  
Nashville Developments (Barons) Inc.  
737 and 739 Nashville Road and Part Lot 25, Concession 9  
City of Vaughan  
File No.: 19T-17V008 & Z-17-024

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing [SalesArea30@enbridge.com](mailto:SalesArea30@enbridge.com) for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

## ATTACHMENT NO. 1e)

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,



**Alice Coleman**

Municipal Planning Coordinator  
Long Range Distribution Planning

**ENBRIDGE GAS DISTRIBUTION**

TEL: 416-495-5386

[MunicipalPlanning@enbridge.com](mailto:MunicipalPlanning@enbridge.com)

500 Consumers Rd, North York, ON, M2J 1P8

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

AC/jh

## ATTACHMENT NO. 1f)

**Jeffers, Judy**

---

**From:** Josie Tomei <Josie\_Tomei@cpr.ca>  
**Sent:** November-09-17 3:26 PM  
**To:** Jeffers, Judy  
**Subject:** COMMENTS VAUGHAN 19T-17V008 & Z.17.024 737 and 739 Nashville Rd Nashville Developments (Barons) Inc. Mi 16.7 Mactier  
**Attachments:** Principal Main CP.pdf

VAUGHAN 19T-17V008 & Z.17.024 737 and 739 Nashville Rd Nashville Developments (Barons) Inc.

This is in reference to your circulation of the Rezoning and Draft Plan of Subdivision Applications for the above noted site in the City of Vaughan. The proposed development is located adjacent to mile 16.7 of our Mactier Subdivision, which is classified as a Principal Main Line. Canadian Pacific Railway is not in favour of residential developments adjacent to our right-of-way, as this land use is not compatible with railway operations. The health, safety and welfare of potential residents could be adversely affected by railway activities.

However, to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, we request that CP's standard requirements (attached) ) be included as conditions of approval. The attached are based on a collaborative project by the Federation of Canadian Municipalities and the Railway Association of Canada, the Guide for New Development in Proximity to Railway Operations (<http://www.proximityissues.ca>).

We would appreciate being circulated with all future correspondence related to this application.

Regards,



**Josie Tomei SR/WA**  
Specialist Real Estate Sales &  
Acquisitions  
905-803-3429  
800-1290 Central Parkway West  
Mississauga, ON L5C 4R3

----- IMPORTANT NOTICE - AVIS IMPORTANT ----- Computer viruses can be transmitted via email. Recipient should check this email and any attachments for the presence of viruses. Sender and sender company accept no liability for any damage caused by any virus transmitted by this email. This email transmission and any accompanying attachments contain confidential information intended only for the use of the individual or entity named above. Any dissemination, distribution, copying or action taken in reliance on the contents of this email by anyone other than the intended recipient is strictly prohibited. If you have received this email in error please immediately delete it and notify sender at the above email address. Le courrier électronique peut être porteur de virus informatiques. Le destinataire doit donc passer le présent courriel et les pièces qui y sont jointes au détecteur de virus. L'expéditeur et son employeur déclinent toute responsabilité pour les dommages causés par un virus contenu dans le courriel. Le présent message et les pièces qui y sont jointes contiennent des renseignements confidentiels destinés uniquement à la personne ou à l'organisme nommé ci-dessus. Toute diffusion, distribution, reproduction ou utilisation comme référence du contenu du message par une autre personne que le destinataire est formellement



## ATTACHMENT NO. 1f)

interdite. Si vous avez reçu ce courriel par erreur, veuillez le détruire immédiatement et en informer l'expéditeur à l'adresse ci-dessus. ----- IMPORTANT NOTICE - AVIS IMPORTANT -----



## PRINCIPAL MAIN LINE REQUIREMENTS

1. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:
  - a) Minimum total height 5.5 metres above top-of-rail;
  - b) Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.
  - c) Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area.

No part of the berm/noise barrier is to be constructed on railway property.

A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for and shall maintain these features.

Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.

2. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.
3. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
  - a) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
  - b) Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
  - c) Other suitable measures that will retain their effectiveness over time.
4. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
5. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
6. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
7. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

November 27, 2017

**CITY OF VAUGHAN  
2141 MAJOR MACKENZIE DRIVE  
VAUGHAN ON L6A 1T1**

Attention: Judy Jeffers - Planner

**Re: Z.17.024 & 19T-17V008**

**RELATED FILES:**

**NASHVILLE DEVELOPMENT (BARONS) INC.**

**737 & 739 NASHVILLE ROAD & PART LOT 25, CONCESSION 9**

**THE CITY OF VAUGHAN WARD 1 POSTAL DELIVERY AREA: KLEINBURG.**

Dear Sir/Madam:

Thank you for the opportunity to comment on the above noted project.

As a condition of Condominium approval, Canada Post requires that the owner/developer comply with the following conditions.

- The owner/developer agrees to include on all offers of purchase and sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
- The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.

## ATTACHMENT NO.1g)

The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:

- An appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailboxes on.
- Any required walkway across the boulevard, as per municipal standards.
- Any required curb depressions for wheelchair access.

The owner/developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

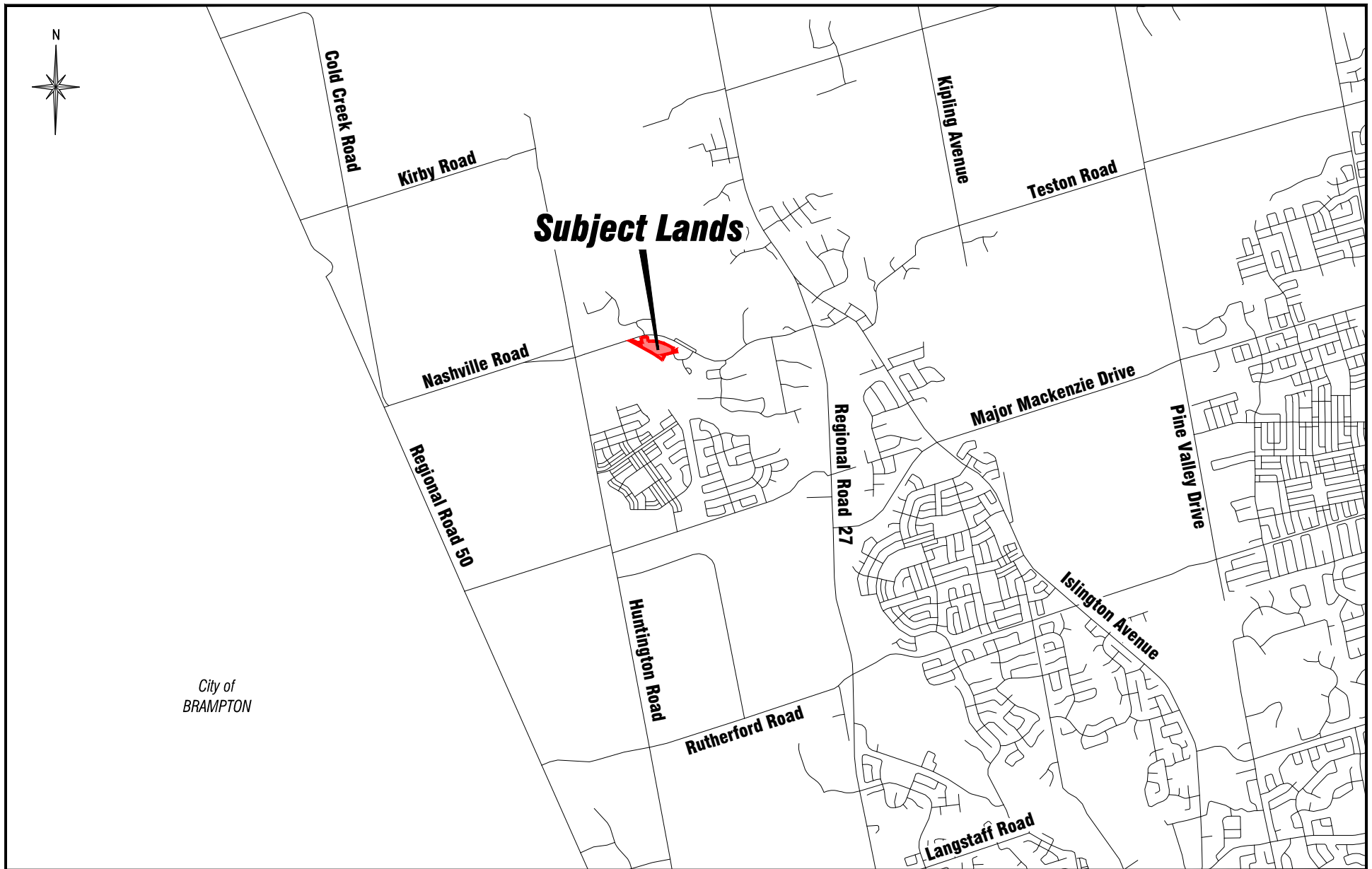
I trust that this information is sufficient, however, should you require further information, please do not hesitate to contact me at the above mailing address or telephone number.

Sincerely,

*Patrick Brown*

---

Patrick Brown  
Delivery Planning Officer  
Canada Post  
1860 Midland Ave 2<sup>nd</sup> Fl  
Scarborough ON M1P 5A1  
416-751-0160 Ext 2019  
[Patrick.brown@canadapost.ca](mailto:Patrick.brown@canadapost.ca)



# Context Location Map

LOCATION:  
Part of Lot 25, Concession 9

APPLICANT:  
Nashville (Barons) Developments Inc.

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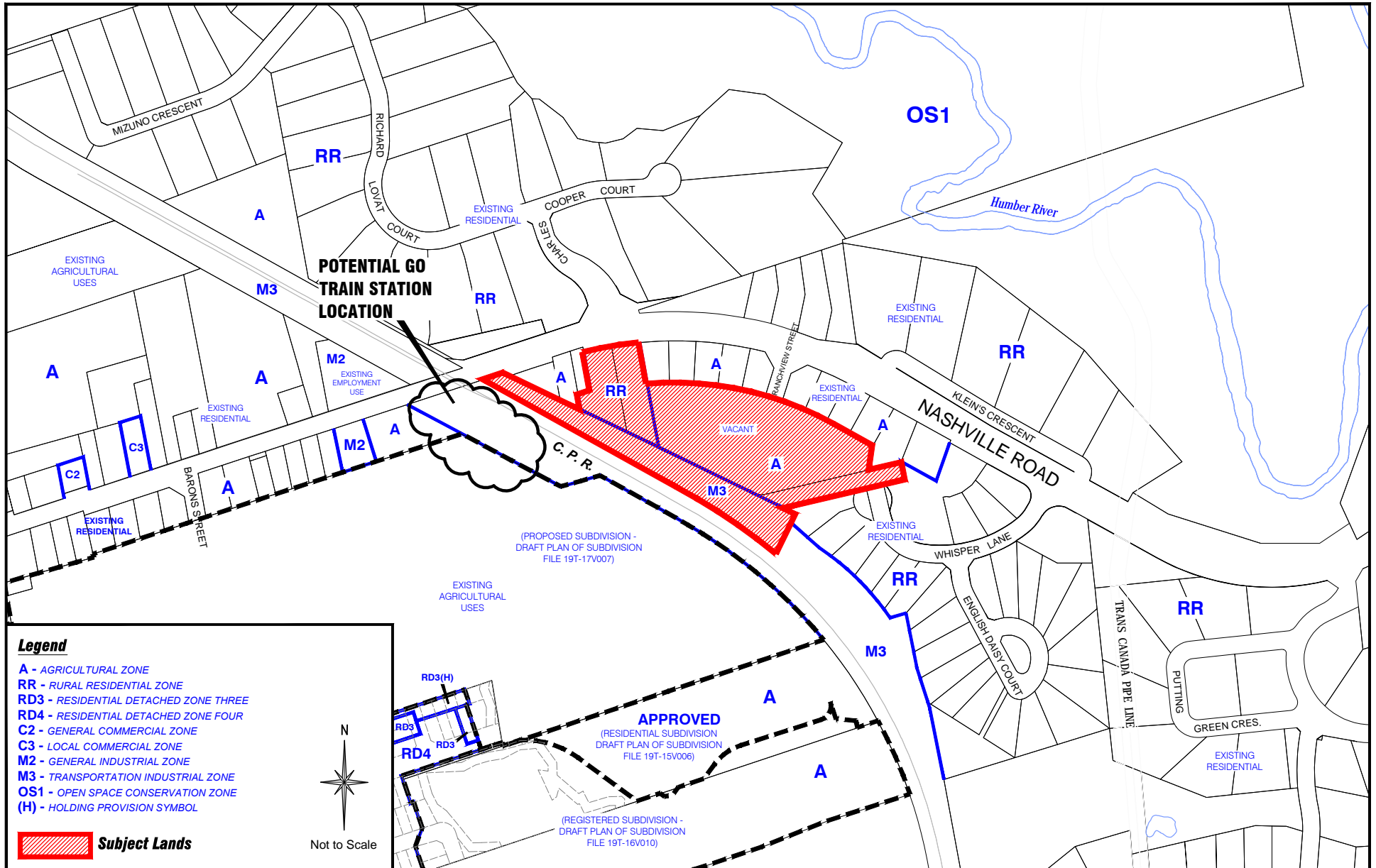


# Attachment

FILES: Z.17.024 &  
19T-17V008

DATE:  
June 5, 2018

2



# Location Map

LOCATION:  
Part of Lot 25, Concession 9

APPLICANT:  
Nashville (Barons) Developments Inc.

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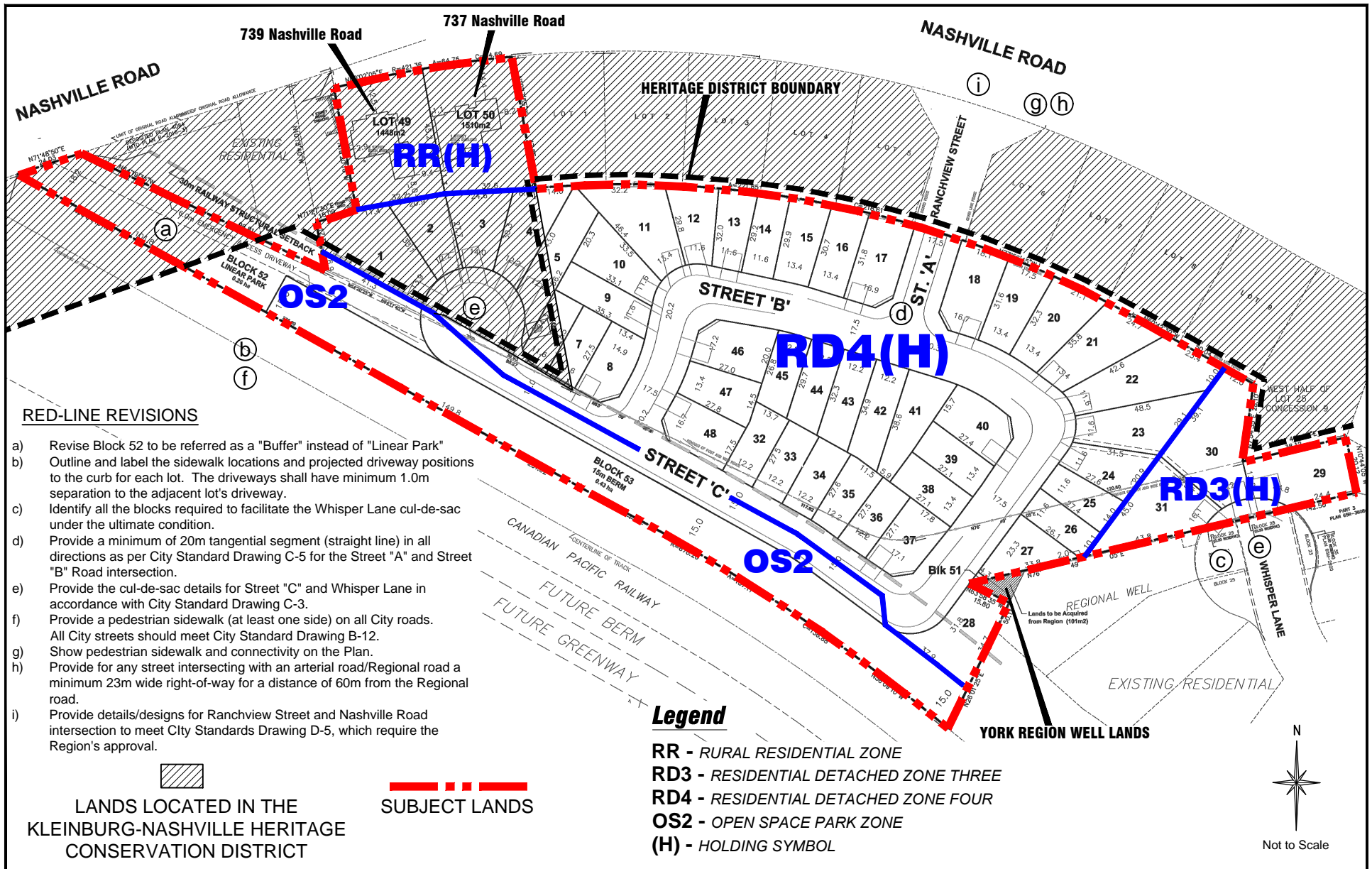


## Attachment

FILES: Z.17.024 &  
19T-17V008

DATE:  
June 5, 2018

3



## Draft Plan of Subdivision File 19T-17V008 (Red-Line Revised) and Proposed Zoning

LOCATION:  
Part of Lot 25, Concession 9

APPLICANT:  
Nashville (Barons) Developments Inc.

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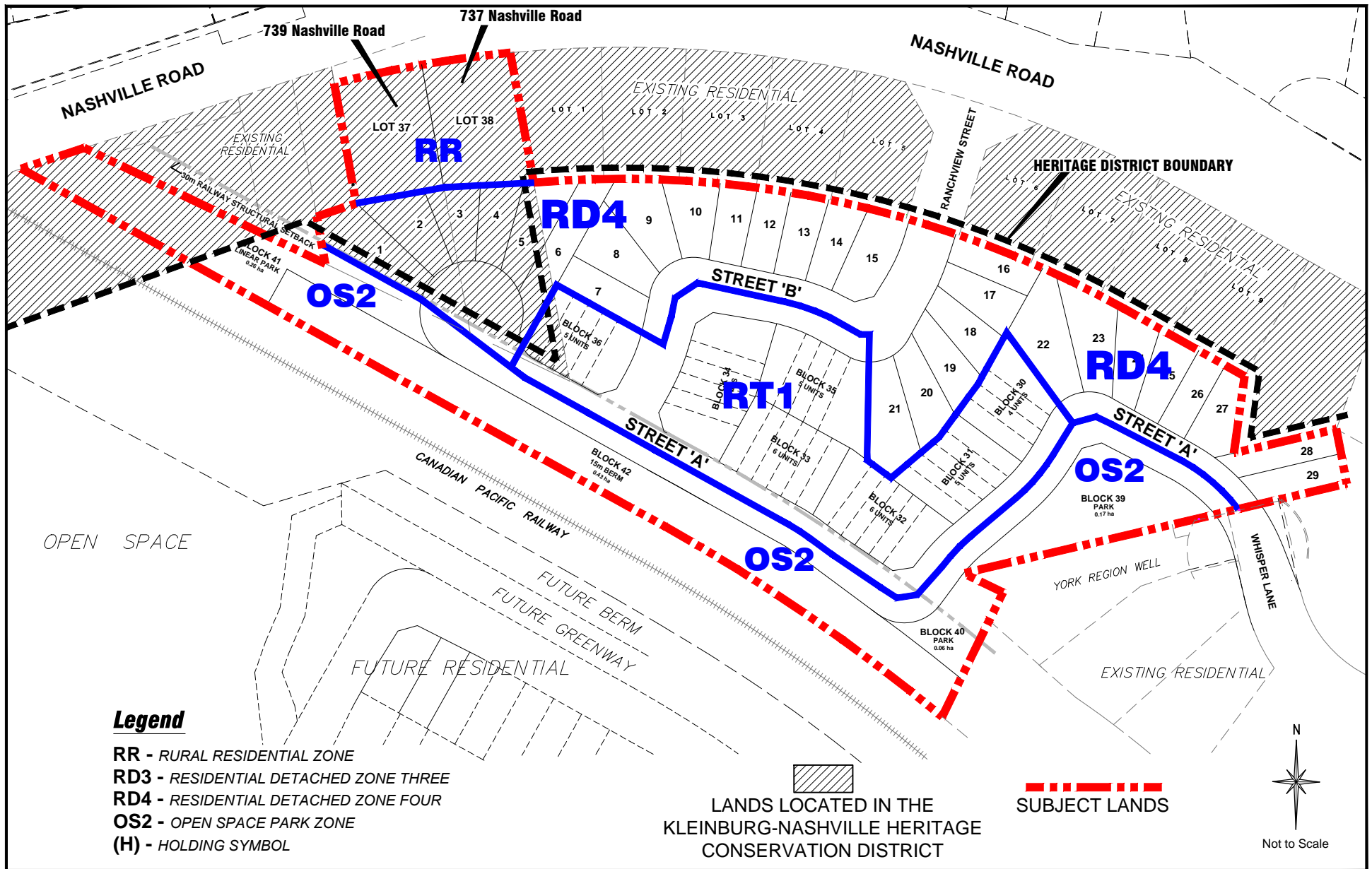
## Attachment

FILES: Z.17.024 &  
19T-17V008

DATE:  
June 5, 2018

4





## Original - Draft Plan of Subdivision and Proposed Zoning

LOCATION:  
Part of Lot 25, Concession 9

APPLICANT:  
Nashville (Barons) Developments Inc.



## Attachment

FILES: Z.17.024 &  
19T-17V008

DATE:  
June 5, 2018

5



## Committee of the Whole Report

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

**WARD:** 1

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.17.022  
DRAFT PLAN OF SUBDIVISION FILE 19T-17V007  
NASHVILLE (BARONS) DEVELOPMENTS INC. & NASHVILLE  
(10 ACRES) DEVELOPMENT INC.  
WARD 1 - VICINITY OF HUNTINGTON ROAD AND NASHVILLE  
ROAD**

**FROM:**

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

**ACTION:** DECISION

---

### **Purpose**

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Draft Plan of Subdivision Files Z.17.022 and 19T-17V007 (Nashville (Barons) Developments Inc. & Nashville (10 Acres) Developments Inc.) the Subject Lands shown on Attachments #2 and #3, to permit the development for 266 dwelling units comprised of 205 detached dwellings, 46 street townhouses and 30 residential Blocks (part lots) for 15 detached dwellings, a medium density/mixed-use block, a neighbourhood park, a linear park, and an open space block, as shown on Attachments #4 and #5.

### **Report Highlights**

- The Owner proposes to develop 266 dwelling units comprised of 205 detached dwellings, 46 street townhouse dwellings and 30 residential Blocks (part lots) for 15 future detached dwellings and a linear park system connecting to a neighbourhood park.
- The Development Planning Department recommends approval of the proposed development as it is consistent with the *Provincial Policy Statement* and conforms to the Growth Plan and the York Region and City of Vaughan Official Plans and is compatible with the existing and planned land uses in the surrounding area.

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.17.022 (Nashville (Barons) Developments Inc. and Nashville (10 Acres) Developments Inc.) BE APPROVED; to amend Zoning By-law 1-88, to rezone the Subject Lands (shown on Attachments #2 and #3) from “A Agricultural Zone” to “RD1 Residential Detached Zone One”, “RD2 Residential Detached Zone Two”, “RD3 Residential Detached Zone Three”, “RD4 Residential Detached Zone Four”, “RT1 Residential Townhouse Zone” and “RVM2 Residential Urban Village Multiple Zone Two”, “OS1 Open Space Conservation Zone” and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the site-specific exceptions identified in Table 1 of this report.
2. THAT Draft Plan of Subdivision File 19T-17V007 (Nashville (Barons) Developments Inc. and Nashville (10 Acres) Developments Inc.), BE APPROVED; to facilitate a residential Draft Plan of Subdivision consisting of lots for 266 dwelling units including 205 detached dwellings, 46 street townhouse dwellings and 30 residential Blocks (part lots) for 15 dwellings, a medium density/mixed-use Block, neighbourhood and linear park Blocks and an open space block as shown on Attachment #4, subject to the Conditions of Approval set out in Attachment #1.
3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Draft Plan of Subdivision File 19T-17V007 (Nashville (Barons) Developments Inc. and Nashville (10 Acres) Developments Inc.) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a maximum total of 266 residential units (825 persons equivalent) in accordance with the Inflow and Infiltration Reduction Pilot Project agreement between York Region, the Huntington Landowners Trustee Inc., and the City.”
4. THAT the revised Nashville Heights Block 61 West Plan shown on Attachment #5 BE APPROVED.

## **Background**

The Subject Lands (“Subject Lands”) are located on the east side of Huntington Road, south of Nashville Road, and are municipally known as 10671 Huntington Road, as shown on Attachments #2 and #3. The surrounding land uses are shown on Attachment #3.

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

On October 13, 2017, a Notice of a Public Hearing was circulated to all property owners within 150 m of the Subject Lands and to the Kleinburg and Area Ratepayers’

Association (“KARA”). A copy of the Notice of Public Hearing was also posted on the City’s web-site at [www.vaughan.ca](http://www.vaughan.ca) and a Notice Sign was installed on the property in accordance with the City’s Notice Signs Procedures and Protocols.

A Committee of the Whole (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 was ratified by Vaughan Council on November 21, 2017. Vaughan Council also directed that a community meeting be held with the Local and Regional Councillors, the Owner, the Ratepayers Association and residents. A community meeting was held on January 25, 2018. The following deputations and written submissions were received by the Development Planning Department and the Public Hearing and the community meeting:

#### Deputations

1. Aaron Hershoff, TACC Developments, Applewood Crescent, Vaughan Communication C6, dated November 6, 2017, representing the Owner;
2. Marsha Lomis, Nashville Road, KARA;
3. Denise and Nino Savoiardo, Whisper Lane, Kleinburg, Communication C2, dated October 29, 2017; and
4. Sam Barbieri, English Daisy Court, Kleinburg.

The following is a summary of and responses to the comments provided in the deputations and the written submissions received by the Development Planning Department, submitted at the Public Hearing of November 7, 2017, and the Community Meeting held on January 25, 2018:

#### i) The Draft Plan will result in increased traffic along Nashville Road

The Development Engineering Department reviewed the Traffic Impact Assessment, which included a review of existing traffic patterns, full build-out of the surrounding area and planned road improvements to the road network (i.e., the jog elimination and road widening of Major Mackenzie Drive and the future Highway 427 extension) and have advised that the broad road network designed for the Draft Plan complies with the Block 61 West background studies and that the Subject Lands can be adequately accommodated with road access.

#### **Previous Reports/Authority**

##### [Committee of the Whole \(Public Hearing\) November 7, 2017](#)

On May 24, 2018, a courtesy notice of this Committee of the Whole meeting was sent to all individuals who made a deputation at the Public Hearing, submitted written correspondence to the Development Planning Department, or requested notification regarding the Applications.

## **Analysis and Options**

### ***Zoning By-law Amendment and Draft Plan of Subdivision Applications have been submitted to permit a residential development***

The Owner has submitted the following applications (the “Applications”) to permit a development consisting of 266 dwelling units comprised of 205 detached dwellings, 46 street townhouses and 30 blocks (equivalent to 15 dwelling units), a neighbourhood park, linear parks, greenway and vistas, and to maintain the open space/valley lands, vista block and buffer to the open space/valleylands for the Subject Lands shown on Attachments #2 and #3:

1. Zoning By-law Amendment File Z.17.022 for the Subject Lands shown on Attachments #2 and #3, specifically to rezone the Subject Lands from A Agricultural Zone as shown on Attachment #3 to “RD1 Residential Detached Zone One”, “RD2 Residential Detached Zone Two”, “RD3 Residential Detached Zone Three”, “RD4 Residential Detached Zone Four”, “RT1 Residential Townhouse Zone” and “RVM2 Residential Urban Village Multiple Zone Two”, “OS1 Open Space Conservation Zone” and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with site-specific zoning exceptions identified in Table 1 of this report.
2. Draft Plan of Subdivision File 19T-17V007 to facilitate a residential Plan of Subdivision (the “Draft Plan”) for the Subject Lands shown on Attachment #4 consisting of the following:

<b><u>Lots/ Blocks</u></b>	<b><u>Land Use</u></b>	<b><u>Area (ha)</u></b>	<b><u>Number of nits</u></b>
1-205	Detached Residential Units	7.82	205
206-214	Street Townhouse Units	0.95	46
215-244	Residential Part Lots	0.77	15
245	Medium Density/Mixed Use Block	0.07	
246	Neighbourhood Park	1.58	
247-248	Linear Parks	1.01	
249-250	Open Space	3.55	
251-252	10m Wide Open Space Buffer	0.64	
253-256	Vistas	0.40	
257	12.5m Wide CP Berm	0.41	
258	CP Greenway	0.41	
259	Landscape Strip	0.09	
260	Road Widening	0.12	
261-302	0.3m Reserves	0.01	
	Streets	5.32	
<b>TOTAL</b>		<b>23.15</b>	<b>266</b>

### ***The Draft Plan is consistent with the Provincial Policy Statement (“PPS”) 2014***

In accordance with Section 3 of the *Planning Act*, 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. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. The *Planning Act* requires that Vaughan Council’s planning decisions be consistent with the PPS. The Development Planning Department has reviewed the Draft Plan in consideration of the policies of the PPS and is of the opinion that the Draft Plan is consistent with these Provincial policies, specifically:

- Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses;
- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land;
- Section 1.4.1 - to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents;
- Section 1.5.1 - planning for and providing publicly accessible built and natural settings;
- Section 1.7 - encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; and
- Section 2.1 - to protect the natural features and areas, for the long-term and ecological function and biodiversity of natural systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural features.

The proposed Draft Plan shown on Attachment #4 is for residential uses within a settlement area that would add to the range and mix of housing types in the community, efficiently utilizes the Subject Lands, and the proposed land uses (i.e., detached and townhouse dwellings, and medium density/mixed-uses) conform with the “Low-Rise Residential” and “Mid-Rise Mixed-Use ‘A’” land use designations in Vaughan Official Plan 2010 (“VOP 2010”), site-specific Policy 12.7 - Volume 2. The Owner also proposes to conserve the natural heritage resources, being the valley lands/open space Block as shown on Attachment #4. On this basis, the Draft Plan is consistent with the PPS.

### ***The Draft Plan conforms to the Growth Plan for the Greater Golden Horseshoe, 2017 (“Growth Plan”)***

The Provincial *Growth Plan for the Greater Golden Horseshoe 2017* (“Growth Plan”) is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions

for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan. The Draft Plan is consistent with the policy framework of the Growth Plan as the built form would utilize the Subject Lands more efficiently, make more use of existing infrastructure, and provide housing at densities that are supportive of the Growth Plan objectives, specifically:

- Section 2.2.1 - directing growth to settlement areas that have existing or planned municipal water and wastewater systems;
- Section 2.2.2 - contributing to meeting 40% of residential development within a delineated built-up area by 2031 and identifying the appropriate type and scale of development and transition of built form to adjacent areas;
- Section 2.2.6 - providing a diverse mix of housing densities to meet the needs of current and future residents; and
- Section 4.2.7 - implementing the goals and objectives of the municipal cultural heritage plan, and the conservation of cultural heritage landscapes.

The Draft Plan shown on Attachment #4 is for residential development within a settlement area and a delineated built-up area that contributes to providing a mix of housing densities within the neighbourhood, preserves existing open space land, and conforms to VOP 2010. Accordingly, the proposed Draft Plan and conform to the Growth Plan.

#### ***The Draft Plan conforms to the York Region Official Plan 2010 ("YROP")***

The York Region Official Plan 2010 ("YROP") guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Towns and Villages" by the YROP. Section 5.0 of the YROP states that "Growth will also occur in new community areas, Towns and Villages throughout the Region." Section 3.5.4 of the YROP, requires that "local municipal official plans and zoning by-laws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community." It also states that "the mix and range of housing shall be consistent with Regional forecasts, and intensification and density requirements."

The YROP encourages pedestrian scale, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscaping and public streetscapes. The Draft Plan, if approved, will diversify housing options, including the mix and range of housing type, lot and unit sizes and create a public amenity through the proposed pedestrian walkways and the provision of neighbourhood and linear park areas. The proposed Draft Plan conforms to the YROP.

#### ***The Draft Plan conforms to Vaughan Official Plan 2010 ("VOP 2010")***

The Subject Lands are designated "Low-Rise Residential", "Mid-Rise Mixed-Use 'A'" with a maximum permitted building height of 5-storeys and Floor Space Index ("FSI") of

1.75 times the area of the lot, “Parks” and “Natural Area” by VOP 2010, Volume 2, Area Specific Policy 12.7, Block 61 West - Nashville Heights, and are located within a “Community Area”.

The “Low-Rise Residential” policies of VOP 2010 for the Block 61 West area permit detached dwelling units up to four-storeys in height and street townhouse dwelling units. The Draft Plan conforms to VOP 2010.

The “Mid-Rise Mixed-Use ‘A’” policies permit commercial uses (i.e. retail store, personal service shop, and business and professional office) and residential uses (townhouses and stacked townhouses). Residential Lots 71 and 72 and Blocks 224 and 225 identified on Attachment #4 are located within the “Mid-Rise Mixed-Use ‘A’” designation. The Draft Plan includes lots for detached dwelling units on these lots and Blocks. These Blocks are intended to be combined with Blocks in the adjacent Phase 4 Draft Plan of Subdivision File 19T-10V004 (Nashville Developments North Inc. and Nashville Ten Acres Developments Inc.) to the south in order to create full lots for additional detached dwelling units.

The Official Plan permits townhouses and stacked townhouses detached dwelling units on these lots and blocks whereas the Owner is proposing detached dwelling units in order to coordinate the Draft Plan with Phase 4 Draft Plan of Subdivision File 19T-10V004 (Nashville Developments North Inc. and Nashville Ten Acres Developments Inc.) to the south and to maintain a consistent building streetscape. VOP 2010 permits minor adjustments to the delineation of the land uses without requiring an amendment to the Official Plan provided the intent of the policies are maintained.

Policy 2.2.3 of VOP 2010 states that, “Community Areas are characterized by predominantly Low-Rise Residential housing stock, with local amenities including local retail, community facilities, schools and parks, and they provide access to the City’s natural heritage and open spaces. The policies of this Plan will protect and strengthen the character of these areas. As the City grows and matures, these Community Areas will remain mostly stable. However, incremental change is expected as a natural part of maturing neighbourhoods. This change will be sensitive to, and respectful of, the existing character of the area.”

Policy 2.2.3.2 of VOP 2010 further states, “That Community Areas are considered Stable Areas and therefore, Community Areas with existing development are not intended to experience significant physical change. New development that respects and reinforces the existing scale, height, massing, lot pattern, building type, character, form and planned function of the immediate local area is permitted, as set out in the policies in Chapter 9 of this Plan.” The proposed land uses conform to VOP 2010.

The Valleylands/Open Space Block 246 in the Draft Plan is designated “Natural Areas” by VOP 2010. Functions of the valleylands/open space are to support Tributary “A” to the East Rainbow Creek and vegetation, and provide habitats for wildlife. Prior to final approval of the Draft Plan, the limits of the Natural Area will be adjusted, to the

satisfaction of the City and the Toronto and Region Conservation Authority (“TRCA”) and undergo restoration works to enhance the feature. Policy 12.7.18.7 of VOP 2010 permits the location and widths of all valley and stream corridors to be modified without requiring an amendment to VOP 2010.

The Draft Plan shown on Attachment #4 conforms to the PPS Policy 1.1.1 e) by promoting cost-effective development patterns and standards to minimize land consumption and servicing costs and the Places to Grow Policy 2.2.1 a) where the vast majority of growth will be directed to settlement areas that: i) have a delineated built-boundary; and ii) have existing or planned municipal water and wastewater systems. The Draft Plan also conforms to the Places to Grow Plan Policy 2.2.2 b) by facilitating an appropriate type and scale of development and transition of built form to adjacent areas.

***The proposed modifications to the Nashville Heights Block 61 West Plan (“Block Plan”) are in accordance with Vaughan Official Plan 2010***

Vaughan Council on May 24, 2011, approved the Nashville Heights Block 61 West Plan (“Block Plan”), which includes the Subject Lands. The Block Plan provides the basis for the land uses, housing mix, development densities, environmental protection, servicing infrastructure, transportation (road) network, public transit, urban design, and phasing for Block 61 in order to manage growth.

The Block Plan was modified as part of Draft Plan of Subdivision File 19T-16V010 (Nashville Developments(North) Inc.) which was approved by Council on September 26, 2017. The Owner proposes to modify the “Natural Area” designation boundary of VOP 2010 to facilitate additional lotting and a revised road pattern in the area shown on Attachment #5. VOP 2010 specifies that “the location and widths of all valley and stream corridors are approximate and may change without requiring an amendment to the Official Plan”. The modification to the “Natural Area” designation was reviewed and approved by the Toronto and Region Conservation Authority (“TRCA”).

The Owner proposes to modify the currently approved Block Plan as shown on Attachment #5, to replace 31 detached dwellings with 46 street townhouse dwellings representing an increase of 15 dwelling units, to adjust Blocks to ensure that the Blocks can develop with the adjacent lands and to modify the development limits to the satisfaction of the TRCA. The Official Plan allows for minor adjustments without requiring an amendment to the Official Plan. The Block Plan and supporting Master Environmental Servicing Plan (“MESP”) must be updated to address the modifications should the subject Applications be approved. A condition to this effect is included in Attachment #1. The Draft Plan is consistent with the revised Block Plan, as shown on Attachment #5 and accordingly the revised Block Plan may be approved. A condition to this effect is included in the Recommendations of this report.



In consideration of the applicable policies outlined in this report, the proposed rezoning of the Subject Lands and Draft Plan are consistent with the policies of the PPS and conforms to the policies of the Growth Plan and the York Region and VOP 2010 Official Plans.

***The proposed rezoning and site-specific zoning exceptions identified in Table 1 would permit the Draft Plan, which is compatible with the existing and planned community***

The Subject Lands are zoned “A Agricultural Zone” as shown on Attachment #3, which does not permit the Draft Plan. A Zoning By-law Amendment is required to rezone the Subject Lands to “RD1 Residential Detached Zone One”, “RD2 Residential Detached Zone Two”, “RD3 Residential Detached Zone Three”, “RD4 Residential Detached Zone Four”, “RT1 Residential Townhouse Zone” and “RVM2 Residential Urban Village Multiple Zone Two”, “OS1 Open Space Conservation Zone” and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the following site-specific zoning exceptions:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>“RD1 Residential Detached Zone One” Requirements</b>	<b>Proposed Exceptions to the “RD1 Residential Detached Zone One” Requirements</b>
a.	Minimum Interior Side Yard	1.2 m	1.2 m (on one interior side yard and either 0.6 m or 1.2 m on the other interior side yard, which abuts another interior side yard of 0.6 m or 1.2 m) for lots with a Frontage (Corner Lot) of 22.5 m (Lots 126 and 128)
	<b>Zoning By-law 1-88 Standard</b>	<b>“RD2 Residential Detached Zone Two” Requirements</b>	<b>Proposed Exceptions to the “RD2 Residential Detached Zone Two” Requirements</b>
a.	Minimum Interior Side Yard	1.2 m	1.2 m (on one interior side yard and either 0.6 m or 1.2 m on the other interior side yard, which abuts

	<b>Zoning By-law 1-88 Standard</b>	<b>“RD1 Residential Detached Zone One” Requirements</b>	<b>Proposed Exceptions to the “RD1 Residential Detached Zone One” Requirements</b>
			another interior side yard of 0.6 m or 1.2 m) for a lot with a Lot Frontage of 15.2 m to 19 m and Lot Frontage (Corner Lot) of 20.2 m (Lots 46 to 51 inclusive, 90 to 93 inclusive, and Lots 124, 125 and 127)

	<b>Zoning By-law 1-88 Standard</b>	<b>“RD3 Residential Detached Zone Three” Requirements</b>	<b>Proposed Exceptions to the “RD3 Residential Detached Zone Three” Requirements</b>
a.	Minimum Interior Side Yard	1.2 m	1.2 m (on one interior side yard and either 0.6 m or 1.2 m on the other interior side yard, which abuts another interior side yard of 0.6 m or 1.2 m) for a lot with a Lot Frontage of 13.4 m to 16.3 m and Lot Frontage (Corner Lot) of 13.2 m to 17.2 m (Lots 2, 3, 42 to 45 inclusive, 52, 88, 89, 94, 95, 157 to 160 inclusive, 168 to 170 inclusive, 204 and 205 and Blocks 222 to 224 inclusive, 227 to to 231 inclusive and 238 to 244 inclusive)
b.	Minimum Interior Garage Width (Lot Frontages	5.5 m	3 m (Lots 41, 159, 160 and 168)

	<b>Zoning By-law 1-88 Standard</b>	<b>“RD3 Residential Detached Zone Three” Requirements</b>	<b>Proposed Exceptions to the “RD3 Residential Detached Zone Three” Requirements</b>
	12 m to 17.99 m or Lot Frontage for a Corner Lot or a Lot Abutting a Buffer Block between 15 m to 18 m)		

	<b>Zoning By-law 1-88 Standard</b>	<b>“RD4 Residential Detached Zone Four” Requirements</b>	<b>Proposed Exceptions to the “RD4 Residential Detached Zone Four” Requirements</b>
a.	Minimum Interior Side Yard	1.2 m	1.2 m (on one interior side yard and either 0.6 m or 1.2 m on the other interior side yard, which abuts another interior side yard of 0.6 m or 1.2 m) for a Lot Frontage of 9.2 m to 11.6 m and Lot Frontage (Corner Lot) of 12.4 to 16.7 m
b.	Maximum Interior Garage Width	i) 4.5 m (for lot frontages 11 m to 11.49 m / for corner lots 14.01 m to 14.49 m)  ii) 5 m (for lot frontages 11.5 m / for corner lots 14.5 m to 14.99 m)	5.5 m (for lots regardless of whether the lot is an interior or corner lot for lot frontages between 11 m to 16.7 m) (Lots 1, 4, 5 to 40 inclusive, 53-87 inclusive, 96 to 123 inclusive, 129 to 143 inclusive, 161 to 167 inclusive, 171 to 203 inclusive and Blocks 232 to 235 inclusive, 243 and 244)

	<b>Zoning By-law 1-88 Standard</b>	<b>RVM2 Residential Urban Village Multiple Dwelling Zone Requirements</b>	<b>Proposed Exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Requirements, subject to Exception 9(1376) Requirements</b>
a.	Permitted Uses	<p>Permitted Uses include:</p> <ul style="list-style-type: none"> <li>• Apartment Dwelling</li> <li>• Multiple Dwelling</li> <li>• Block Townhouse Dwelling</li> </ul>	<p>Permit the following additional uses:</p> <p>i) Street Townhouse Dwellings and Block Townhouse Dwellings (live-work), which may permit Business and Professional Office, Personal Service Shop and Retail Store Uses, and the “RT1 Residential Townhouse Zone” requirements;</p> <p>This live/work use shall be subject to the following:</p> <ul style="list-style-type: none"> <li>• parking shall be provided in accordance with home occupation required parking standard (2 spaces for residential and 2 spaces for live work/home occupation use);</li> <li>• a maximum of 25% of the gross floor area of the building and located on the ground floor; and</li> <li>• a maximum of 3 employees and one must be the resident of the dwelling.</li> </ul>

	<b>Zoning By-law 1-88 Standard</b>	<b>RVM2 Residential Urban Village Multiple Dwelling Zone Requirements</b>	<b>Proposed Exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Requirements, subject to Exception 9(1376) Requirements</b>
			<p>ii) Multiple Dwellings and Apartment Dwellings which may permit Business and Professional Office, Personal Service Shop and Retail Store Uses;</p> <p>The uses shall be located on the ground floor only and be subject to the following:</p> <ul style="list-style-type: none"> <li>• parking shall be provided in accordance with home occupation required parking standard (2 spaces for residential and 2 spaces for live work/home occupation use);</li> <li>• a maximum of 25% of the gross floor area of the building and located on the ground floor; and</li> <li>• a maximum of 3 employees and one must be the resident of the dwelling.</li> </ul> <p>iii) Apartment Dwelling which shall be subject to the RVM2 Residential Urban Village Multiple Zone Two Requirements and be subject to the following:</p>

	<b>Zoning By-law 1-88 Standard</b>	<b>RVM2 Residential Urban Village Multiple Dwelling Zone Requirements</b>	<b>Proposed Exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Requirements, subject to Exception 9(1376) Requirements</b>
			<p>Commercial Uses including:</p> <ul style="list-style-type: none"> <li>• Bank or Financial Institution;</li> <li>• Business or Professional Office;</li> <li>• Eating Establishment;</li> <li>• Eating Establishment, Convenience;</li> <li>• Eating Establishment, Take-Out;</li> <li>• Personal Service Shop;</li> <li>• Photography Studio;</li> <li>• Retail Store;</li> <li>• Service or Repair Shop; and</li> <li>• Video Store.</li> </ul> <p>iv) Hospice Associated with a Hospital or Other Regulated Medical Health Care/Support Facility.</p>
b.	Definition of a "Hospice"	Zoning By-law 1-88 does not include a definition for "Hospice".	<p>Permit a "Hospice" use, that shall be defined as follows:</p> <p>"A residential unit (home based) or an institutional facility, such as a nursing home or hospital or other specialized facility on an in-patient or out-patient basis, where a program of palliative and/or supportive services is provided to terminally ill or critically ill patients."</p>

	<b>Zoning By-law 1-88 Standard</b>	<b>RVM2 Residential Urban Village Multiple Dwelling Zone Requirements</b>	<b>Proposed Exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Requirements, subject to Exception 9(1376) Requirements</b>
c.	Zoning Requirements for the Hospice Use	Zoning By-law 1-88 does not include zoning requirements for a "Hospice".	<p>The Hospice use shall be subject to the Institutional Zone Standards as follows:</p> <ul style="list-style-type: none"> <li>• Minimum lot frontage: 20 m</li> <li>• Minimum lot area: Not Applicable for an Institutional Use</li> <li>• Minimum front, rear, interior side and exterior side yards: 15 m</li> <li>• Maximum lot coverage: 20%</li> <li>• Maximum building height: 11 m</li> <li>• Minimum lot area and minimum lot depth: Not Applicable for an Institutional Use</li> </ul>
d.	Minimum Parking Requirements	Commercial Uses: 6 spaces per 100 m <sup>2</sup> Gross Floor Area ("GFA")	4.5 spaces per 100 m <sup>2</sup> of GFA
e.	Minimum Yard Requirements	i) Minimum Front Yard: 3 m ii) Minimum Rear Yard: 4.5 m iii) Minimum Interior Side Yard: 1.2 m (end unit) iv) Minimum Exterior Side Yard: 2.4 m	<ul style="list-style-type: none"> <li>• Require a minimum front yard to Barons Street and Mactier Drive of 9 m</li> <li>• Require a minimum yard to Ghent Drive of 6 m</li> <li>• Minimum yard to a Residential Zone shall be 6 m except if there is</li> </ul>

	<b>Zoning By-law 1-88 Standard</b>	<b>RVM2 Residential Urban Village Multiple Dwelling Zone Requirements</b>	<b>Proposed Exceptions to the RVM2 Residential Urban Village Multiple Dwelling Zone Requirements, subject to Exception 9(1376) Requirements</b>
			commercial use then the minimum yard shall be 9 m
f.	Maximum Building Height	11 m	14 m (4-storeys)
g.	Maximum Gross Floor Area	Zoning By-law 1-88 does not include a maximum gross floor area ("GFA") in the RVM2 Residential Urban Village Multiple Dwelling Zone, for a commercial use.	<p>i) The maximum GFA for a permitted commercial use in a street townhouse dwelling, block townhouse dwelling and multiple dwelling shall not exceed 25% of the GFA of the dwelling.</p> <p>ii) The maximum GFA of the combined permitted commercial uses in a building that includes residential apartment dwellings shall not exceed 1,000 m<sup>2</sup> of the building's GFA of which a maximum of 20% of the GFA may be used for eating establishment, eating establishment, convenience and eating establishment, take-out uses.</p>



	<b>Zoning By-law 1-88 Standard</b>	<b>RD3 Residential Detached Zone Three” and “RD4 Residential Detached Zone Four” Zone Requirements</b>	<b>Proposed Exceptions to the “RD3 Residential Detached Zone Three” and “RD4 Residential Detached Zone Four” Requirements</b>
a.	Minimum Setback to a Railway Right-of-Way	Zoning By-law 1-88 does not include a minimum setback from a railway right-of-way.	Require a minimum 30 m setback from the railway-right-of-way for a building or structure, either temporary or permanent, or swimming pool above or below grade

The Development Planning Department has reviewed the proposed rezoning and site-specific exceptions to Zoning By-law 1-88, and provides the following comments:

a) Zone Categories

The north portion of the Draft Plan is proposed to be zoned “RD1 Residential Detached Zone One”, “RD2 Residential Detached Zone Two” and “RD3 Residential Detached Zone Three” to provide for larger lots closer to the existing community along Nashville Road and the Kleinburg-Nashville Heritage Conservation District (“KNHCD”) Plan area. In addition to the larger lots, Valleyland/Open Space Block 250 will be zoned OS1 Open Space Conservation Zone, and Park Block 246, Linear Park Blocks 247 and 248 and Vista Block 253 will be zoned OS2 Open Space Park Zone.

The south portion of the Draft Plan is proposed to be zoned “RD4 Residential Detached Zone Four”, “RT1 Residential Townhouse Zone” and “RVM2 Residential Urban Village Multiple Zone Two” similar to the lands to the south. The CP Berm Block 257 and CP Greenway Block 258 will both be zoned OS2 Open Space Park Zone to provide a buffer between the Draft Plan and the railway.

b) Minimum Interior Side Yards

The “RD1 Residential Detached Zone One”, “RD2 Residential Detached Zone Two”, “RD3 Residential Detached Zone Three” and “RD4 Residential Detached Zone Four” of Zoning By-law 1-88 permit one interior side yard to be a minimum of 1.2 m in width and the other interior side yard to be either 1.2 m or reduced to 0.6 m, where it abuts an interior side yard of 1.2 m. The Owner has requested to permit two interior 0.6 m yards to abut each other by allowing a 0.6 m interior side yard to be paired with another 0.6 m side yard on one side, and a 1.2 m side yard paired with another 1.2m side yard on the other side. The rationale for the requested change is as follows:

- the proposed side yards will not have a negative impact on the visual quality of the streetscape or the lot drainage or grading; and
- the pairing of 0.6 m yards on all lots will allow for increased on-street parking and larger undisturbed areas for streetscaping and tree planting.

The request is considered to be minor in nature and will facilitate the future development of detached units that are consistent with other dwellings in Block 61 West. The future development of the detached dwellings is also subject to the Block 61 West Nashville Heights Architectural Design Guidelines.

c) Maximum Interior Garage Width

Zoning By-law 1-88 permits maximum interior garage widths as follows:

- 4.5 m on a lot with a frontage between 11 m to 11.49 m and on a corner lot with a frontage between 14.01 to 14.49 m; and
- 5 m on a lot with a frontage between 11.5 m to 11.99 m and on a corner lot with a frontage between 14.5 to 14.99 m.

The proposed lot frontages in the Draft Plan fall within the “RD3 Residential Detached Zone Three” and “RD4 Residential Detached Zone Four” requirements. The Owner has requested that a maximum interior garage width of 5.5 m be permitted for the proposed lots to design dwelling units with attached garages that accommodate a minimum of two cars. The dwelling units will be subject to the Block 61 West Nashville Heights Architectural Design Guidelines.

d) Minimum Interior Garage Dimensions

Zoning By-law 1-88 requires minimum interior garage dimensions of 5.5 m x 6 m for lots with a frontage greater than 12 m. The Owner has requested the interior garage width be reduced to 3 m on eight lots to provide single car garages based on the intended house design, which will be used primarily for lots where the front lot line is shorter than the rear lot line and for corner lots. The lots would still comply with the zoning requirement to provide two parking spaces, with one space being provided in the garage and one space being provided on the driveway.

e) RVM2 Residential Urban Village Zone

The RVM2 Residential Urban Village Zone Two category only permits apartments and multiple and block townhouse dwelling units. A wide range of residential, commercial and mixed uses are permitted on Block 245 by the Official Plan. The proposed zoning includes exceptions to provide limited commercial uses in street townhouses, block townhouses and multiple dwelling units, which are to be considered in the same manner as home occupation uses, including restrictions for the amount of GFA devoted to the commercial use due to the limited available parking for the dwelling unit. Block 245 may have buildings up to four storeys in height for apartment dwelling units, as the site does not abut an arterial road, in accordance with the Official Plan.

Block 245 is intended to be developed with the adjacent lands to the south in Phase 4 of Draft Plan of Subdivision File 19T-10V004 (Block 106, Plan 65M-4556) in order to be a buildable block. Block 106 in Plan 65M-4556 is zoned “RVM2(H) Residential Urban Village Zone Two” with the Holding Symbol “(H)” by Zoning By-law 159-2016 and has the same exceptions as identified in Table 1 for the RVM2 Residential Urban Village Zone Two. The proposed uses are in keeping with the uses that were proposed for the same zone at the north-east intersection of East’s Corners Boulevard and Barons Street within Phase 3 of Draft Plan of Subdivision File 19T-10V004 in Block 61.

f) Hospice

The Owner has requested that a hospice use be permitted use in the RVM2 Residential Urban Village Zone Two. The hospice use is an institutional use and will be subject to the Institutional Zone standards identified in Table 1.

g) Minimum Setback to a Railway Right-of-Way

The Canadian Pacific Railway (“CP”) requires a minimum 30 m setback from the railway right-of-way to be provided for all residential units. This requirement is not contained in Zoning By-law 1-88 and is usually implemented through a site-specific provision in the Zoning By-law. This setback requirement will be included in the implementing site-specific Zoning By-law amendment for the Subject Lands, should the Applications be approved.

In consideration of the above, the Development Planning Department is satisfied that the proposed zoning amendments to the “RD1 Residential Detached Zone One”, “RD2 Residential Detached Zone Two”, “RD3 Residential Detached Zone Three”, “RD4 Residential Detached Zone Four”, “RT1 Residential Townhouse Zone” and “RVM2 Residential Urban Village Multiple Zone Two”, OS1 Open Space Conservation Zone and OS2 Open Space Park Zone maintain the intent of the are consistent with the surrounding area.

***The Development Planning Department has no objection to the approval of the Draft Plan, subject to the Conditions of Approval***

The Draft Plan shown as Attachment #4 has a north-south 23 m wide primary road (Street “A” (Barons Street)), which intersects with Nashville Road and an east-west 23 m wide primary road (Street “B” (MacTier Drive)) which connects to Huntington Road. Several of the proposed roads in the Draft Plan will intersect with Street “B” (MacTier Drive) indirectly through the adjacent Phase 4 Draft Plan of Subdivision File 19T-10V004 (Nashville Developments North Inc. and Nashville Ten Acres Developments Inc.) and Draft Plan of Subdivision File 19T-15V006 (Nashville Developments (North) Inc.).

The 23.15 ha Draft Plan includes lots for 266 dwelling units comprised of 205 detached dwellings, 46 street townhouses and 30 Blocks (part lots) to be combined with Blocks

on adjacent Plan of Subdivision to form full lots. The larger lots for detached dwellings with frontages of 13.4 m and 15.2 m are located in the north portion of the Draft Plan and transitions to smaller lots for detached dwellings and Blocks for street townhouses in the south portion of the Draft Plan. A 0.07 ha medium density/mixed-use Block is proposed. The ultimate use for these lands has not been determined at this time as the proposed zoning allows for a range of uses.

A 1.58 ha neighbourhood park with frontage on Street "A" (Barons Street) and Street "G" is proposed with an abutting 0.39 ha linear park to the east (Block 248) which leads to the 3.54 ha open space/valley lands. Another 0.62 ha linear park is located west of Street "A" (Barons Street) and extend to Huntington Road. A 12.5 m wide greenway is located adjacent to the 12.5 m wide CP railway berm along the east side of the Draft Plan.

The location of the larger lots, the neighbourhood park and linear parks, and the open space/valley lands and vista establishes a buffer between the Kleinburg-Nashville Heritage Conservation District to the north along Nashville Road and the balance of the Draft Plan to the south in accordance with the Minutes of Settlement respecting the implementing Official Plan Amendment #699.

All development within the Draft Plan is required to proceed in accordance with the Vaughan Council approved Block 61 West Nashville Heights Architectural Design Guidelines and the approved Block 61 West Nashville Heights Landscape Master Plan. A condition to this effect is included in Attachment #1a of this report.

The Draft Plan requires red-lined modification to address comments from the Development Engineering Department as follows:

- a) Show sight triangles dimension and 0.3 m reserve at all intersections as required by City Standards;
- b) Provide intersection design/details at Street "A" (Barons Street) and Nashville Road in accordance with City Standard Drawing D-4; and
- c) Indicate a 26 m wide Row for Street "A" (Barons Street), City Standard Drawing D-4.

The Development Planning Department is satisfied with the Draft Plan design, subject to the comments in this report, and the Conditions of Approval outlined in Attachment #1a) of this report.

***The Development Planning Department, Urban Design and Cultural Heritage Division has no objection to the approval of the Draft Plan, subject to the Conditions of Approval***

The Draft Plan includes the William Tedder House built in 1839, listed as a Property of Interest in the City of Vaughan Heritage Inventory. William Tedder played a role in the pioneer period of farming and development in the Kleinburg-Nashville area. The Cultural Heritage Resource Impact Assessment ("CHRIA") submitted in support of the

Applications has been reviewed and the Cultural Heritage Division agree with the findings that the building has minimal heritage value as the integrity of the building from a structural perspective has been compromised and therefore, demolition and commemoration of the building, and further documentation of the interior prior must be provided to its demolition. Prior to final approval, a Commemorative Plan and documentation of the interior of the building shall be submitted to the City to the satisfaction of Cultural Heritage Staff. Conditions to this effect are included in Attachment #1a) of this report.

The existing right-of-way located between the Subject Lands and Nashville Road being Barons Street is not part of the Subject Lands but is noted as being a future road system. This stretch of Barons Street is located within the Kleinburg-Nashville Heritage Conservation District (“KNHCD”) Plan area and designated under Part V of the OHA. The CHRIA recommends that a landscape plan be submitted to the City to review. The Cultural Heritage Staff concur with the recommendation and are satisfied that Park Block 246 and Linear Park Blocks 247 and 248 will act as a landscape buffer between the Draft Plan and the KNHCD. In addition, to satisfy Policy 6.2.2.9 of VOP 2010, any development plans or infrastructure projects on Park Block 246 and Linear Park Blocks 247 and 248 shall be submitted to Cultural Heritage Staff for review as these Blocks are adjacent to the KNHCD.

The Development Planning Department, Urban Design and Cultural Heritage Division has reviewed the Stages 1 and 2 Archaeological Assessment and require the corresponding letters from the Ministry of Tourism, Culture and Sport that the Assessments meets the Ministry’s guidelines.

The Development Planning Department, Urban Design and Cultural Heritage Division is satisfied with the proposed CHIRA findings, subject to the comments in this report, and the Conditions of Approval outlined in Attachment #1a) of this report.

***The Owner shall enter into a Developer’s Group Agreement to satisfy all obligations, financial and otherwise, to the satisfaction of the Block 61 Trustee***

It is a standard condition of Draft Plan approval that the participating landowners in Block 61 execute a Developer’s Group Agreement regarding the provision of servicing infrastructure, roads for the parks and open spaces. The Owner is a member of the Block 61 Developers’ Group and shall be required to satisfy all obligations, financial and otherwise, to the satisfaction of the Block 61 Trustee and the City of Vaughan. A condition to this effect is included in Attachment #1a).

***The Policy Planning and Environmental Sustainability Department has no objection to the approval of the Draft Plan, subject to the Conditions of Approval***

The Policy Planning and Environmental Sustainability (“PPES”) Department advise that the Owner is required to abide by the *Endangered Species Act* (2007) regulated by the Ministry of Natural Resources and Forestry (“MNRF”). The Owner is required to fill out an information request form and send it back to the MNRF Aurora District Office for

confirmation of any potential Species at Risk on the Subject Lands. A condition to this effect is included in Attachment #1a.

The PPES Department advised that the submitted Nashville Heights Natural Heritage Evaluation (“NHE”) does not evaluate the significance of the western cultural woodland and does not include tree replacement in the vegetation loss calculation. The NHE needs to address the significance of the western cultural woodland. Should the feature be determined to be not significant, then the City would require the replacement of the feature or compensation. A condition to this effect is included in Attachment #1a).

The PPES Department has no objections to the Draft Plan subject to their Conditions of Approval outlined in Attachment #1a) of this report.

***Development Engineering Department Infrastructure Planning and Corporate Asset Management Department has no objection to the Draft Plan subject to Conditions of Approval***

The Development Engineering (“DE”) Department has provided the following comments:

a) General Comments

The Owner shall ensure and secure all lands and necessary approvals to facilitate the road intersection of Street “A” (Barons Street) and Nashville Road in accordance with the MESP and Traffic Impact Study provided as part of the Applications. The intersection is subject to York Region approval.

b) Water Servicing

The portion of the Subject Lands located west of the creek is to be serviced by a watermain to be extended on Barons Street, Canard Drive, Stilton Avenue, Ghent Drive and Bellefond Street from abutting lands to the south. An existing watermain to be extended from abutting lands to the south on Mactier Drive and Rotondo Crescent to service the Subject Lands east of the creek. Based on the modelling and calculations within the Functional Servicing Report (“FSR”), the DE Department is generally satisfied that the Draft Plan can be adequately supplied with water service.

An evaluation of the water servicing modelling and calculations will be conducted when the detailed drawings, including information on the diameter and details of the local watermains, are submitted for the City’s review.

c) Sanitary Servicing

The Draft Plan west of the creek is to be serviced by extending the sanitary sewer north on Barons Street, Ghent Drive, Bellefond Street, Canard Drive and Stilton Avenue from abutting lands to the south. An extension of the sanitary sewer north on Mactier Drive and Rotondo Crescent from abutting lands to the south will service the Draft Plan east

of the creek. The DE Department is generally satisfied that the proposed lands can be adequately serviced with sanitary sewer, subject to the conditions and comments to be addressed by the Owner to the satisfaction of the City.

An abutting Draft Plan, referred to as Nashville (Barons) Developments Inc. (Files Z.17.024 and 19T-17V008) ("Barons East") located east of the CP corridor outside the Block 61 West boundary, is proposed to connect to the eastern Block 61 West collector sewer within the Subject Lands. This servicing is inconsistent with the Master Plan and is under review by Staff.

The City is currently undertaking the detailed design for the proposed Fire Station No. 7-4, identified municipally as 835 Nashville Road, located north of the proposed park and open space Blocks in the Draft Plan. There is an opportunity to potentially connect the sanitary sewer from the proposed Fire Station to the development infrastructure for the Subject Lands ultimately discharging to the Major Mackenzie West sanitary sewer. The Owner and the City's Project Manager for the Fire Station have determined that the sanitary sewer connection from the proposed Fire Station can be accommodated through the Draft Plan.

d) Storm Servicing

The Draft Plan consists of development area west and east of the channel (Open Space Block 250), known as Tributary A. The development area located west of Tributary A drains to temporary Pond 2A and the area east of Tributary A drains to temporary Pond 1A. Currently, interim stormwater management ("SWM") Ponds 2A and 1A, both located south of the Draft Plan and north of Major MacKenzie Drive (current and proposed alignment) are constructed. However, storm runoff from the Subject Lands on both sides of Tributary A were not included in the design of these interim ponds. The FSR provided within the previous submission proposes improvements to the two SWM ponds to accommodate the Draft Plan. The DE Department is generally satisfied that the stormwater outflow from the Draft Plan can be adequately serviced and accommodated by the storm sewers and SWM ponds identified, subject to the conditions in Attachment 1a) being addressed to the satisfaction of the City.

e) Storm Drainage

As identified in the MESP and subsequent Stormwater Management reports for SWM Ponds 1 and 2, both SWM ponds are required to provide Regional controls. The necessary sections and tables within the FSR must be updated to identify the required Regional control storage volume on the preliminary Engineering drawings for SWM Pond 1A.

At the detailed/subdivision design, a figure illustrating the total contributing area to each SWM pond under interim conditions (i.e. including the Baron lands) is required. The drainage area values are consistent within the report (text, tables, figures) and Engineering drawings.

f) Grading Design/Erosion and Sediment Control

The Draft Plan includes residential lots within the general locations outlined within the MESP. There are parks, open channel land and a CP railway earth berm along the north and east boundaries of the Subject Lands for which the Draft Plan makes appropriate grading considerations to implement. Integration of the Subject Lands with the abutting lands to the south and to Huntington Road along the west do not require special grading considerations. An evaluation of the grading design and erosion and sediment control measures will be conducted when the detailed drawings are submitted for the City's review. The DE Department is generally satisfied with the overall Draft Plan and the ability to sufficiently grade the Subject Lands to assimilate with the existing features bounding the development.

An evaluation of the infiltration measures, including infiltration trenches and roof discharge collectors, will be conducted when the detailed drawings are submitted for the City's review.

g) Environmental Noise Feasibility

The Owner shall provide the City with a site-specific noise and vibration study/report for the Subject Lands. The significant noise sources in the vicinity with potential impact on the Draft Plan are road traffic on Huntington Road and the internal streets (i.e. Barons Street and Mactier Drive), and rail traffic on the nearby CP Rail. The required noise and vibration study/report should provide recommendations that include typical measures to mitigate the noise sources such as single loaded roads, acoustic barriers, safety berm, air conditioning, warning clauses and potentially upgraded building components and foundations. The DE Department is generally satisfied that any noise attenuation measures to be proposed in the report/study to be submitted can be reasonably achieved.

The Owner is required to submit final noise reports for review and approval by the City as part of the detailed engineering submission when grading design is typically established. The City requires all dwelling units that abut or face a railway and/or arterial roads such as Huntington Road, Nashville Road, Major Mackenzie Drive, and the future Highway 427 to be constructed with mandatory central air-conditioning. Mandatory acoustic fencing is required on lots which flankage to Street "B" (Mactier Road) and on lots which flankage to Street "A" (Barons Street). All required acoustic barriers abutting public lands shall be constructed with all berming and/or fencing material, including foundations, completely on private lands and totally clear of any 0.3m road reserve.

h) Environmental Site Assessment

The submitted Environmental Site Assessment ("ESA") documentation has been reviewed and is acceptable to the City. The Owner shall be required to undertake an additional limited Phase Two ESA investigation on park land and open space lands that are to be conveyed to the City. The details of the requirements shall be included in the future subdivision agreement, should the Applications be approved.



i) Transportation

The Draft Plan facilitates access to the site from a proposed connection to Barons Street and to Nashville Road to the north, and to Major Mackenzie Drive West to the south via Barons Street and Mactier Drive. The broad road network designed for the Draft Plan complies with Block 61 West background studies and the DE Department is generally satisfied that the Draft Plan can be adequately accommodated with road access, subject to the Conditions of Approval and comments to be addressed by the Owner to the satisfaction of the City.

The Traffic Impact Assessment includes the synchro analysis for Street "A" (Barons Street) and Nashville Road, however additional details are required to ensure that Street "A" (Barons Street) has sufficient width to accommodate the traffic and transit vehicles for the Subject Lands.

The transportation requirements must be addressed and therefore the Draft Plan has been red-lined as follows:

- i) Show sight triangle dimensions and 0.3 m reserve at all intersections in accordance with City Standards;
- ii) Provide intersection design/details at Street "A" (Barons Street) and Nashville Road in accordance with City Standard Drawing D-4; and
- iii) Indicate a 26 m wide right-of-way for Street "A" (Barons Street), as required by City Standard Drawing D-4.

The DE Department has no objections to the Draft Plan, subject to their Conditions of Approval outlined in Attachment #1a) of this report.

***Servicing allocation is available for the Draft Plan***

On February 21, 2018, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City.

Accordingly, servicing capacity to the Draft Plan is available and unrestricted. Therefore, the following resolution to allocate capacity to the Draft Plan may be recommended for Council approval:

"THAT Draft Plan of Subdivision File 19T-17V007 (Nashville (Barons) Developments Inc. and Nashville (10 Acres) Developments Inc.) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 266 residential units (825 persons equivalent) in accordance with the Inflow and Infiltration Reduction Pilot Project agreement between York Region, the Huntington Landowners Trustee Inc., and the City of Vaughan."

The Infrastructure Planning and Corporate Asset Management Department has no objections to the Draft Plan, subject to the conditions in the Recommendations of this report and in Attachment #1a).

***The Fire and Rescue Service Department has no objection to the Draft Plan , subject to Conditions of Approval***

The Fire Department has no objection to the Draft Plan. The Fire Department has advised that hydrants for firefighting (municipal or private) are required to be installed in accordance with the Ontario Building Code, and the hydrants shall be unobstructed and ready for use at all times. In addition, access roadways shall be maintained and suitable for large heavy vehicles, and temporary municipal addresses must be posted and visible for responding emergency vehicles in a manner satisfactory to the City. A condition to this effect is included in Attachment #1a) to this report.

***The Office of the City Solicitor, Real Estate Department has no objection to the Draft Plan, subject to Conditions of Approval***

The Office of the City Solicitor, Real Estate Department has advised that prior to final approval of the Draft Plan the Owner shall enter into a Developers' Group Agreement with the other participating landowners within Block 61 West to the satisfaction of the City. The agreement shall include, but not be limited to, all cost sharing for the provision of parks, cash-in-lieu of parkland, road and municipal services within Block 61 West. This agreement shall also provide a provision for additional developers to participate in the Developers' Group Agreement when they wish to develop their lands. The Owner acknowledges that cash-in-lieu of parkland shall be paid in accordance with Section 42 of the *Planning Act* and conform to the City's Cash-in-Lieu of Parkland Policy. A condition to this effect is included in the Recommendations of this report and in Attachment #1a).

***Development Charges are applicable to the Draft Plan***

The Owner shall enter into a Subdivision Agreement with the City of Vaughan to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including Development Charges. The Owner shall pay to the City the applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and the York Catholic District School Board. A condition to this effect is included in Attachment #1a) of this report.

***Toronto and Region Conservation Authority have provided Conditions of Approval***

The Toronto and Region Conservation Authority ("TRCA") have provided Conditions of Approval that are included in Attachment #1c) of this report.

***Alectra Utilities Corporation has no objection to the Draft Plan***

Alectra Utilities Corporation has no objection to the Draft Plan, subject to their Conditions of Approval in Attachment #1d) of this report.

***Enbridge Gas Distribution Inc. has no objection to the Draft Plan***

Enbridge Gas Distribution Inc. has no objection to the Draft Plan subject to the conditions included in Attachment #1e) of this report.

***The School Boards have no objection to the Draft Plan***

The York Region District (Public) School Board, York Catholic District School Board and the Conseil Scolaire de District Catholique Centre-Sud have advised that they have no objection to the proposal and have no conditions regarding the Draft Plan.

***Metrolinx has no objection to the Draft Plan***

Metrolinx has indicated they have deferred to the CP to provide comments since the Subject Lands do not contain any future GO Station sites. CP owns the adjacent corridor, thus making CP the primary rail commenting agency. Metrolinx has advised that they have no objection to the proposal and have no conditions regarding the Draft Plan.

***Canadian Pacific Railway (“CP”) has no objection to the Draft Plan***

Canadian Pacific Railway (“CP”) has indicated that a minimum 30 m building setback from the railway right-of-way be included as a condition of draft approval. This will ensure the safety and comfort of adjacent residents and mitigate any potential environmental factors. This setback requirement has been incorporated into the Draft Plan and will be included in the implementing Zoning By-law, should the subject Applications be approved. CP’s Conditions of Approval are included in Attachment #1f) of this report.

***Canada Post has no objection to the approval of the Draft Plan***

Canada Post has no objection to the Draft Plan, subject to the Owner installing mail box facilities and equipment to the satisfaction of Canada Post. Conditions to this effect are included in Attachment #1g) of this report.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

York Region has advised that the Subject Lands are located within the boundaries for Wellhead Protection Areas A, B, C, D and Q, the Highly Vulnerable Aquifer (“HVA”) and

the Significant Groundwater Recharge Area (“SGRA”) under the *Clean Water Act, 2006*. The Subject Lands, which are located within the Wellhead Protection Area, must adhere to the Wellhead Protection Policies outlined in the York Region Official Plan (“YROP 2010”) and prior to final approval, the Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan, to the satisfaction of York Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies.

York Region has no objection to the approval of the Draft Plan, subject to their Conditions of Approval in Attachment #1b) of this report.

### **Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.17.022 and Draft Plan of Subdivision File 19T-17V007, which if approved, would facilitate the development of the Subject Lands with 266 dwelling units comprised of 205 detached dwelling units, 46 street townhouses and 30 Blocks/part lots. The Draft Plan also includes a neighbourhood park, linear parks, vistas and open space and maintains the existing valley lands/open space. The Draft Plan is consistent with the PPS and conforms to the Growth Plan and the policies of the York Region Official Plan and VOP 2010.

The Development Planning Department is satisfied that the Draft Plan shown on Attachment #4, as red-line revised and the proposed zoning and site-specific exceptions identified in Table 1 will result in a residential development that is appropriate and compatible with the existing and permitted uses in the surrounding area. The Development Planning Department can support the approval of the Applications, subject to the Recommendations in this report, and the Conditions of Approval set out in Attachment #1.

**For more information**, please contact: Judy Jeffers, Planner, Development Planning Department, ext. 8645.

### **Attachments**

1. Conditions of Approval
2. Context Location Map
3. Location Map
4. Proposed Zoning and Draft Plan of Subdivision File 19T-17V007 - Red-Lined
5. Block Plan - Revised

### **Prepared by**

Judy Jeffers, Planner, ext. 8645

Mary Caputo, Senior Planner, ext. 8635

Carmela Marrelli, Interim Senior Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning, ext. 8407

/LG

**ATTACHMENT NO. 1**

**CONDITIONS OF APPROVAL**

**DRAFT PLAN OF SUBDIVISION FILE 19T-17V008 (THE “PLAN”)  
NASHVILLE (BARONS) DEVELOPMENTS INC.  
PART OF LOT 25, CONCESSION 9, CITY OF VAUGHAN (THE “CITY”)**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF SUBDIVISION FILE 19T-08V008 (THE “PLAN”), ARE AS FOLLOWS:**

The Owner shall satisfy the following Conditions of Approval:

1. The Conditions of Approval of the City of Vaughan as set out on Attachment No. 1a).
2. The Conditions of Approval of York Region as set out on Attachment No. 1b) and dated January 26, 2018.
3. The Conditions of Approval of the Toronto and Region Conservation Authority as set out on Attachment No. 1c) and dated April 4, 2018.
4. The Conditions of Approval of Alectra Utilities Corporation as set out on Attachment No. 1d) and dated October 18, 2017.
5. The Conditions of Approval of Enbridge Gas Distribution Inc. as set out on Attachment No. 1e) and dated October 13, 2017.
6. The Conditions of Approval of Canadian Pacific Railway as set out on Attachment No. 1f) and dated November 9, 2017.
7. The Conditions of Approval of Canada Post as set out on Attachment No. 1g) and dated November 27, 2017.

**Clearances**

1. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:
  - a) phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools and other essential services; and
  - b) all commenting agencies agree to registration by phases and provide

clearances, as required in the Conditions in Attachment Nos. 1a), 1b), 1c), 1d), 1e), 1f) and 1g) for each phase proposed for registration; and furthermore, the required clearances may relate to lands not located within the phase sought to be registered.

2. The City shall advise that the Conditions on Attachment No. 1a) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
3. York Region shall advise that the Conditions on Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
4. The Toronto and Region Conservation Authority shall advise that the Conditions on Attachment No. 1c) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Alectra Utilities shall advise that the Conditions on Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
6. Enbridge Gas Distribution Inc. shall advise that the Conditions on Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
7. Canadian Pacific Railway shall advise that the Conditions on Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
8. Canada Post shall advise that the Conditions on Attachment No. 1g) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

**ATTACHMENT NO. 1 a)**

**CITY OF VAUGHAN CONDITIONS**

1. The Plan shall relate to the Draft Plan of Subdivision (the “Plan”), prepared by Malone Given Parsons Ltd., Project No. 16-2466, dated May 4, 2017 (revised January 15, 2018) and red-lined as follows:
  - i) Show sight triangles dimension and 0.3 m reserve at all intersections in accordance with City Standards;
  - ii) Provide intersection design/details at Street “A” / Barons Street and Nashville Road in accordance with City Standard Drawing D-4; and
  - iii) Indicate a 26 m wide right-of-way for Street “A” / Barons Street, in accordance with City Standard Drawing D-4.
2. The lands within this Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the *Planning Act*.
3. The Owner shall pay any and all outstanding application fees to the Development Planning Department, in accordance with the in-effect Tariff of Fees By-law.
4. The Owner shall enter into a Subdivision Agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payment of development levies, the provision of roads and municipal services, landscaping and fencing. The agreement shall be registered against the lands to which it applies.
5. Prior to final approval of the Plan, the Owner shall enter into a Developer’s Group Agreement with other participating landowners within Block 61 to the satisfaction of the City. The agreement shall be regarding but not limited to all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 61. The Owner acknowledges that parkland shall be dedicated and/or cash-in-lieu of parkland paid in accordance with Section 42 of the *Planning Act* and conform to the City’s “Cash-in-Lieu of Parkland Policy”. This agreement shall also provide a provision for additional developers to participate with the Developer’s Group Agreement when they wish to develop their lands.
6. Prior to final approval of the Plan, the Trustee for Block 61 shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Block 61 Developers’ Group Agreement.
7. The Owner shall agree in the Subdivision Agreement to pay its financial contribution and/or front-end financing of all applicable external municipal

infrastructure such as road improvements (Huntington Road), watermains, sewers, sidewalks, etc., that are necessary to service the Plan to the satisfaction of the City.

8. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost of any external municipal services, temporary and/or permanently built or proposed, that have been designed and oversized by others to accommodate the development of the Plan.
9. Prior to final approval of the Plan, the Owner shall obtain from City and York Region that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the Plan.
10. The road allowances within this Plan shall be named to the satisfaction of the City and York Region. Proposed street names shall be submitted by the Owner for approval by Vaughan Council and shall be included on the first engineering drawings.
11. The Owner shall agree in the Subdivision Agreement that adequate access and municipal services are available to service the Plan or demonstrated that alternative arrangements have been made for their completion to the satisfaction of the City.
12. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers and storm drainage facilities are available to service the Plan.
13. The Owner acknowledges that the final engineering design(s) may result in minor variations to the Plan (e.g. in the configuration of road allowances and lotting, number of lots, etc.), which may be reflected in the final Plan to the satisfaction of the City.
14. Prior to final approval of the Plan, the Owner shall submit to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor of all the Lot and Block areas, frontages and depths in accordance with the approved Zoning By-law for all the Lots and Blocks within the Plan.
15. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued until the Owner has provided proof that a restriction has been registered that prevents the transfer of the Lot and/or Block without the consent of the City where such transfer is to be restricted by any other provision of the Subdivision Agreement.
16. The Owner shall agree in the Subdivision Agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to



construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the Plan, to the satisfaction of the City.

17. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes, which shall be granted to the appropriate authority(ies), free of all charges and encumbrances.
18. The Owner shall agree to create easements for maintenance purposes for all lots providing less than 1.2 m side yards, or having roof encroachments, prior to the transfer of the land.
19. The Owner shall agree in the Subdivision Agreement that construction access shall be provided only in a location approved by the City and/or York Region.
20. The Owner shall agree to remove any driveways and buildings on site, which are not approved to be maintained as part of the Plan; any modification to off-site driveways required to accommodate this Plan shall be co-ordinated and completed at the cost of the Owner.
21. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued for any Lots and/or Blocks until the Owner's consulting engineer certifies, to the satisfaction of the City, that the lot grading complies with the City of Vaughan lot grading criteria and the driveway(s) as shown on the Plan submitted for the construction of the building(s) on the subject Lots and/or Blocks conform in terms of location and geometry (i.e. width, etc.) with the approved or amended and subsequently approved Construction Drawings.
22. Notwithstanding the provisions generally included within the Subdivision Agreement, the City may issue model home Building Permit(s) provided that the land is zoned to the satisfaction of the City and the relevant conditions of the Subdivision Agreement are fulfilled.
23. Where the Owner proposes to proceed with the construction of a model home(s) prior to registration of the Plan, the Owner shall enter into an agreement with the City, setting out the conditions, and shall fulfill relevant conditions of that agreement prior to issuance of a Building Permit(s).
24. The Owner shall agree that all Lots or Blocks to be left vacant shall be graded, seeded, fenced with temporary fencing, maintained and signed to the satisfaction of the City to prohibit dumping and trespassing.
25. Prior to the initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods,

topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the Toronto and Region Conservation Authority ("TRCA") Erosion and Sediment Control Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.

26. Prior to the initiation of the grading or stripping of top soil and final approval, the Owner shall submit a top soil storage plan detailing the location, size, slopes stabilization methods and time period, for approval by the City. Top soil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on either the park, open space and/or buffer Block(s).
27. The Owner shall agree in the Subdivision Agreement to construct a 1.5-metre-high black vinyl chain link fence along the limits of the residential lots where they abut the open space, valley/woodlot, and/or park blocks to the satisfaction of the City.
28. Prior to final approval of the Plan, and/or conveyance of land, and/or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City:
  - a) Submit a Phase One Environmental Site Assessment ("ESA") report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan ("RAP"), Phase Three ESA Report in accordance with O. Reg. 153/04, as amended, for the lands within the Plan. The sampling and analysis plan prepared as part of the Phase Two ESA, Phase Three ESA, and RAP shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
  - b) Should a change to a more sensitive land use as defined under O. Reg. 153/04, as amended, or remediation of any portions of lands within the Plan be required to meet the applicable Standards set out in the Ministry of the Environment and Climate Change ("MOECC") document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended, submit a complete copy of the satisfactory registration of the Record of Site Condition ("RSC") filed on the Environmental Site Registry including the acknowledgement letter from the MOECC, covering all lands within the Plan.
  - c) Submit a signed and stamped certificate letter prepared by the Owner's Environmental Qualified Person/Professional ("QP") stating that they covenant and agree that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the City and the Region

were remediated in accordance with O. Reg. 153/04 , as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in the MOECC document “Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*”, as amended.

- d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.
29. Prior to final approval of the Plan, a soils report prepared at the Owner’s expense shall be submitted to the City for review and approval. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations of the report including pavement design structure for ideal and non-ideal conditions to the satisfaction of the City.
30. Prior to final approval of the Plan, the Functional Servicing Report addressing water and sanitary servicing infrastructure requirements and stormwater management measures, and the availability of water and sanitary servicing capacity for the proposed development shall be approved to the satisfaction of the Development Engineering Department.
31. Prior to the initiation of grading, and prior to the registration of the Plan, or any phase thereof, the Owner shall submit to the City for review and approval a detailed engineering report(s) that describes the storm drainage system for the within the Plan, which shall include:
- a) plans illustrating how this drainage system will tie into the surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
  - b) the location and description of all outlets and other facilities;
  - c) stormwater management techniques which may be required to control minor and major flows; and
  - d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned report(s) to the satisfaction of the City.

32. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study that identifies, if any, local wells that may be influenced by construction and if

necessary, outline a monitoring program to be undertaken before, during and after construction of the Plan.

33. The Owner shall agree in the Subdivision Agreement to decommission any existing wells and driveways on the Plan in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the City.
34. The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis as determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.
35. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City, which shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the Plan and each phase thereof.
36. The Owner shall agree to provide the following for the purpose of fire safety and firefighting operations:
  - a) hydrants for firefighting, municipal or private, as identified in the plans and code requirements to be installed;
  - b) hydrants shall be unobstructed and ready for use at all times;
  - c) access roadways shall be maintained and suitable for large heavy vehicles; and
  - d) temporary municipal address to be posted and visible for responding emergency vehicles satisfactory to the City.
37. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall provide updated downstream sanitary and storm sewer design sheets and related drawings to demonstrate that the subject lands can be adequately serviced. The analysis shall be completed using the City and York Durham Sewage System ("YDSS") standards and include the Barons East Development lands as these lands are proposed to connect through the Barons West sanitary sewer network. The Owner shall agree in the Subdivision Agreement to pay its financial contribution and/or front-end financing of all

applicable works that are necessary to service the proposed lands to the satisfaction of the City.

38. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit the revised calculations and figures for the Block 61 West MESP to address the proposed sanitary and storm outflow contribution to the Block 61 West sewer networks. The revised figures must be prepared to determine potential impacts to the Plan and corresponding infrastructure, to the satisfaction of the City.
39. The Owner shall agree in the Subdivision Agreement that Blocks 215 to 245 both inclusive shall be developed only in conjunction with abutting lands in Draft Plan to the south. The City shall not issue a Building Permit for the subject Blocks until the lands are combined to the satisfaction of the City.
40. The Owner shall agree in the Subdivision Agreement that Street "A" shall be developed and constructed with abutting lands to the north and south to provide access for Lots 92 to 100 both inclusive, Block 225, Block 245, and Blocks 206 to 210 both inclusive. The City shall not issue a Building Permit for these Lots until Street "A" is constructed or other arrangements are made to the satisfaction of the City.
41. The Owner shall agree in the Subdivision Agreement that Street "B" shall be developed and constructed with abutting lands to the north and south to provide access for Lot 204 and Block 232. The City shall not issue a Building Permit for these Lots until Street "B" is constructed or other arrangements are made to the satisfaction of the City.
42. The Owner shall agree in the Subdivision Agreement that Street "C" shall be developed and constructed with abutting lands to the south to provide access for Lots 1 to 4 both inclusive, 13 to 41 both inclusive, and Block 222. The City shall not issue a Building Permit for these Lots until Street "C" is constructed or other arrangements are made to the satisfaction of the City.
43. The Owner shall agree in the Subdivision Agreement that Street "D" shall be developed and constructed with abutting lands to the south to provide access for Lots 5 to 12 both inclusive, 42 to 91 both inclusive, Blocks 215 to 221 both inclusive, and Blocks 223 to 224 both inclusive. The City shall not issue a Building Permit for these Lots until Street "D" is constructed or other arrangements are made to the satisfaction of the City.
44. The Owner shall agree in the Subdivision Agreement that Street "E" shall be developed and constructed with abutting lands to the south to provide access for Blocks 211 to 214 both inclusive, Block 245, and Block 226. The City shall not issue a Building Permit for these Lots until Street "E" is constructed or other arrangements are made to the satisfaction of the City.

45. The Owner shall agree in the Subdivision Agreement that Street “F” shall be developed and constructed with abutting lands to the south to provide access for Lots 106 to 112 both inclusive, 118 to 156 both inclusive, Lot 205, and Blocks 228 to 231 both inclusive. The City shall not issue a Building Permit for these Lots until Street “F” is constructed or other arrangements are made to the satisfaction of the City.
46. The Owner shall agree in the Subdivision Agreement that Street “H” shall be developed and constructed with abutting lands to the south to provide access for Lots 158 to 167 both inclusive and Blocks 233 and 237. The City shall not issue a Building Permit for the subject Lots until Street “H” is constructed or other arrangements are made to the satisfaction of the City.
47. The Owner shall agree in the Subdivision Agreement that Street “I” shall be developed and constructed with abutting lands to the south to provide access for Lot 157, Lots 168 to 203 both inclusive, and Blocks 239 to 244 both inclusive. The City shall not issue a Building Permit for these Lots until Street “D” is constructed or other arrangements are made to the satisfaction of the City.
48. The road allowances included within the Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
49. The road allowances included in the Plan shall be designed in accordance with the City’s standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 m reserves. The pattern of streets and the layout of Lots and Blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
50. Any dead end or open side of a road allowance created by this Plan shall be terminated in 0.3 m reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.
51. All proposed watercourse-roadway crossings/culverts shall be constructed in conjunction with each corresponding development. The timing for construction of these works shall be to the satisfaction of the City.
52. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Transportation Consultant to provide an updated transportation report/plan outlining the required York Region and City road improvements. The report/plan submitted to the City and York Region for review and approval, shall demonstrate that adequate road capacity is available for the Plan development, and shall explain all transportation issues and recommend mitigative measures for these issues. An updated transportation report shall include a traffic management/roadway detour plan for the proposed roadway improvements. The

Owner shall agree in the Subdivision Agreement to implement the recommendations of the updated transportation report/plan and traffic management master plan to the satisfaction of the City.

53. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Transportation Consultant to evaluate, oversee and finalize the intersections design/roadway network as per the recommendations in the traffic management master plan/updated transportation report, and to the satisfaction of the City. The Owner acknowledges that the engineering design for alternative road network/design, traffic calming measures, pedestrian and cycling infrastructure and designated transit route(s) may result in variation(s) to the road and lotting pattern.
54. Prior to final approval of the Plan, the Owner shall submit a functional plan for the intersection of Street "A" / Barons Street and Nashville Road including, but not limited to, lane width, lane configuration, curb radii, and turning lanes with storage/ taper length, to the satisfaction of the City.
55. Prior to final approval of the Plan, the Owner shall prepare a comprehensive Traffic Management Plan ("TMP") based on an updated traffic study, once the realignment and widening of Major Mackenzie Drive is established by York Region. The TMP shall include the details of the future traffic signal locations, traffic calming measures, future transit routes, pedestrian network, traffic controls, park/school treatment, phasing, etc. that reflects the latest road network to the satisfaction of the City.
56. Prior to final approval of the Plan, the Owner shall secure the necessary approvals to facilitate the road intersection of Barons Street / Street "A" and Nashville Road in accordance with the MESP and Traffic Impact Study ("TIS"). This intersection is subject to approval by the York Region.
57. Prior to final approval of the Plan, the Owner shall carry out or cause to be carried out, the design and construction of the traffic calming/management measures that are identified on the Traffic Management Plan. In the event that these traffic calming measures are found to be insufficient and/or ineffective by the City prior to the assumption of the municipal services on the Plan, then the Owner shall design and construct additional traffic calming measures to the satisfaction of the City.
58. Prior to final approval of the Plan, the Owner shall agree that any additional lands required for public highway purposes, where daylight triangles do not conform to the City Standard Design Criteria, will be conveyed to the City, free of all costs and encumbrances.
59. Prior to final approval of the Plan, the Owner shall provide drawings for the location and design of proposed bicycle parking at transit stops, school

campuses, commercial sites, and other destinations within the Plan such as retail/entertainment, to the satisfaction of the Development Engineering Department.

60. The Owner shall agree in the Subdivision Agreement to provide information on sustainable transportation, via various media, to all purchasers and/or tenants within the Plan, including pedestrian, cycling facilities, transit routes, roundabouts, and carpooling and park-and-ride facilities (if applicable) to the satisfaction of the Development Engineering Department.
61. Prior to final approval of the Plan, the Owner shall submit an environmental noise and/or vibration report to the City for review and approval. The preparation of the noise/vibration report shall include the ultimate traffic volumes associated with the surrounding road network and railway according to the Ministry of Environment Guidelines. The Owner shall convey any required buffer Block(s) for acoustic barrier purposes, free of all costs and encumbrances, to the satisfaction of the City. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in the approved noise/vibration report to the satisfaction of the City.
62. The Owner shall agree in the Subdivision Agreement to design, purchase material and install a street lighting system in the Plan in accordance with City standards and specifications. The Plan shall be provided with decorative street lighting to the satisfaction of the City.
63. Prior to final approval of the Plan, the Owner shall complete an information request form and submit it to the regulated by the Ministry of Natural Resources and Forestry ("MNRF") for confirmation of any potential Species at Risk in accordance with the *Endangered Species Act* (2007) to the satisfaction of the City.
64. Prior to final approval of any phase, the Owner shall submit a Commemorative Plan and documentation of the interior of the building (known as the William Tedder House) to the satisfaction of Development Planning Department, Urban Design and Cultural Heritage Division.
65. Prior to final approval of any phase, the Owner shall submit a landscape plan be submitted to the City to review Park Block 246 and Linear Park Blocks 247 and 248 to the satisfaction of Development Planning Department, Urban Design and Cultural Heritage Division.
66. Prior to final approval, the Owner shall provide the letters from the Ministry of Tourism, Culture and Sport that the Stages 1 and 2 Archaeological Assessment meets the Ministry's guidelines.



67. The Owner shall agree to notify both the Ministry of Tourism and Culture and the City of Vaughan Recreation and Culture Department (Cultural Services Division) and the Policy Planning and Development Planning Departments immediately in the event that:
- a) archaeological resources are found on the property during grading or construction activities, to which the Owner must cease all grading or construction activities; and
  - b) where human remains are encountered during grading or construction activities, the proponent must cease all grading or construction activities. The proponent shall contact York Region Police, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services
68. Prior to final approval of the Plan, the Owner shall comply with the *Endangered Species Act*, 2007, S.O.2007 (the "Act") and with Ministry of Natural Resources and Forestry regulations and guidelines to protect these species at risk and their habitat. The Owner acknowledges that, notwithstanding any approvals made or provided by the City in respect to the Plan or the related Subdivision Agreement, the Owner must comply with the provisions of the Act to the satisfaction of the Policy Planning and Environmental Sustainability Department, Environment Division.
69. Prior to final approval of the Plan, the Owner shall provide a Woodland Evaluation for the western cultural woodland on the property to the satisfaction of the City. If determined to be a woodland, the Owner shall provide a woodland compensation plan quantifying the ecosystem services loss and woodland replacement value, and provide areas where this feature can be replaced in the City. Should the feature not be replaced elsewhere, the Owner shall provide the City with monetary compensation to replace this woodland feature elsewhere in the City. If it is determined that this is not a feature then the Urban Design Tree Replacement valuation shall apply.
70. For park/open space block(s) and/or buffer block(s) that are to be conveyed to the City, prior to final approval of the Plan, and/or conveyance, and/or release of applicable portion of Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City:
- a) Submit a Geotechnical Report and Phase Two Environmental Site Assessment ("ESA") report in accordance with Ontario Regulation ("O. Reg.") 153/04, as amended, assessing all park/open space/buffer Block(s) in the Plan for contaminants of concern to the satisfaction of the City. On-site sampling of park/open space/buffer Block(s) shall be conducted only after the City has certified the rough grading of the park/open space/buffer

block(s), but prior to the placement of topsoil and landscaping. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City;

- b) Should remediation of any portions of the park/open space/buffer Block(s) within the Plan be required to meet applicable standards set out in the Ministry of Environment and Climate Change ("MOECC") document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended, submit a Remedial Act Plan ("RAP") and a complete copy of the satisfactory registration of the Record of Site Condition ("RSC") filed on the Environmental Site Registry including the acknowledge letter from MOECC, covering the remediated park/open space/buffer Block(s) within the Plan;
  - c) Submit a signed and stamped certificate letter prepared by the Owner's Environmental Qualified Person/Professional ("QP") stating that they covenant and agree that the park/open space/buffer block(s) to be dedicated to the City were remediated in accordance with O. Reg. 153/04, as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in MOECC document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended; and
  - d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.
71. Prior to final approval of the Plan, to meet dedication requirements under the Planning Act, VOP 2010 (Section 7.3.3 Parkland Dedication) and By-law 139-90, as amended by By-law 205-2012, parkland dedication and/or cash-in-lieu of parkland shall be provided. A Block 61W parkland dedication chart shall be provided showing sufficient information to demonstrate parkland dedication calculations to the City's satisfaction. The parkland dedication chart shall be used for valuating, determining, and identifying the total amount of final parkland conveyance or payment representing the cash-in-lieu of parkland dedication to the City based on developable lands of the individual applicant lands and the Block 61W development group.
72. The Owner shall convey Park Block 246, and Linear Park Blocks 247 and 248 to the City free of all cost and encumbrances such as roads, rail lines, or utility corridors, or other utility structures and access, Canada Post mail boxes, save and except servicing required through Park Block 248 to service the planned firehall to be located at Nashville Road. Parkland shall not be encumbered by overland flow routes from adjacent properties and must not negatively impact adjacent properties with overland flow routes. The Parkland to be conveyed, specifically Park Block 246, and Linear Park Blocks 247 and 248 shall be in a

physical condition satisfactory to City and in accordance with policies/practices and guidelines of the City.

73. Prior to final approval of the Plan, the Owner shall complete a multi-use trail feasibility study and master plan in consultation with City and the TRCA. The multi-use trail feasibility study and master plan shall determine a feasible alignment of the trails within Block 258 (CPR Greenway), Block 250 (Open Space) and associated buffer blocks, Block 246 (Park), Block 247 (Linear Park), Block 248 (Linear Park) consistent with The Traffic Management Master Plan dated August 5, 2011, prepared by Malone Given Parsons/Poulos Chung, Traffic Management Master Plan and Community Plan dated April 23, 2014. Should a connection through Blocks 250, 251 and 252 be determined not to be feasible based on consultation with the TRCA, an alternative route through the abutting buffer and vista blocks shall be provided. The Terms of Reference of the trail feasibility study and master plan shall be developed to the satisfaction of the City. The multi-use trail feasibility and master plan shall be based on an intention to ensure continuous trail connectivity throughout Block 61W. Prior to final approval of the Plan, the Owner shall complete multi use trail construction drawings and details based on the approved trails master plan to the satisfaction of the TRCA and the City.
74. Where applicable and deemed redundant, a proposed sidewalk may be eliminated such as along Street "I" to the satisfaction of the Parks Development Department in consultation with Development Engineering Department and Development Planning Department.
75. The Owner shall agree in the Subdivision Agreement to construct all multiuse trails/pathways within Block 258 (CPR Greenway), Block 250 (Open Space) and associated buffer Blocks 251 and 252, Block 247 (Linear Park) and Block 248 (Linear Park) in accordance with the approved multiuse trail feasibility and master plan and to the satisfaction of and at no cost to the City. Segments of the multiuse recreational trail that fall within Block 246 (Park) shall be eligible for set off against Development Charges.
76. The Owner shall agree in the Subdivision Agreement to complete the construction of the multiuse community recreational trails to coincide with the streetscape works.
77. The Owner shall agree in the Subdivision Agreement to convey into public ownership lands within which the multiuse recreational pathway shall be located and constructed.
78. Prior to Plan Registration, the Owner shall agree to provide and register all necessary easements to the City of Vaughan on Block 251 Open Space and associated buffer Blocks 251, and 252 which are to be determined through the detailed design process, at no cost to the City.

79. Prior to final approval of the Plan, the Owner shall design and agree to construct all multi-use recreational trails/paths in accordance with approved Landscape Master Plan, Streetscape and Urban Design Guidelines, and Traffic Management Master Plan and to the satisfaction of and at no cost to the City.
80. Prior to final approval of the Plan, the Owner shall provide a complete inventory and analysis of existing vegetation (to be completed by a Certified Arborist) for all existing trees within and adjacent to the proposed work area within a public park to the satisfaction of the City, for the Forestry and Horticulture, Transportation Services, Parks Operations and Forestry Department to review and to advise of the tree compensation value and the appropriate securities in the form of a Letter of Credit shall be required.
81. The Owner shall erect a 1.5m high black vinyl chain link fence at proposed lots, abutting the parkland boundary and abutting open space buffer inclusive with all fencing material, including foundations, wholly on the lot in accordance with City Standards to delineate the boundary of the parkland and Valley Buffer respectively.
82. Where parkland or open space abuts existing lots (generally located north of the subject lands) the Owner shall erect 1.5m high black vinyl chain link fence at the parkland boundary with all fencing material, including foundations, wholly within the parkland block boundary.
83. The Owner shall agree to complete a Parkland Master Plan to the City's standard level of service for Park Blocks to the City's satisfaction and shall include the following information:
  - a) Provide boundaries of proposed parkland dedication and the total size of individual Blocks;
  - b) Illustrate the proposed park program requirements and level of service to meet the projected population and demographics as determined by the City per the recommendations of the ATMP, and informed by the findings and recommendations of the Community Services and Facilities Report prepared for the Plan ;
  - c) Layout the plan to illustrate proposed park program requirements as determined by the City;
  - d) Demonstrate parkland configuration and grading to allow for the placement and development of appropriate outdoor facilities;
  - e) Provide grading consistent with intended uses and objectives of the park. The grading plan shall illustrate proposed storm water run-off, surface drainage patterns and sub-surface storm water servicing requirements;

- f) Provide an existing conditions plan illustrating topographic information to assess slopes and drainage, and vegetation, identifying species, age, size and condition;
- g) Provide a preliminary construction cost estimate; and
- h) Provide the required restoration works and Edge Management Plan for the park block abutting open space and associated buffer; and

The plans are to be completed by a registered Landscape Architect and are required to provide sufficient information to confirm facility and program requirements to the satisfaction of the City.

- 84. It is the intent of the City that development of the public park Blocks to a base level per items listed under 7.3 below shall be coordinated with residential development. The timing of these works shall be completed by no later than, within two growing seasons of the first Building Permit for the phase which contains the park, and/or twenty five percent (25%) occupancy of the homes within the subdivision or surrounding subdivisions served by the park.
- 85. The Owner is to advise the City prior to the execution of the subdivision agreement, whether or not the Owner intends to undertake full development of and/all of the park Block 246 in accordance with the "Developer Build Parks Policy, No. 07.2.05", so that the City can plan and budget accordingly.
- 86. Prior to final approval of the Plan, the Owner shall provide a Tree Preservation Study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved, proposed methods of tree preservation, and trees to be removed. In addition, the study shall quantify the value of the tree replacements using the Urban Design Tree Replacement Valuation. The Owner shall not remove trees without written approval by the City.
- 87. Prior to the landscape plan review by the Urban Design and Cultural Heritage Division, a fee shall be paid by the Owner to the Development Planning Department in accordance with the in-effect Council approved Tariff of Fees By-law for Vaughan Planning Applications - Landscape Plan Review.

This fee will include staff's review and approval of proposed streetscaping/landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, and natural feature edge restoration/management plans) and inspections for tree removals permit clearance, start of guaranteed maintenance period, and assumption of the

development by the City.

88. Prior to final approval, the Owner shall agree in the Subdivision Agreement that all development shall proceed in accordance with the Vaughan Council approved Block 61 West Nashville Heights Architectural Design Guidelines prepared by John G. Williams Limited, Architect. The Owner shall agree that:
- a) the guidelines shall be updated to include an addendum for this area of development;
  - b) a control architect be retained at the cost of the Owner with concurrence of the City to ensure compliance with the approved architectural design guidelines;
  - c) prior to the submission of individual Building Permit applications, the control architect shall have stamped and signed the drawings certifying compliance with the approved architectural guidelines; and
  - d) the City may undertake periodic reviews to ensure compliance with the architectural guidelines. Should inadequate enforcement be evident, the City may cease to accept drawings stamped by the control architect and retain another control architect, at the expense of the Owner.
89. Prior to final approval of the Plan, the Owner shall agree in the Subdivision Agreement that all development shall proceed in accordance with the approved Block 61 West Nashville Heights Landscape Master Plan prepared by NAK Design Strategies, including but not be limited to the following issues shall agree that:
- a) the co-ordination of the urban design/streetscape elements including lot fabric, built form, fencing treatments, street tree planting, park lands, vista lands, and open space lands;
  - b) the appropriate community edge treatment along Huntington Road, including the appropriate landscaping for the buffer block with low-maintenance plant material;
  - c) the appropriate edge restoration along the open space lands;
  - d) the appropriate landscape treatment with a multi-use pedestrian trail for the Canadian Pacific Railway ("CPR") Greenway block;
  - e) The appropriate landscaping for the CPR noise berm with low-maintenance plant material;

- f) the pedestrian urban connections between streets, built forms, park lands, vista lands, and open space lands; and
  - g) the Environmental Site Assessment reports and documents for the open space lands shall be submitted and approved to the satisfaction of the City.
90. Prior to final approval of the Plan, the Owner shall provide buffer Blocks abutting the open space lands in accordance with the Toronto and Region Conservation Authority ("TRCA") policies along residential lots and Blocks.
  91. The Owner shall agree in the Subdivision Agreement to warranty the landscape vegetation screen on the CP Railway landscape buffer on Block 257 for a period of five (5) years following the date of assumption of the Plan.
  92. Prior to final approval, the Owner shall prepare a detailed edge management plan study for the perimeter of the open space lands. The study shall include an inventory of all existing trees within an 8 metre zone inside the staked edges, and areas where the natural feature edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included. The Owner shall not remove any vegetation without written approval by the City.
- The Owner shall provide a report for a 20 metre zone within all staked open space edges to the satisfaction of the TRCA and City, which identifies liability and issues of public safety and recommends woodlot/forestry management practices and removal of hazardous and all other trees as identified to be removed prior to assumption of the subdivision.
93. The Owner shall agree in the Subdivision Agreement to erect a permanent 1.5 metre high black vinyl chain-link fence or approved equal along the limits of the residential lots and blocks that abut Open Space Blocks 249 and 250 and Open Space Buffer Blocks 251 and 252.
  94. The Owner shall agree in the Subdivision Agreement to erect a permanent 1.5 metre high black vinyl chain-link fence or approved equal along the limits of the residential lots and blocks that abut Vista Blocks 253, 254, 255 and 256, to the satisfaction of the City.
  95. The Owner shall agree in the Subdivision Agreement to erect an appropriate fence barrier along the limits of residential lots and blocks that abut Landscape Strip Block 259, to the satisfaction of the City.
  96. The Owner shall agree in the Subdivision Agreement to erect an appropriate fence barrier along the limits of residential lots and blocks in the Plan that abut

Park Block 246 and Linear Park Blocks 247 and 248, to the satisfaction of the City.

97. The Owner shall agree in the Subdivision Agreement to erect an appropriate fence barrier along the limits of existing residential lands to the north that abut Park Block 246 and Linear Park Blocks 247 and 248, to the satisfaction of the City.
98. The Owner shall agree in the Subdivision Agreement to erect an appropriate fence barrier along the limits of CPR Berm Block 257 that abuts the Canadian Pacific Railway lands, to the satisfaction of the City.
99. The Owner shall agree in the Subdivision Agreement to erect permanent wood fence treatments for flanking residential lots; to be coordinated with the environmental noise report and Council approved architectural control design guidelines.
100. The Owner shall convey Open Space Blocks 249 and 250, and Open Space Buffer Blocks 251 and 252 to the TRCA or the City free of all cost and encumbrances.
101. The Owner shall convey Vista Blocks 253, 254, 255 and 256 to the TRCA or the City free of all cost and encumbrances.
102. The Owner shall convey Landscape Strip Block 259 to the City free of all cost and encumbrances.
103. The Owner shall convey the CPR Greenway Block 258 and CPR Berm Block 257 to the City free of all cost and encumbrances.
104. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the Plan to the satisfaction of the City.
105. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider to provide their services underground at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement to the appropriate telecommunication provider.
106. Prior to final approval of the Plan, the Owner shall permit any telephone or telecommunications service provider to locate its plant in a common trench within the proposed Plan prior to release of the Plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision



as and when each dwelling unit is constructed.

107. Prior to final approval, the Owner shall satisfy all technical, financial and other requirements of Alectra Utilities (formerly PowerStream Inc.), its successors and assigns, regarding the design, installation, connection and/or expansion of electric distribution services, or any other related matters; the Owner shall enter into a development agreement with PowerStream Inc. which addresses the foregoing requirements.

The Owner shall agree to design, purchase materials, and install a buried hydro distribution system, compatible with the existing and/or proposed systems in surrounding Plans, all in accordance with the latest standards and specifications of Alectra Utilities and the City.

108. The Owner shall include the following warning clauses as a schedule in all Offers of Purchase and Sale, or Lease for all lots/blocks within the entire Plan:

- a) "Purchasers and/or tenants are advised that the planting of trees on City boulevards in front of residential units is a requirement of the City and a conceptual location Plan is included in the Subdivision Agreement. While every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice.

The City has NOT imposed an amount for a tree fee, or any other fee, which may be charged as a condition of purchase for the planting of trees. Any tree fee paid by purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of a residential dwelling."

- b) "Purchasers and/or tenants are advised that proper grading of all lots in conformity with the subdivision grading plans is a requirement of this Subdivision Agreement.

The City has taken a Letter of Credit from the Owner (Subdivision Developer) as a security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposits from the Purchasers to the City and/or Owner, for lot grading purposes is NOT a requirement of this Subdivision Agreement. The City of Vaughan does not control the return of such deposits and purchasers/tenants must direct inquiries regarding this return to their vendor/landlord."

- c) "Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services

and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs.”

- d) “Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan Zoning By-law 1-88, as amended, as follows:

- i) The maximum width of a driveway shall be 6.0 metres measured at the street curb, provided circular driveways shall have a maximum combined width of 9.0 metres measured at the street curb.
- ii) Driveways in either front or exterior side yards shall be constructed in accordance with the following requirements:

Lot Frontage (metres)	Maximum Width of Driveway (metres)
6.0 – 6.99 <sup>1</sup>	3.5
7.0 – 8.99 <sup>1</sup>	3.75
9.0 – 11.99 <sup>1</sup>	6.0
12.0 and greater <sup>2</sup>	9.0

<sup>1</sup> The Lot Frontage for Lots between 6.0 – 11.99 m shall be comprised of a Minimum of 33% Landscaped Front or Exterior Side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior Side yard shall be soft landscaping in accordance with Paragraph 4.1.2.

<sup>2</sup> The Lot Frontages for Lots 12.0 m and greater shall be comprised of a Minimum of 50% Landscaped Front or Exterior Side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior Side yard shall be soft landscaping in accordance with Paragraph 4.1.2.”

- iii) “Purchasers and/or tenants are advised that mail delivery will be from a designated community mailbox as per requirements dictated by Canada Post. The location of the mailbox shall be shown on the community information plan provided by the Owner in its sales office.”
- iv) “Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including those from construction activities, may be of concern and occasionally interfere with some activities of the dwelling occupants.”

- v) "Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and blocks abutting public lands, including public highways, walkways or other similar public spaces, is a requirement of this Subdivision Agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 m reserve, as shown on the Construction Drawings."
- vi) "Purchasers and/or tenants are advised that the City has taken a Letter of Credit from the Owner as a security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposits from the purchaser and/ or tenant to the City and/or Owner, for fencing, is NOT a requirement of this Subdivision Agreement."
- vii) "Purchasers and/or tenants are advised that fencing along the lot lines of lots and blocks abutting public lands is a requirement of this Subdivision Agreement and that all required fencing, noise attenuation features and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3m reserve, as shown on the Construction Drawings."

The City has taken a Letter of Credit from the Owner as a security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposits from the purchasers to the City and/or Owner for fencing is NOT a requirement of this Subdivision Agreement.

The maintenance of the noise attenuation features or fencing shall not be the responsibility of the City or York Region, and shall be maintained by the Owner until assumption of the services of the Plan. Thereafter the maintenance of the noise attenuation features or fencing shall be the sole responsibility of the lot owner. Landscaping provided on Regional Road rights-of-way by the Owner or the City for aesthetic purposes shall be approved by York Region and maintained by the City with the exception of usual grass maintenance."

- viii) "Purchasers and/or tenants are advised that this Plan is designed to include rear lot catchbasins. The rear lot catchbasin is designed to receive and carry only clean stormwater. It is the homeowner's responsibility to maintain the rear lot catchbasin in proper working condition by ensuring that the grate is kept clear of ice, leaves and other debris that would prevent stormwater from entering the catchbasin. The rear lot catchbasins are shown on the Construction Drawings and the location is subject to change without notice."

- ix) "Purchasers and/or tenants are advised that the Owner has made a contribution towards recycling containers for each residential unit as a requirement of this Subdivision Agreement. The City has taken this contribution from the Owner to off-set the cost for recycling containers, therefore, direct cash deposits from the purchasers and/or tenants to the Owner for recycling container purposes is NOT a requirement of the City of Vaughan. The intent of this initiative is to encourage the purchasers and/or tenants to participate in the City's waste diversion programs and obtain their recycling containers from the Joint Operations Centre (JOC), 2800 Rutherford Road, Vaughan, Ontario, L4K 2N9, (905) 832-8562; the JOC is located on the north side of Rutherford Road just west of Melville Avenue."

Any additional warning clause as noted in the Subdivision Agreement shall be included in all Offers of Purchase and Sale or Lease for all lots and/or blocks within the Plan to the satisfaction of the City.

109. The Owner shall include the following warning clauses as a schedule in all Offers of Purchase and Sale, or Lease within the Plan:
- a) abutting or in proximity of any open space, vista, buffer, woodlot, valleyland or stormwater facility:
- "Purchasers and/or tenants are advised that the adjacent open space, vista, buffer, woodlot, valleyland or stormwater facility may be left in a naturally vegetated condition and receive minimal maintenance."
- b) abutting or in proximity of any park, open space, vista, buffer or walkway:
- "Purchasers and/or tenants are advised that the abutting park, open space, vista, buffer or walkway may be a concern due to the noise and lighting generated by the active recreation nature of the site."
  - "Purchasers and/or tenants are advised that the City may construct a trail in the future together with satisfactory security and safety arrangements, and that noise should be expected from the active use of the trail."
  - "Purchasers and/or tenants are advised that the parkland may not be fully developed at the time of occupancy. The timing of development, phasing and programming of parkland is at the discretion of the City."
  - "Purchasers and/or tenants are advised that a 1.5m high black vinyl chain link fence is to be constructed abutting the parkland boundary with all fencing material, including foundations, wholly on the lot as per City Walkway Standard to delineate the boundary of the parkland."

- c) streets:
- “Purchasers and/or tenants are advised that roads within the Plan may have been constructed using Alternative Development Standards. In April 1995, the Ministry of Housing and the Ministry of Municipal Affairs published the Alternative Development Standards as a guideline for municipalities. The Province of Ontario has been promoting the use of these guidelines which provide for reduced pavement widths.”
  - “Purchasers are advised that traffic calming measures may have been incorporated into the road allowances.”
  - “Purchasers and/or tenants are advised that the collector and primary roads within the Plan are expected to support more traffic than local roads and, if demand warrants, transit routes in the future.”
  - “Purchasers and/or tenants are advised that internal streets may be subject to public transit bus traffic.”
- d) streets ending in dead ends:
- “Purchasers and/or tenants are advised that Street “B” ending in a temporary hammerhead turnaround or cul-de-sac will be extended in the future to facilitate development of adjacent lands, without further notice.”
- e) encroachment and/or dumping:
- “Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot/block to the park, open space, vista, buffer, woodlot, valleyland or stormwater management facility are prohibited.”
- f) gate of access point:
- “Purchasers and/or tenants are advised that the installation of any gate of access point from the lot/block to the park, open space, vista, buffer, woodlot, valleyland or stormwater management facility is prohibited.”
- g) infiltration trench:
- “Purchasers and/or tenants are advised that their rear yard lot area has been designed to incorporate an infiltration trench or soak-away pit system to achieve groundwater balance. It is the responsibility of the homeowner to maintain the infiltration trench or soak-away pit systems in good operating condition, which may include periodic cleaning of the

rear yard catch basin. No planting activity or structures are permitted on the infiltration trenches and soak-away pits.”

h) Major Mackenzie Drive:

- “Purchasers and/or tenants are advised that Major Mackenzie Drive is being realigned and reconstructed from Huntington Road to Highway 27.”

i) Highway 427:

- “Purchasers and/or tenants are advised that the Ministry of Transportation obtained approval for the 427 Transportation Corridor Environmental Assessment from Highway 7 to Major Mackenzie Drive in November 2010 and a preliminary design has been recently completed. The future extension of Highway 427 may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise attenuation measures in the design of the development and individual dwelling(s).”
- “Purchasers and/or tenants are advised that Huntington Road improvements and realignment opposite the terminus point of the future Highway 427 northbound off-ramp at Major Mackenzie Drive may be required in the future to facilitate the realignment of Huntington Road in an easterly direction to intersect with Major Mackenzie Drive opposite the future Highway 427 northbound off-ramp terminus.”
- “Purchasers are advised that Huntington Road is proposed to be terminated at Major Mackenzie Drive in accordance with the approved Highway 427 Transportation Corridor Environmental Assessment.”

j) Canadian Pacific Railway:

- “Purchasers and/or tenants are advised that where Canadian Pacific Railway (“CPR”) company, or its assigns or successors in interest, has a right-of-way within 300 m from the Subject Lands, and there may be future alterations or expansions to the rail facilities or operations which may affect the living environment of the residents in the vicinity, notwithstanding any noise and vibration attenuating measures included in the development and individual dwelling(s); CPR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.”
- “Purchasers and/or tenants are advised that despite the inclusion of a landscape vegetation screen along the CP Railway safety berm adjacent to Street “I”, railway traffic will be visible. A screen wall will not

be erected on the CP Railway berm adjacent to Street "I". The landscape vegetation screen has been designed with a combination of mature deciduous and coniferous plant material intended to partially screen the view of passing trains. Despite the vegetative screen, portions of passing trains will still be visible to residents in the abutting neighbourhood. This landscape vegetation screen is not intended to mitigate railway noise in public outdoor areas within the residential neighbourhood. Noise mitigation features for dwelling units and the associated dwelling unit outdoor living areas have been implemented on the individual affected Lots and Blocks within the Plan of Subdivision in order to achieve sound levels within the limits recommended by the Ministry of the Environment and climate change."

110. Prior to the transfer of any Lot or Block on the Plan, the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses required by the Subdivision Agreement have been included in the Offers of Purchase and Sale or Lease for such Lot or Block.
111. The Owner shall cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City. No Building Permit(s) shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan:
  - the plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines, etc.;
  - the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval;
  - the location of parks, open space, buffer blocks, stormwater management facilities and trails;
  - the location of institutional uses, including schools, places of worship, and community facilities;
  - the location and type of commercial sites;
  - colour-coded residential for singles, semis, multiples, and apartment units; and

- the following notes in BOLD CAPITAL TYPE on the map:

"For further information, on proposed and existing land uses, please call or visit the City of Vaughan, Development Planning Department, at 2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1; (905)832-8585."

"For detailed grading and berming information, please call the developer's engineering consultant, (name) at \_\_\_\_\_".

"This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers."

*[In such circumstances, the Owner is responsible for updating the map and forwarding it to the City for verification.]*





Corporate Services  
File No.: 19T-17V08  
Regional File No.: SUBP.17.V.0034  
Refer To: Justin Wong

January 26, 2018

Mr. Mauro Peverini  
Director of Development Planning  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Attention: Judy Jeffers, M.C.I.P., R.P.P.

**Re: Draft Plan of Subdivision 19T-17V08 (SUBP.17.V.0034)  
737 & 739 Nashville Road  
Part of Lot 25, Concession 9  
(Nashville Developments (Barons) Inc.)  
City of Vaughan**

York Region has now completed its review of the above noted draft plan of subdivision prepared by Malone Given Parsons Ltd., Project No. 17-2595, dated July 7, 2017. The proposed development is located on lands municipally known as 737 & 739 Nashville Road, east of Huntington Road and on the south side of Nashville Road, in the City of Vaughan. The draft plan of subdivision will facilitate the development of 29 single detached units, 37 townhouse units and blocks for parks, a berm, reserves and streets, within a 4.25 ha site.

### **Transportation**

Regional Transportation and Infrastructure Planning staff have reviewed the Traffic Impact Study (TIS), prepared by Poulos & Chung, dated June 2017. Staff advises that the TIS shall be revised to be consistent with York Region's Mobility Plan Guidelines for Development Applications (November 2016). It should be noted that there was no consultation with Regional staff on the proposed scope of work. As such, this TIS is incomplete and shall be revised to be consistent with the Transportation Mobility Plan Guidelines and to address the following comments:

- a) The development proposes a new full move access (public road) onto Nashville Road. However, the TIS does not include any analysis to determine the requirements for turning lanes at the proposed intersection. The TIS shall assess and identify the turn lane requirements for both Nashville Road and the proposed street to accommodate for future site generated traffic. In addition, the development also proposes a connection to the Whisper Lane. A similar analysis shall be carried out to determine and identify the need for a westbound left turn lane for the Islington Avenue and Whisper Lane intersection.

- b) The TIS proposes a sidewalk on Street “A” connecting to the existing Whisper Lane right-of-way, however, Whisper Lane currently has no sidewalks. As such, consultation with the City of Vaughan is required to determine the appropriate locations for sidewalk connections.

## **Water Resources**

Regional Water Resources staff advises that the subject property is partially located within the boundaries for Wellhead Protection Area A (WHPA-A), and Wellhead Protection Area B (WHPA-B) with Vulnerability Scores of 10 and 8, Wellhead Protection Area Q (WHPA-Q), Highly Vulnerable Aquifer (HVA) and partially within the boundaries for a Significant Groundwater Recharge Area (SGRA) under the *Clean Water Act, 2006*. Technical comments relating to the Contaminant Management Plan (CMP), Source Water Impact Assessment and Mitigation Plan (SWIAMP), Low Impact Development (LID) measures and best practices, are attached hereto.

## **Sanitary Sewage and Water Supply**

Residential development requires servicing capacity allocation prior to final approval. If the City of Vaughan does not grant this development allocation from the existing capacity assignments to date, the development may require additional Regional infrastructure based on conditions of future capacity assignment, which may include:

- West Vaughan Sewage Servicing: Humber Pumping Station Expansion (completion 2025)
- Other projects as may be identified in future studies.

The timing of the above infrastructure is the current estimate and may change as each infrastructure project progresses and is provided for information purposes only

Based on our review of the Functional Servicing Report (FSR) submitted, it is our understanding that the wastewater is connecting to the City of Vaughan’s infrastructure by way of a CP Railway crossing and the water servicing is connecting directly to the Region’s 750mm diameter watermain on Nashville Road and the Region’s 600mm diameter Watermain in the Whisper Lane right-of-way. Regional staff advises that Figure 4.2 of the FSR incorrectly shows the watermain on Nashville Road to have a diameter of 600mm.

The two proposed direct connections to the Regional watermains require Regional approval prior to construction. The following documentation is required to support the proposal to connect to Regional infrastructure:

- a) Engineering drawings showing details of the connection(s) with the ownership/jurisdiction clearly identified on the drawings;
- b) Disinfection Plan;
- c) Flushing and sampling program; and
- d) MOECC Form 1 – Record of Watermains Authorized as a Future Alteration

The Owner is further advised that York Region requires two (2) weeks advanced notice prior to the works related to connection to the Regional infrastructure. The Region reserves the right to

# ATTACHMENT NO. 1b)

19T-17V08 (SUBP.17.V.0034)  
(Nashville Developments (Barons) Inc.)

Page 3 of 11

inspect the site during the works. The Region's operator is required to be on site during the tapping/connection and disinfection works.

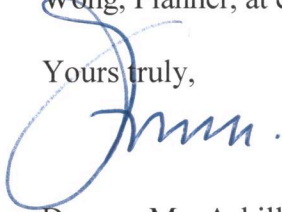
Should there be any change in the proposed servicing scheme, the Owner shall forward the revised plan to the Region for review and record.

## **Summary**

York Region has no objection to draft plan approval of the plan of subdivision subject to the attached Schedule of Conditions. We request a copy of the notice of decision, draft approved plan, and the conditions of draft approval should the plan be approved.

Should you have any questions regarding the above or the attached conditions please contact Justin Wong, Planner, at extension 71577 or through electronic mail at [justin.wong@york.ca](mailto:justin.wong@york.ca).

Yours truly,



Duncan MacAskill, M.C.I.P., R.P.P.  
Manager, Development Planning

JW/

Attachments (5)      Schedule of Conditions  
Water Resources Memorandum dated November 6, 2017  
Water Resources – Wellhead Protection Area (Figure 1a)  
Water Resources – Wellhead Protection Area (Figure 1b)  
Water Resources – Vulnerability Score (Figure 2)

YORK-#8088108-v1-19T-17V08\_-Regional\_Condition\_Letter



**Schedule of Conditions  
19T-17V08 (SUBP.17.V.0034)  
737 & 739 Nashville Road  
Part of Lot 25, Concession 9  
(Nashville Developments (Barons) Inc.)  
City of Vaughan**

Re: Malone Given Parsons Ltd., Project No. 17-2595, dated July 7, 2017

**Conditions to be Included in the Subdivision Agreement**

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. The Owner shall agree in wording satisfactory to Development Engineering, to implement the noise attenuation features as recommended by the noise study and to the satisfaction of Development Engineering.
3. The Owner shall agree in wording satisfactory to Development Engineering, that where berm, noise wall, window and/or oversized forced air mechanical systems are required, these features shall be certified by a professional engineer to have been installed as specified by the approved Noise Study and in conformance with the Ministry of Environment guidelines and the York Region Noise Policy.
4. The following warning clause shall be included in with respect to the lots or blocks affected:  
  
"Purchasers are advised that despite the inclusion of noise attenuation features within the development area and within the individual building units, noise levels will continue to increase, occasionally interfering with some activities of the building's occupants."
5. Where noise attenuation features will abut a York Region right-of-way, the Owner shall agree in wording satisfactory to York Region's Development Engineering, as follows:
  - a) That no part of any noise attenuation feature shall be constructed on or within the York Region right-of-way;
  - b) That noise fences adjacent to York Region roads may be constructed on the private side of the 0.3 metre reserve and may be a maximum 2.5 metres in height, subject to the area municipality's concurrence;
  - c) That maintenance of the noise barriers and fences bordering on York Region right-of-way shall not be the responsibility of York Region
6. The Owner shall agree in wording satisfactory to Development Engineering, to be responsible to decommission any existing wells on the owner's lands in accordance with all

applicable provincial legislation and guidelines and to the satisfaction of the area municipality.

7. The Owner shall agree in wording satisfactory to Development Engineering that the Owner will be responsible for determining the location of all utility plants within York Region right-of-way and for the cost of relocating, replacing, repairing and restoring any appurtenances damaged during construction of the proposed site works. The Owner must review, or ensure that any consultants retained by the Owner, review, at an early stage, the applicable authority's minimum vertical clearances for aerial cable systems and their minimum spacing and cover requirements. The Owner shall be entirely responsible for making any adjustments or relocations, if necessary, prior to the commencement of any construction.

## **Conditions to be Satisfied Prior to Final Approval**

8. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
9. York Region shall confirm that adequate water supply and sewage capacity are available and have been allocated by the City of Vaughan for the development proposed within this draft plan of subdivision or any phase thereof. Registration of the plan of subdivision shall occur in phases based on the availability of water supply and sewage servicing allocation.
10. The Owner shall provide an electronic set of the final engineering drawings showing the watermains and sewers for the proposed development to the Community Planning and Development Services Division and the Infrastructure Asset Management Branch for record.
11. The Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan (SWIAMP), to the satisfaction of the Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies. The SWIAMP shall be prepared by a qualified professional, to the satisfaction of the Water Resources Branch. The SWIAMP must follow the York Region document Guidance for Proposed Developments in Wellhead Protection Areas in York Region (October 2014).
12. The Owner shall have prepared, by a qualified professional transportation consultant, a revised Transportation Mobility Plan Study that is consistent with the Region's Transportation Mobility Plan Guidelines (November 2016) to the satisfaction of the Region. The revised Traffic Impact Study (TIS) shall address all transportation related comments, as detailed in the comments section above, pertaining to the TIS prepared by Poulos & Chung dated June 2017.
13. The Owner shall agree to provide direct pedestrian and cycling connections to the boundary roadways and adjacent developments, as well as facilities on the site to promote the usage of non-auto travel modes. The Owner shall provide drawings showing the pedestrian and cycling connections and facilities.
14. Concurrent with the submission of the subdivision servicing application (MOE) to the area municipality, the Owner shall provide a set of engineering drawings, for any works to be

constructed on or adjacent to the York Region road, to Development Engineering, Attention: Manager, Development Engineering, that includes the following drawings:

- a) Plan and Profile for the York Region road and intersections;
  - b) Grading and Servicing;
  - c) Intersection/Road Improvements, including the recommendations of the Traffic Report;
  - d) Construction Access Design;
  - e) Utility and underground services Location Plans;
  - f) Signalization and Illumination Designs;
  - g) Line Painting;
  - h) Traffic Control/Management Plans;
  - i) Erosion and Siltation Control Plans;
  - j) Landscaping Plans, including tree preservation, relocation and removals;
  - k) Requirements of York Region Transit/Viva.
15. The Owner shall submit a detailed Development Charge Credit Application to York Region, if applicable, to claim any works proposed within the York Region right-of-way. Only those works located in their ultimate location based on the next planning upgrade for this right-of-way will be considered eligible for credit, and any work done prior to submission without prior approval will not be eligible for credit.
16. The Owner shall provide drawings for the proposed servicing of the site to be reviewed by the Engineering Department of the area municipality. Three (3) sets of engineering drawings (stamped and signed by a professional engineer), and MOE forms together with any supporting information shall be submitted to Development Engineering, Attention: Mrs. Eva Pulnicki, P.Eng.
17. The location and design of the construction access for the subdivision work shall be completed to the satisfaction of Development Engineering and illustrated on the Engineering Drawings.
18. The Owner shall demonstrate, to the satisfaction of Development Engineering, that all existing driveway(s) along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.
19. The Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of Development Engineering recommending noise attenuation features.
20. The Owner shall agree that the following lands will be conveyed to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor:
- a) A widening across the full frontage of the site where it abuts Nashville Road of sufficient width to provide a minimum of 18 metres from the centreline of construction of Nashville Road, and



- b) A 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts Nashville Road and adjacent to the above noted widening(s).
21. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
22. The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any subsequent reports or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

23. The Owner shall demonstrate, to the satisfaction of Development Engineering, that all local underground services will be installed within the area of the development lands and not within York Region's road allowance. If a buffer or easement is needed to accommodate the

local services adjacent to York Region's right-of-way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.

24. The Owner shall agree to advise all potential purchasers of the existing and future introduction of transit services in this development. This includes current and potential transit routes, on-demand services, bus stops and shelter locations. This shall be achieved through distribution of information/marketing materials (YRT/Viva route maps, future plan maps & providing YRT/Viva website contact information) at sales offices and appropriate notification clauses in purchase agreements. The Owner/consultant is to contact YRT/Viva Contact Centre (tel. 1-866-668-3978) for route maps and the future plan maps. Future YRT/Viva transit services are planned to operate on Nashville Road.
25. The Owner shall submit engineering plans for York Region's approval that identify on the plans the Transit requirements.
26. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
27. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.
28. The Regional Corporate Services Department shall advise that Conditions 1 to 27 inclusive, have been satisfied.



## MEMORANDUM

TO: Justin Wong, Planner, CS  
Vick Bilkhu, Development Review Coordinator, CS

FROM: David Berg, Source Protection Project Assistant, Water Resources  
Angelika Masotti, Source Protection Program Coordinator, Water Resources

DATE: November 6, 2017

RE: **Comments on Draft Plan of Subdivision application 19T-17V08**  
737 and 739 Nashville Road  
City of Vaughan  
(Nashville (Barons) Development Inc.)

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York Region is pleased to provide the following comments on the Draft Plan of Subdivision

*Comments for Draft Plan of Subdivision application are provided below.*

application noted above for the lands located at 737 and 739 Nashville Road in the City of Vaughan. The Draft Plan of Subdivision application is to permit the construction of 66 units comprised of 29 detached dwellings, 7 blocks for 37 street townhouse dwelling units, parks and a linear park, and to retain two existing houses fronting onto Nashville Road. It is Water Resources understanding that the development will be municipally serviced.

The site is within the boundaries for Wellhead Protection Area A (WHPA-A), and Wellhead Protection Area B (WHPA-B) with Vulnerability Scores of 10, and 8, Wellhead Protection Area Q (WHPA-Q), Highly Vulnerable Aquifer (HVA) and Partially within the boundaries for a Significant Groundwater Recharge Area (SGRA) under the *Clean Water Act, 2006*.

The following documentation, related to the subject lands was provided to the Water Resources Group for review:

- NASR Circulation Memo dated October 24, 2017
- Draft Plan of Subdivision prepared by Malone Given Parsons LTD. Dated July 7, 2017
- Source Water Impact Assessment and Mitigation Plan (SWIAMP) Nashville Heights Development Part of Lot 24 Concession 9 Vaughan, Ontario File No. 1-16-0168-46 prepared by Terraprobe, dated May 3, 2017

Water Resources staff has reviewed the documentation listed above and based on the proposal does not have any concerns, subject to the following conditions and comments, with the Draft

Plan of Subdivision application as it relates to Source Protection policy. Should the proposal change and/or the application be amended Water Resources will require recirculation for comment and/or approval.

**Summary of Conditions for Draft Plan of Subdivision application:**

Development proposed on the subject property within the Wellhead Protection Area must adhere to the Wellhead Protection Policies outlined in the York Region Official Plan (ROP, 2010) and Regional Official Plan Amendment 5 (ROPA 5, 2013).

1. Prior to Draft Plan of Subdivision approval, the Owner shall conduct and submit a Source Water Impact and Assessment Mitigation Plan (SWIAMP), to the satisfaction of the Region, to identify and address any potential water quality and water quantity threats to the municipal groundwater supplies. The SWIAMP shall be prepared by a qualified professional, to the satisfaction of Regional Environmental Services staff in the Water Resources group. The SWIAMP must follow the York Region document Guidance for Proposed Developments in Wellhead Protection Areas in York Region (October 2014). A SWIAMP is required for any of the activities listed below if they will occur on the site for the storage or manufacture of:
  - a) petroleum-based fuels and or solvents;
  - b) pesticides, herbicides, fungicides or fertilizers;
  - c) construction equipment;
  - d) inorganic chemicals;
  - e) road salt and contaminants as identified by the Province;
  - f) the generation and storage of hazardous waste or liquid industrial waste, and a waste disposal sites and facilities;
  - g) organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials; and,
  - h) snow storage and disposal facilities.

Water Resources has received a SWIAMP (Source Water Impact Assessment and Mitigation Plan (SWIAMP) Nashville Developments Vaughan, Ontario, File No. 1-16-0168-46, prepared by Terraprobe, dated May 3, 2017) that covers this application that was approved May 2017. Water Resources requires confirmation that the SWIAMP is still valid and no updates are required for this portion of the overall development.

**Summary of Comments for Draft Plan of Subdivision application:**

2. Dense Non-Aqueous Phase Liquids (DNAPLs) are prohibited within WHPA-A/B under the Clean Water Act as they are considered significant drinking water threats.
3. Should the proposed development include bulk fuel or bulk chemicals within the HVA, a Contaminant Management Plan (CMP) will be required prior to Draft Plan of Subdivision approval, for Water Resources review and approval.

4. The owner is to be advised that Low Impact Development (LID) measures are encouraged to be applied to the site. As per York Region Official Plan policy 2.3.37, developments should maximize infiltration through integrated treatment approach techniques to minimize stormwater volume and contaminant loads. This should include, but not be limited to, techniques such as rainwater harvesting, phosphorus reduction, constructed wetlands, bioretention swales, green roofs, permeable surfaces, clean water collection systems, and the preservation and enhancement of native vegetation cover. The use of the following resource is encouraged: Low Impact Development Stormwater Management Planning and Design Guide and is available using the following link: <http://www.creditvalleyca.ca/low-impact-development/low-impact-development-support/stormwater-management-lid-guidance-documents/low-impact-development-stormwater-management-planning-and-design-guide/>
5. Should significant dewatering be required, a dewatering plan shall be prepared by a qualified person and submitted by the proponent to the Region for approval prior to excavation. If there will be water discharging to the Regional storm or sanitary sewer, it is recommended that the proponent consult with Regional Sewer use by-law group and obtain a dewatering discharge permit as necessary. Please contact the Sewer Use By-law group at [SewerUsebylaw@york.ca](mailto:SewerUsebylaw@york.ca) or 1-877-464-9675.
6. As the site is within a wellhead protection area, Water Resources does encourage the use of best management practices during construction and post construction with respect to the handling and storage of chemicals (such as used oil, degreasers and salt) on site. It is strongly recommended that Risk Management Measures are put in place with respect to chemical use and storage including spill kits, secondary containment, a spill response plan and training.
7. With respect to the use of salt on the property, Water Resources recommends the use of a contractor who is certified by Smart About Salt, and use of best management practices identified in the TAC Synthesis of Best Management Practices for Salt and Snow are followed: <http://tac-atc.ca/en/bookstore-and-resources/free-resources-and-tools/syntheses-practice>

If you have any questions or comments, please contact Angelika Masotti, Source Protection Program Coordinator at extension 75128.

AM/db



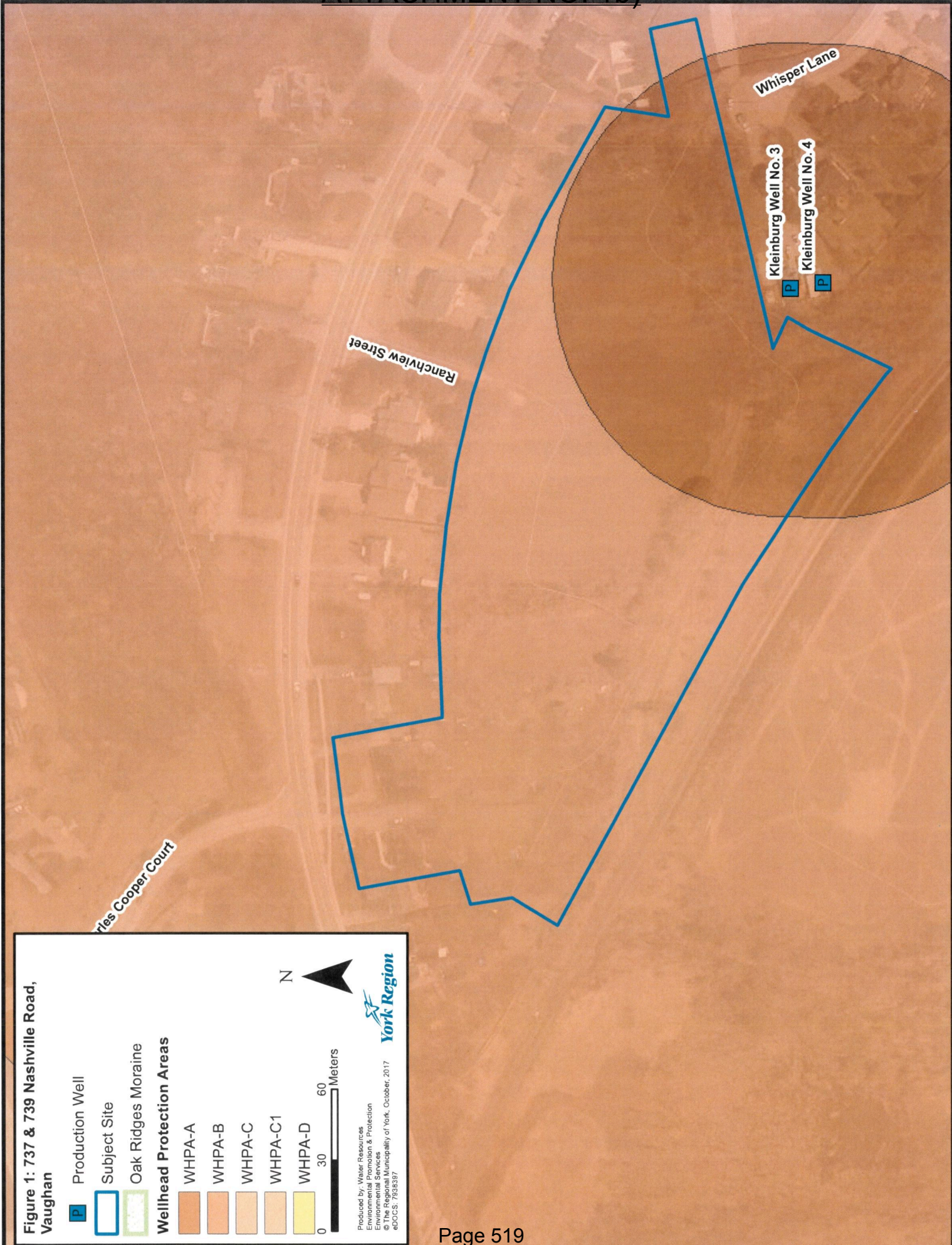
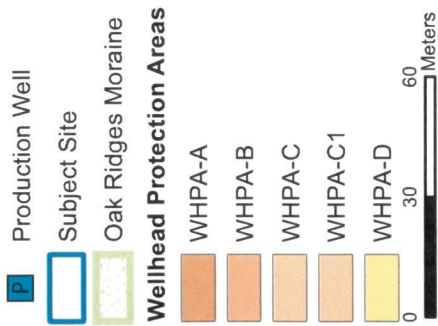
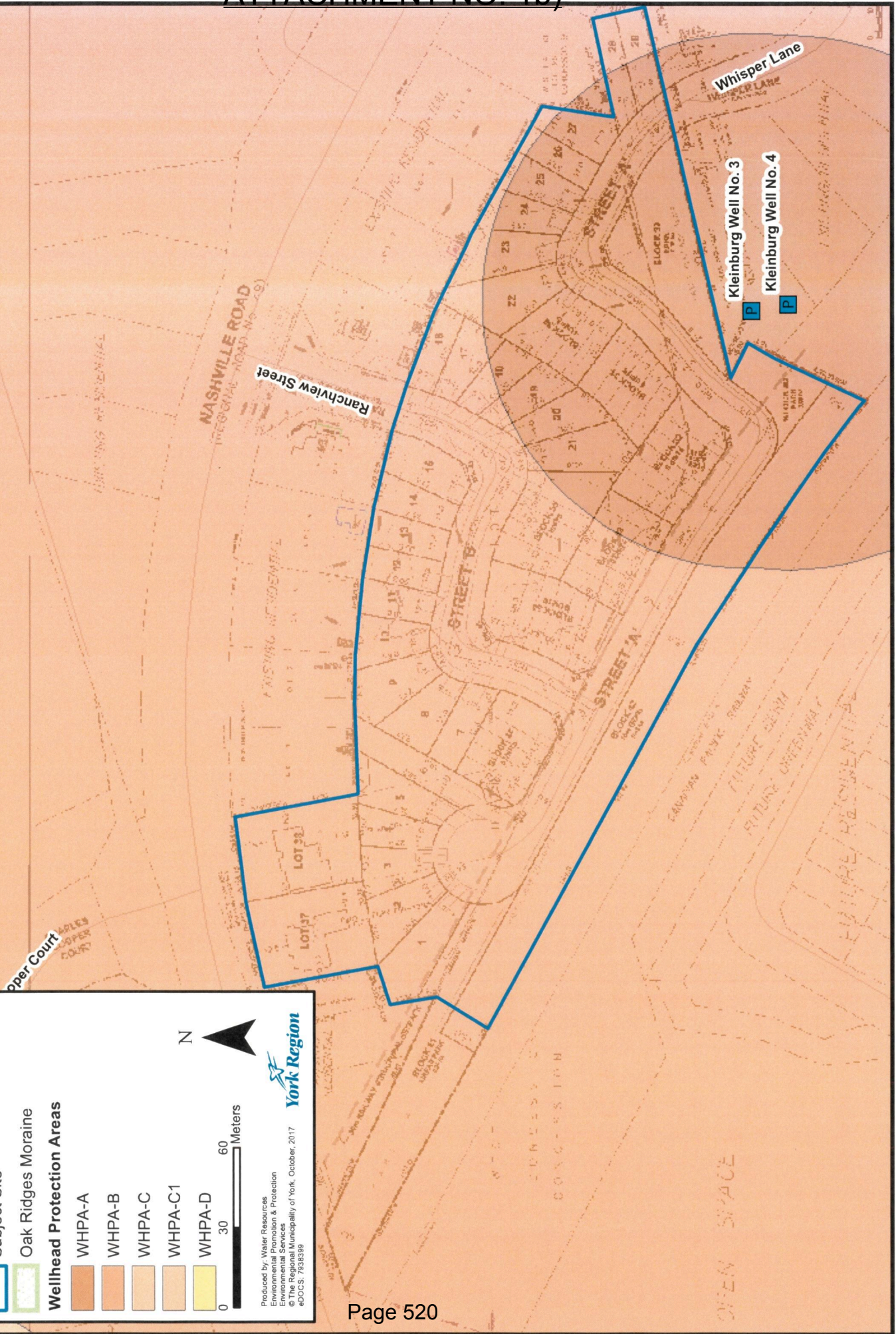




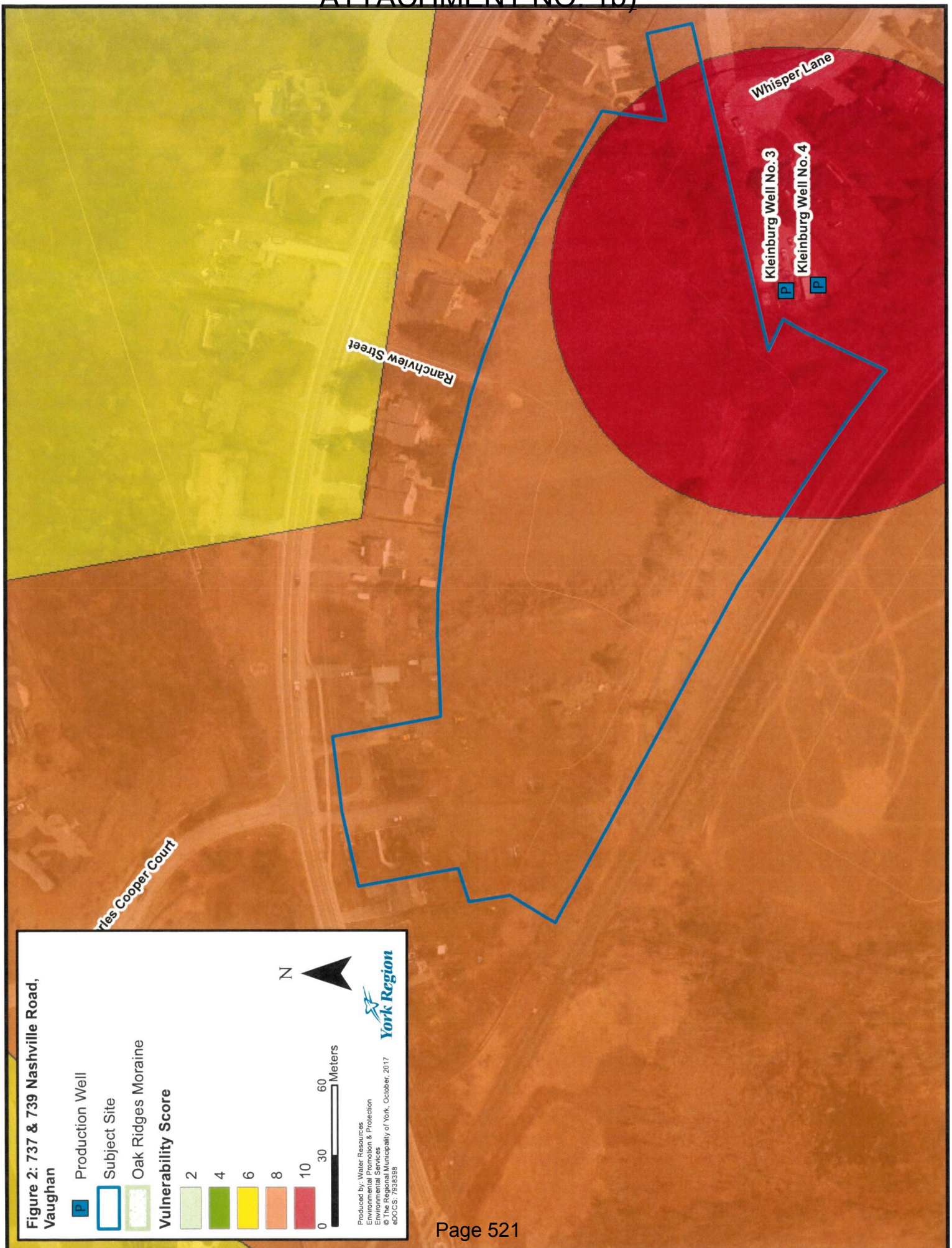
Figure 1b: 737 & 739 Nashville Road, Vaughan



Produced by: Water Resources  
Environmental Promotion & Protection  
Environmental Services  
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## ATTACHMENT NO. 1c)



April 16, 2018

CFN 58712  
E-XREF CFN 43665 & 57142

Ms. Judy Jeffers  
Development Planning Department  
City of Vaughan  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

**Sent via email**  
**judy.jeffers@vaughan.ca**

Dear Ms. Jeffers:

**Re: Conditions of Approval  
Draft Plan of Subdivision Application 19T-17V007  
Zoning By-law Amendment Application Z.17.022  
Part of West Half of Lot 25, Concession 9  
East Side of Huntington Road, Between Major Mackenzie Drive and Nashville Road  
Within Block 61 West  
City of Vaughan, Regional Municipality of York  
(Nashville (Barons) Developments Inc. / Nashville Ten Acres Developments Inc.)**

The purpose of this letter is to acknowledge receipt of and to provide comments on revised Draft Plan of Subdivision Application 19T-17V007 and Zoning By-law Amendment Application Z.17.022 in Block 61 West, in the City of Vaughan. Appendix 'B' provides a complete list of the materials reviewed.

### **Background**

It is Toronto and Region Conservation Authority (TRCA)'s understanding that the Owner has submitted the subject revised applications to facilitate the development of a residential subdivision consisting of 251 dwelling units and nine streets, with various other blocks for residential part lot, medium density / mixed use part block, park, linear park, open space, open space buffer, vista, CPR berm, CPR greenway, landscape strip, road widening and reserve purposes.

The subject applications are situated within the Block 61 West plan area in the City of Vaughan, which was Council approved in November 2011. Since that time, TRCA staff has been working with the individual landowners in Block 61 West to advance their respective planning applications and to address TRCA's outstanding comments on the Block Plan/MESP technical submission and supporting studies.

### **Application-Specific Comments**

At this time, TRCA staff continues to have outstanding comments on the Block 61 West Block Plan materials, including the addendum documents that were provided in support of the subject applications. These comments include, but are not limited to, the need for additional water balance mitigation measures, additional details on grading/filling proposed adjacent to the open space systems, updated habitat loss/gain calculations for the block plan area, and confirmation that there is space available to enlarge the existing stormwater management ponds to accommodate the proposed development and achieve Regional peak flow control.

### **Recommendation**

Based on the above, TRCA staff recommends that these applications be deferred.

However, should the City proceed to take these files forward to the Committee of the Whole in June, we have included our conditions for Draft Plan of Subdivision 19T-17V007 in Appendix 'A'.

TRCA's preliminary comments on Zoning By-law Amendment Application Z.17.022 can be found within the conditions of draft plan approval.

TRCA's detailed comments on the revised applications and supporting background reports will be provided under separate cover. It is our expectation that the Owner will address all of TRCA's outstanding comments through fulfillment of the conditions of draft plan approval. This may necessitate redline revisions to the draft plan.

Should any revisions to the draft plan of subdivision application or zoning by-law amendment application be proposed now or in the future, TRCA asks to be given the opportunity to amend our conditions and comments accordingly.

Please provide the Notice of Decision for both the draft plan of subdivision and zoning by-law amendment once they are approved.

**Fees**

Finally, we thank the Owner for providing the initial \$49,800.00 application fee. This application will be subject to a clearance fee at the time of clearance, which will be based on the fee schedule in effect at that time.

We trust these comments are of assistance. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

Coreena Smith, EP, MCIP, RPP  
Acting Planning Manager, Planning and Development  
Extension 5269

cc: By Email

Joan MacIntyre, Malone Given Parsons Ltd.  
Aaron Hershoff, TACC Developments  
Ruth Rendon, City of Vaughan  
Ian Buchanan, Regional Municipality of York

/Encl.

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**Appendix 'A' – TRCA's Conditions and Comments**

**Draft Plan of Subdivision Application 19T-17V007  
Zoning By-law Amendment Application Z.17.022  
Part of West Half of Lot 25, Concession 9  
East Side of Huntington Road, Between Major Mackenzie Drive and Nashville Road  
Within Block 61 West  
City of Vaughan, Regional Municipality of York  
(Nashville (Barons) Developments Inc. / Nashville Ten Acres Developments Inc.)**

**TRCA's Conditions of Draft Plan Approval**

TRCA recommends approval of Draft Plan of Subdivision 19T-17V007, Part of West Half of Lot 25, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons Ltd., revised January 15, 2018, subject to the following conditions:

1. Prior to site alteration and prior to the registration of this plan or any phase thereof, the Owner shall provide a letter to the satisfaction of TRCA, which indicates the Owner acknowledges and agrees to address TRCA's outstanding comments dated October 31, 2011 (as may be amended) on the Block 61 West Block Plan/MESP technical submissions and supporting, as may have been amended through subsequent submissions and studies, to the satisfaction of TRCA. The Owner shall address all of TRCA's outstanding comments through fulfillment of TRCA's conditions of draft plan approval prior to the registration of this plan or any phase thereof.
2. The Owner shall prepare a Terms of Reference for any studies, reports, assessments, plans, figures, etc. requested by TRCA in its conditions of draft plan approval to the satisfaction of TRCA (and City of Vaughan where specified) prior to the preparation of these studies, reports, assessments, plans, figures, etc.
3. Prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report and plans to the satisfaction of TRCA for any proposed topsoil stripping in the plan area. This report shall include:
  - i. Detailed plans illustrating the topsoil stripping proposal, including but not limited to the locations, staging and methodology; and
  - ii. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after topsoil stripping.

The Owner shall carry out, or cause to be carried out, the recommendations of the engineering report and details of the plans approved by TRCA for topsoil stripping purposes to the satisfaction of TRCA.

4. Prior to site alteration (with the exception of topsoil stripping) and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) to the satisfaction of TRCA. This report shall include:
  - i. A description of the storm drainage system (quantity and quality) for the proposed development;
  - ii. Plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system;

- iii. Appropriate stormwater management techniques which may be required to control minor and major flows;
- iv. Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural heritage system, both aquatic and terrestrial;
- v. Storage requirements for controlling Regional storm runoff to existing levels and a contingency plan for achieving Regional peak flow control within the Block Plan area should the technical studies being undertaken by TRCA indicate development of Block 61 West without Regional storm peak flow controls would result in unacceptable impacts to hydraulics and flood risk downstream of the development. The contingency plan must include plans and calculations demonstrating how and where additional storage can be accommodated and the need for red-line revisions to the draft plan of subdivision, if required;
- vi. Detailed plans and calculations for the proposed lot-level, conveyance and end-of-pipe controls to be implemented on the site;
- vii. Proposed measures to promote infiltration and maintain water balance for the plan area;
- viii. Proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be potentially impacted by the development;
- ix. A subsurface investigation (including assessment of groundwater levels) for the final design of site grading and house basement elevations. The recommendations of the subsurface assessment will be used to inform the final design and construction plans;
- x. An evaluation that addresses the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
- xi. A groundwater monitoring and mitigation program, which assesses groundwater conditions prior, during and post-construction and outlines mitigation and adaptive management strategies for any negative impacts to groundwater conditions associated with development in the plan area. The terms of reference and final monitoring program must be prepared by the Owner to the satisfaction of the City of Vaughan and TRCA. This monitoring, mitigation and adaptive management program may be combined with other monitoring requirements in the plan area with the prior written consent of TRCA;
- xii. A surface water monitoring and mitigation program, which assesses surface water flows to the natural features prior, during and post-construction and outlines mitigation and adaptive management strategies for any negative impacts to the natural features associated with development in the plan area. The terms of reference and final monitoring program must be prepared by the Owner to the satisfaction of the City of Vaughan and TRCA. This monitoring, mitigation and adaptive management program may be combined with other monitoring requirements in the plan area with the prior written consent of TRCA;

- xiii. Grading plans for the subject lands;
- xiv. Plans, cross-sections and details regarding areas where grading, filling and/or retaining walls are proposed in or adjacent to the Open Space (Blocks 249 to 250 inclusive) and Open Space Buffers (Blocks 251 to 252 inclusive). The Owner must first explore solutions to any anticipated grading issues within their development site before approaching the municipality and TRCA for encroachments into the buffers or open space lands or retaining walls adjacent to those areas. In certain circumstances and subject to a detailed assessment of the potential impacts and mitigation measures, TRCA will consider the request for retaining walls adjacent to and/or grading and filling within the buffers. The request must be accompanied by plans and details to the satisfaction of TRCA, including but not limited to justification as to the need for the encroachment; description of the options explored to eliminate or reduce the need for the grading, filling and/or retaining walls; existing and proposed grades; limits of the natural features, hazards and buffers; transition to the adjacent tableland areas; interim and permanent stabilization of the slopes/disturbed areas; mitigation; tree protection; sediment and erosion controls; supporting geotechnical/soils analyses; and, compensation;
- xv. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;
- xvi. Detailed plans and supporting calculations for the culvert crossing of Tributary 'A' at Street 'B' (Mactier Drive);
- xvii. Updated Regulatory floodline modeling and mapping to the standards established by TRCA based on the final characteristics of the culvert crossing of Tributary 'A' at Street 'B' (Mactier Drive);
- xviii. Confirmation that a minimum 10 metre buffer will be maintained between the new development (including new lots) and the Regulatory floodline based on the updated floodline modeling and mapping provided; and
- xix. The location and description of all outlets and other facilities or works which may require permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended.

The Owner shall carry out, or cause to be carried out, the recommendations of the engineering reports and details of the plans approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.

- 5. Prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall prepare a tree inventory and protection plan for the site to the satisfaction of TRCA. The Owner shall carry out, or cause to be carried out, the tree inventory and protection plan approved by TRCA prior to topsoil stripping to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
- 6. Prior to topsoil stripping and prior to the registration of this plan or any phase thereof, the Owner shall prepare a detailed wildlife rescue plan (including fish, turtles and amphibians) for any proposed alteration of or interference with a watercourse or wetland (e.g., culvert crossings) to the satisfaction of TRCA. The Owner shall carry out, or cause to be carried out, the wildlife rescue plan approved by TRCA prior to any proposed alteration of or interference

- with the natural features to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
7. Prior to the registration of this plan or any phase thereof, the Owner shall prepare comprehensive edge management plans / restoration planting plans / reforestation plans to the satisfaction of TRCA for the Open Space (Blocks 249 to 250 inclusive), Open Space Buffers (Blocks 251 to 252 inclusive), Vistas (Blocks 253 to 256 inclusive), CPR Berm (Block 257), CPR Greenway (Block 258), Linear Parks (Blocks 247 to 248 inclusive) and northern portion of the Park (Block 246) (of the same general width as the adjacent Linear Parks) pursuant to the Nashville Heights Natural Heritage Evaluation and Environmental Impact Study (Beacon Environmental, July 2011, as amended), NHE/EIS Addendum (Beacon Environmental, November 30, 2016, as may be further amended) and Memorandum of Understanding (Nashville Developments Inc. et al. and TRCA, December 9, 2016). The Owner shall carry out, or cause to be carried out, the edge management works / restoration plantings / reforestation approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
  8. Prior to the registration of this plan or any phase thereof, the Owner shall prepare a plan that addresses the removal and restoration of historical, man-made intrusions in the Open Space (Blocks 249 to 250 inclusive), Open Space Buffers (Blocks 251 to 252 inclusive), Vistas (Blocks 253 to 256 inclusive), CPR Berm (Block 257) and CPR Greenway (Block 258) to the satisfaction of TRCA, which must include but is not limited to the removal of paths, culverts, structures, fences, debris, etc. and the restoration of these areas to a natural state. The Owner shall carry out, or cause to be carried out, the removal and restoration works approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
  9. Prior to the registration of this plan or any phase thereof, the Owner shall prepare trail plans and details to the satisfaction of TRCA for areas within and adjacent to the Open Space (Blocks 249 to 250 inclusive), Open Space Buffers (Blocks 251 to 252 inclusive), Vistas (Blocks 253 to 256 inclusive), CPR Berm (Block 257), CPR Greenway (Block 258), Linear Parks (Blocks 247 to 248 inclusive) and northern portion of the Park (Block 246). The Owner shall carry out, or cause to be carried out, the trail installation pursuant to the plans and details approved by TRCA to the satisfaction of TRCA. This shall be identified as a requirement within the subdivision agreement.
  10. Prior to the registration of this plan or any phase thereof, the Owner shall obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.
  11. The Open Space (Blocks 249 to 250 inclusive), Open Space Buffers (Blocks 251 to 252 inclusive), Vistas (Blocks 253 to 256 inclusive), CPR Berm (Block 257), CPR Greenway (Block 258), Linear Parks (Blocks 247 to 248 inclusive) and Park (Block 246) shall be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances.
  12. The implementing zoning by-law shall recognize the Open Space (Blocks 249 to 250 inclusive) and Open Space Buffers (Blocks 251 to 252 inclusive) in an OS1 Open Space Conservation Zone, or other suitable environmental zoning category, which has the effect of prohibiting development, to the satisfaction of TRCA.
  13. The implementing zoning by-law shall recognize the Vistas (Blocks 253 to 256 inclusive), CPR Berm (Block 257), CPR Greenway (Block 258), Linear Parks (Blocks 247 to 248 inclusive) and Park (Block 246) in an OS2 Open Space Park Zone, or other suitable environmental zoning category, which has the effect of prohibiting development and

- recognizing the significance of these lands for reforestation/naturalization purposes, to the satisfaction of TRCA.
14. The implementing zoning by-law shall be prepared to the satisfaction of TRCA.
  15. The Owner shall provide a copy of the adopted implementing zoning by-law to TRCA, when available, to facilitate the clearance of conditions of draft plan approval.
  16. The Owner agrees in the subdivision agreement, in wording acceptable to TRCA:
    - i. To carry out, or cause to be carried out, to the satisfaction of TRCA, the recommendations of the reports/strategies and details of the plans referenced in TRCA's conditions of approval;
    - ii. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to TRCA;
    - iii. To obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA;
    - iv. To comply with the permits approved under Ontario Regulation 166/06, as may be amended, including the approved plans, reports and conditions to the satisfaction of TRCA;
    - v. To erect a permanent fence along all residential lots and blocks that abut the Open Space (Blocks 249 to 250 inclusive), Open Space Buffers (Blocks 251 to 252 inclusive) and Vistas (Blocks 253 to 256 inclusive) and in other areas as may be required to protect existing and future open space lands from unauthorized/non-programmed entry to the satisfaction of TRCA;
    - vi. To prohibit grading works within the Open Space (Blocks 249 to 250 inclusive) and Open Space Buffers (Blocks 251 to 252 inclusive) unless approved by TRCA;
    - vii. To prohibit retaining walls in or adjacent to the Open Space (Blocks 249 to 250 inclusive) and Open Space Buffers (Blocks 251 to 252 inclusive) unless approved by TRCA;
    - viii. Prior to the issuance of any building permit on Lots 157 to 203 inclusive and Blocks 232 to 244 inclusive, the Owner demonstrates to the satisfaction of TRCA that the works required to provide safe ingress and egress during a Regulatory storm event to these lots and blocks have been implemented pursuant to the TRCA approved plans, i.e., the installation of the culvert crossing of Tributary 'A' at Street 'B' (Mactier Drive), or the extension of Street 'B' (Mactier Drive) through the lands to the south to connect with the already constructed segments of Street 'B' (Mactier Drive). This will include, but is not limited to the submission of as-built plans, revised flood plain modeling, flood plain mapping, site photos, inspection/monitoring reports and written certification by the consulting engineer, fluvial geomorphologist, ecologist and/or other professionals as deemed necessary by TRCA to the satisfaction of TRCA; and

- ix. To include the following wording in all agreements of purchase and sale to the satisfaction of TRCA:

The subject property appears to be partially or entirely located within the following vulnerable area: The Kleinburg Wellhead Protection Area (WHPA). The Source Protection Plan under the *Clean Water Act*, 2006, developed for the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region took effect on December 31, 2015 and the site is subject to the Source Water Protection policies listed in the CTC Source Protection Plan. The purpose of a Source Protection Plan is to outline how water quality and quantity for municipal drinking water systems will be protected. The subject lands are located within WHPA "B", "C" and/or "Q", where prescribed threat activities in this vulnerable area are classified as low or moderate. Residential property owners within this vulnerable area are encouraged to use best management practices to protect sources of municipal drinking water. Information regarding best management practices and prescribed threat activities may be provided by the municipality or by contacting TRCA's Source Protection hydrogeologist at 416-661-6600, or by visiting <<http://www.ctcswp.ca/>> or <<http://www.trca.on.ca/>>.

17. This draft plan of subdivision shall be subject to red-line revision(s) in order to meet the requirements of the conditions of TRCA, if necessary, to the satisfaction of TRCA.
18. The Owner shall provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to expedite the clearance of conditions of draft plan approval.

**TRCA's Comments on the Zoning By-law Amendment Application**

Please further note that TRCA's comments on Zoning By-law Amendment Application Z.17.022 can be found above within the conditions of draft plan approval for Draft Plan of Subdivision Application 19T-17V007.

Should any revisions to the draft plan of subdivision application or zoning by-law amendment application be proposed now or in the future, TRCA asks to be given the opportunity to amend our conditions and comments accordingly.

**Appendix 'B' – Materials Reviewed by TRCA**

*Received on August 12, 2011 (previous Block 61 West MESP tech. submission and supporting studies)*

- Master Environmental Servicing Plan, prepared by Schaeffers Consulting Engineers, revised July 2011.
- Hydrogeologic Investigation, prepared by Terraprobe Inc., dated August 3, 2011.
- Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, dated July 2011.
- Nashville Heights Geomorphic Assessment – Existing Conditions, prepared by Parish Geomorphic, dated March 2011.
- Urban Design Guidelines, prepared by STLA Design Strategies and John G. Williams Architect Inc., revised June 2011.
- Landscape Master Plan, prepared by NAK STLA Design Strategies, revised July 28, 2011.

*Received on September 29, 2017*

- Request for Comments, prepared by the City of Vaughan, dated September 26, 2017.
- Draft Plan of Subdivision 19T-17V007, Part of West Half of Lot 25, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons Ltd., dated May 4, 2017.
- Nashville Heights – Barons Draft Plan of Subdivision, Planning Justification Report, prepared by Malone Given Parsons Ltd., dated May 2017.
- Sketch Showing Dripline, Wetland and Natural Features of Part of Lots 23, 24 and 25, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Rady-Pentek & Edwards Surveying Ltd., dated April 13, 2010.
- Functional Servicing Report – Barons West Property, prepared by Schaeffers Consulting Engineers, dated June 2017.
- Nashville Heights Natural Heritage Evaluation and Environmental Impact Study, prepared by Beacon Environmental, revised July 2015.
- Block 61 West, Nashville Landowners Group, NHE/EIS Addendum, prepared by Beacon Environmental, dated November 30, 2016.
- Corridor Width Based on Meander Belt – Tributary A – Nashville Heights Development, prepared by Matrix Solutions Inc., dated October 28, 2016.
- Tree Inventory and Preservation / Edge Management Plan and Report, prepared by Kuntz Forestry Consulting Inc., dated July 25, 2016.
- Figure 1, Existing Conditions, Proposed Site Plan, Tree Inventory & Preservation Plan, prepared by Kuntz Forestry Consulting Inc., Revision 1 dated July 25, 2016.
- Figure 2, Existing Conditions, Proposed Site Plan, Edge Management Plan, prepared by Kuntz Forestry Consulting Inc., Revision 1 dated July 25, 2016.
- Butternut Health Assessment – 10671 Huntington Road, Vaughan, prepared by Kuntz Forestry Consulting Inc., dated July 5, 2015 (with email from MNRF dated July 19, 2016).
- A Soil Investigation for Proposed Residential Development, prepared by Soil Engineers Ltd., dated June 2016.
- A Geotechnical Investigation for Proposed Residential Subdivision, prepared by Soil Engineers Ltd., dated March 2017.
- Source Water Impact Assessment and Mitigation Plan (SWIAMP), prepared by Terraprobe Inc., dated April 28, 2017.
- Nashville West Area Calculations Based on Preliminary Block Plan August 8, 2016, unknown author, dated May 9, 2017.
- Proposed Block Plan, prepared by Malone Given Parsons Ltd., dated January 2012, revised June 6, 2017.
- Digital copy of the review materials and background.

*Received on February 2, 2018*

- TRCA application fee.

*Received on March 14, 2018*

- Request for Comments, prepared by the City of Vaughan, dated March 7, 2018.
- Draft Plan of Subdivision 19T-17V007, Part of West Half of Lot 25, Concession 9, City of Vaughan, Regional Municipality of York, prepared by Malone Given Parsons Ltd., revised January 15, 2018.

ATTACHMENT NO. 1d)



**Date:** September 29<sup>th</sup> , 2017

**Attention:** **Judy Jeffers**

**RE:** Request for Comments

**File No.:** **Z.17.022, 19T-17V007**

**Applicant:** Nashville (Barons) Developments Inc./Nashville Ten Acres Developments Inc..

**Location** 10671 Huntington Road



## ATTACHMENT NO. 1d)



### COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by \_\_\_\_\_.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated \_\_\_\_\_, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or his agent, for this plan is required to contact Alectra to discuss all aspects of the above project. Alectra will require site plan drawings, draft m-plans, legal plans, architectural design drawings, electrical consultant's drawings, number of units/lots in the subdivision/development and type of the subdivision/development (i.e., single family residential, town homes, condominium town homes, industrial etc.), square footage of the buildings, the required voltage, amperage and building loads, along with the completed and signed Subdivision Application Information Form (SAIF). Alectra will then use this information to determine the type of available service in the area to supply this project and determine the design fee for the subdivision or development.

Once Alectra has received the design fee and requested information, Alectra will prepare the hydro design, obtain the owner's /developer's approval of the design and obtain the required approvals from the local municipality and prepare the cost of the electrical distribution system (EDS) installation.

Alectra will provide the owner/developer with an "Offer to Connect" (OTC) agreement which will specify all the details and the responsibilities of each party.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAIF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue.

All proposed buildings, billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the Ontario Electrical Safety Code and the Occupational Health and Safety Act.

If there are any existing components of Alectra's electrical distribution system on the proposed project site, they will have to be relocated by Alectra at the Developer's cost. Any conflicts due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

We trust this information is adequate for your files.

Regards,

Mr. Tony D'Onofrio

Supervisor, Subdivisions & New Services

**Phone:** 1-877-963-6900 ext. 24419

**Fax:** 905-532-4401

**E-mail:** [tony.donofrio@alectrautilities.com](mailto:tony.donofrio@alectrautilities.com)

**Subdivision Application Information Form is available by calling 1-877-963-6900 ext. 31297**

October 3, 2017

Judy Jeffers  
Senior Planner  
City of Vaughan  
Development Planning Division  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Dear Judy Jeffers,

Re: Draft Plan of Subdivision & Zoning By-Law Amendment  
Nashville (Barons) Developments Inc. / Nashville Ten Acres Developments Inc.  
10671 Huntington Road  
Part of West Half of Lot 25, Concession 9  
City of Vaughan  
File No.: 19T-17V007 & Z-17-022

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing [SalesArea30@enbridge.com](mailto:SalesArea30@enbridge.com) for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, Silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

## ATTACHMENT NO. 1e)

Sincerely,



**Alice Coleman**

Municipal Planning Coordinator  
Long Range Distribution Planning

**ENBRIDGE GAS DISTRIBUTION**

TEL: 416-495-5386

[MunicipalPlanning@enbridge.com](mailto:MunicipalPlanning@enbridge.com)

500 Consumers Rd, North York, ON, M2J 1P8

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

AC/jh

# ATTACHMENT NO. 1f)

**Jeffers, Judy**

---

**From:** Josie Tomei <Josie\_Tomei@cpr.ca>  
**Sent:** November-09-17 2:25 PM  
**To:** Jeffers, Judy  
**Subject:** COMMENTS VAUGHAN 19T-17V007 & Z.17.022 10671 Huntington Rd, Nashville (Barons) Developments Inc-Nashville Ten Acres Developments Inc Mi 16.6 Mactier  
**Attachments:** Principal Main CP.pdf

VAUGHAN 19T-17V007 & Z.17.022 10671 Huntington Rd, Nashville (Barons) Developments Inc-Nashville Ten Acres Developments Inc.

This is in reference to your circulation of the Rezoning and Draft Plan of Subdivision Applications for the above noted site in the City of Vaughan. The proposed development is located adjacent to mile 16.6 of our Mactier Subdivision, which is classified as a Principal Main Line. Canadian Pacific Railway is not in favour of residential developments adjacent to our right-of-way, as this land use is not compatible with railway operations. The health, safety and welfare of potential residents could be adversely affected by railway activities.

However, to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, we request that CP's standard requirements (attached) ) be included as conditions of approval. The attached are based on a collaborative project by the Federation of Canadian Municipalities and the Railway Association of Canada, the Guide for New Development in Proximity to Railway Operations (<http://www.proximityissues.ca>).

We would appreciate being circulated with all future correspondence related to this application.

Regards,



**Josie Tomei SR/WA**  
Specialist Real Estate Sales &  
Acquisitions  
905-803-3429  
800-1290 Central Parkway West  
Mississauga, ON L5C 4R3

----- IMPORTANT NOTICE - AVIS IMPORTANT ----- Computer viruses can be transmitted via email. Recipient should check this email and any attachments for the presence of viruses. Sender and sender company accept no liability for any damage caused by any virus transmitted by this email. This email transmission and any accompanying attachments contain confidential information intended only for the use of the individual or entity named above. Any dissemination, distribution, copying or action taken in reliance on the contents of this email by anyone other than the intended recipient is strictly prohibited. If you have received this email in error please immediately delete it and notify sender at the above email address. Le courrier electronique peut etre porteur de virus informatiques. Le destinataire doit donc passer le present courriel et les pieces qui y sont jointes au detecteur de virus. L'expediteur et son employeur declinent toute responsabilite pour les dommages causes par un virus contenu dans le courriel. Le present message et les pieces qui y sont jointes contiennent des renseignements confidentiels destines uniquement a la personne ou a l'organisme nomme ci-dessus. Toute diffusion, distribution, reproduction ou utilisation comme reference du contenu du message par une autre personne que le destinataire est formellement

## ATTACHMENT NO. 1f)

interdite. Si vous avez reçu ce courriel par erreur, veuillez le détruire immédiatement et en informer l'expéditeur à l'adresse ci-dessus. ----- IMPORTANT NOTICE - AVIS IMPORTANT -----



## PRINCIPAL MAIN LINE REQUIREMENTS

1. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:
  - a) Minimum total height 5.5 metres above top-of-rail;
  - b) Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.
  - c) Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area.

No part of the berm/noise barrier is to be constructed on railway property.

A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for and shall maintain these features.

Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.

2. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.
3. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
  - a) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
  - b) Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
  - c) Other suitable measures that will retain their effectiveness over time.
4. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
5. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
6. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
7. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

November 27, 2017

**CITY OF VAUGHAN  
2141 MAJOR MACKENZIE DRIVE  
VAUGHAN ON L6A 1T1**

Attention: Judy Jeffers - Planner

**Re: Z.17.022 & 19T-17V007**

**RELATED FILES:**

**NASHVILLE DEVELOPMENT (BARONS) INC.**

**10671 HUNTINGTON ROAD, PART OF WEST HALF OF LOT 25, CONCESSION 9**

**THE CITY OF VAUGHAN WARD 1 POSTAL DELIVERY AREA: KLEINBURG/WOODBRIDGE.**

Dear Sir/Madam:

Thank you for the opportunity to comment on the above noted project.

As a condition of Condominium approval, Canada Post requires that the owner/developer comply with the following conditions.

- The owner/developer agrees to include on all offers of purchase and sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
- The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.

## ATTACHMENT NO. 1g)

The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:

- An appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailboxes on.
- Any required walkway across the boulevard, as per municipal standards.
- Any required curb depressions for wheelchair access.

The owner/developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

I trust that this information is sufficient, however, should you require further information, please do not hesitate to contact me at the above mailing address or telephone number.

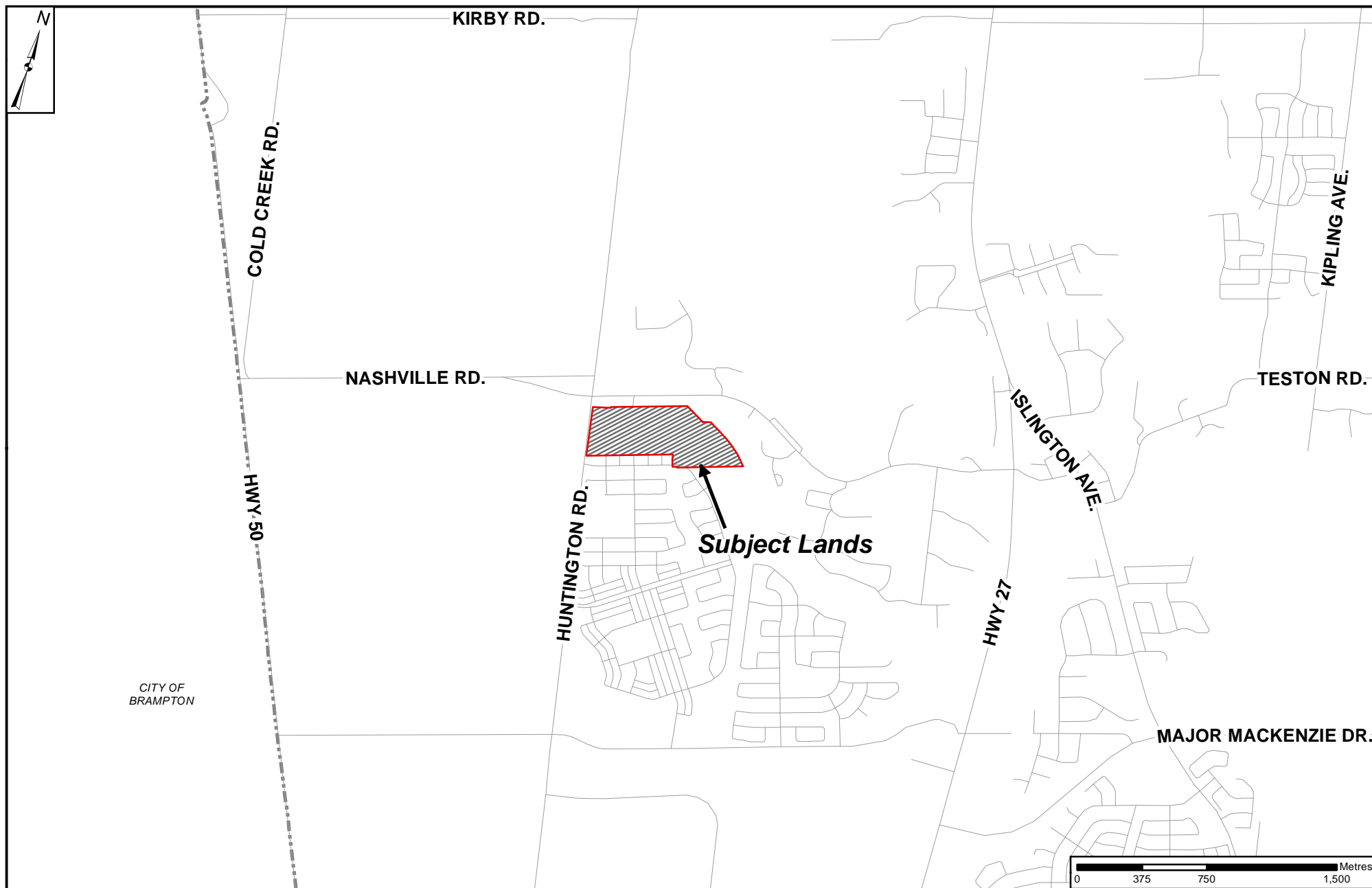
Sincerely,

*Patrick Brown*

---

Patrick Brown  
Delivery Planning Officer  
Canada Post  
1860 Midland Ave 2<sup>nd</sup> Fl  
Scarborough ON M1P 5A1  
416-751-0160 Ext 2019  
[Patrick.brown@canadapost.ca](mailto:Patrick.brown@canadapost.ca)





## Context Location Map

**LOCATION:**  
Part of Lot 25, Concession 9

**APPLICANT:**  
Nashville (Barons) Developments Inc. & Nashville (10 Acres) Developments Inc.

Document Path: N:\GIS\_Archive\Attachments\Z\Z.17.022\Z.17.022\_ContextLocationMap.mxd



Page 540

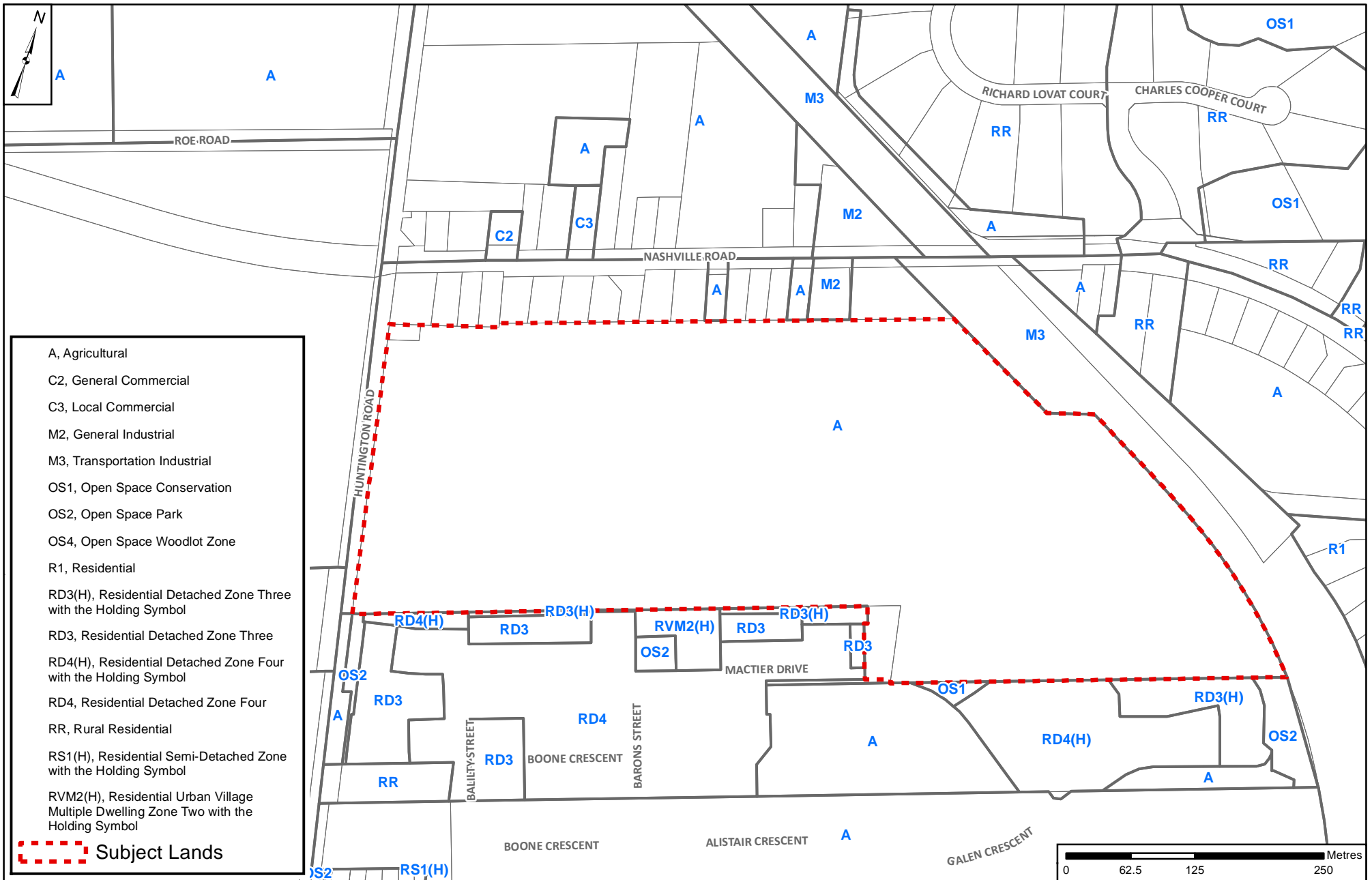
## Attachment

**FILES:**  
Z.17.022 & 19T-17V007

**DATE:**  
June 5, 2018

2

Printed on: 3/27/2018



## Location Map

**LOCATION:**  
Part of Lot 25, Concession 9

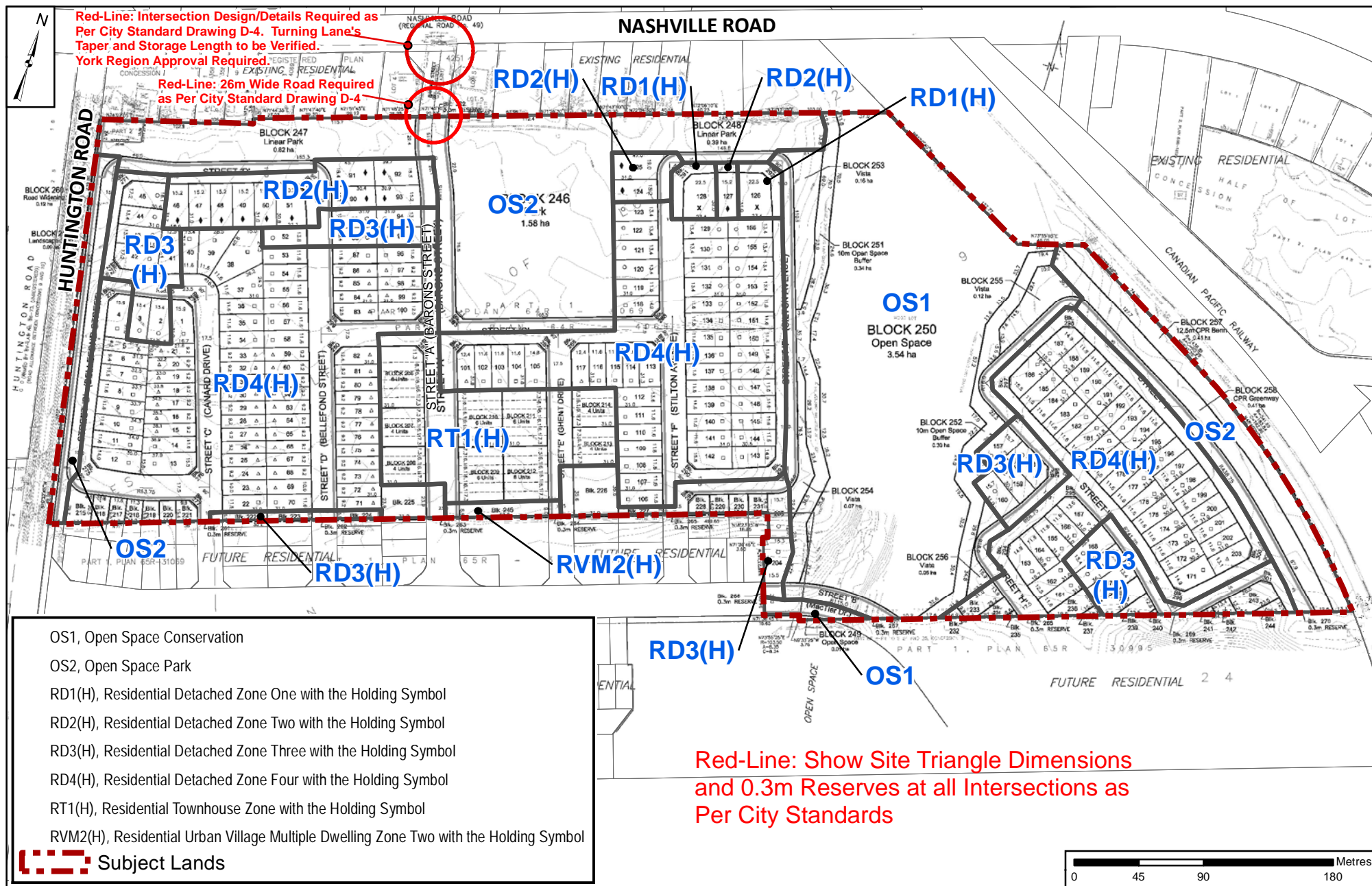
**APPLICANT:**  
Nashville (Barons) Developments Inc. & Nashville (10 Acres) Developments Inc.

## Attachment

**FILES:**  
Z.17.022 & 19T-17V007

**DATE:**  
June 5, 2018

**3**



# Proposed Zoning and Draft Plan of Subdivision 19T-17V007 - Red-Lined

**APPLICANT:**  
Nashville (Barons) Developments Inc. &  
Nashville (10 Acres) Developments Inc.

**LOCATION:**  
Part of Lot 25, Concession 9

Document Path: N:\GIS\_Archive\Attachments\Z\Z.17.022\Z.17.022\_DraftPlanProposedZoning.mxd





## Block Plan - Revised

**LOCATION:**  
Part of Lot 25, Concession 9

**APPLICANT:**  
Nashville (Barons) Developments Inc. &  
Nashville (10 Acres) Developments Inc.

Document Path: N:\GIS\_Archive\Attachments\Z\Z.17.022\Z.17.022\_BlockPlan.mxd

## Attachment

**FILES:**  
Z.17.022 & 19T-17V007

**DATE:**  
June 5, 2018

**5**

Printed on: 5/10/2018

Item:



## Committee of the Whole Report

---

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

**WARD:** 4

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.17.044  
SITE DEVELOPMENT FILE DA.17.086  
YORK MAJOR HOLDINGS INC.  
VICINITY OF EAGLE ROCK WAY AND MCNAUGHTON ROAD  
EAST**

**FROM:**

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

**ACTION:** DECISION

---

### **Purpose**

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Site Development Files Z.17.044 and DA.17.086 (York Major Holdings Inc.): to remove the Holding Symbol “(H)” from Phase 2 of the Subject Lands; permit a mixed-use development consisting of a 10 to 12-storey apartment building with 312 units, including 5 grade related townhouse units and 692 m<sup>2</sup> of ground floor retail and office space and 3 levels of underground parking; and to permit the underground parking garage for a

### **Report Highlights**

- The Owner seeks approval for a mixed-use development consisting of a 10 to 12-storey apartment building with 312 units, including 5 grade related townhouse units, 692 m<sup>2</sup> of ground floor retail and office space, and 3 levels of underground parking; and to permit the underground parking for a future apartment building in Phase 3 of the development (Attachment #3).
- A Zoning By-law Amendment is required to remove the Holding Symbol “(H)” from Phase 2.
- The Owner must obtain approval of Minor Variance Applications from the Committee of Adjustment for the zoning exceptions identified in this report.
- The Development Planning Department supports the approval of the Development as it is consistent with the *Provincial Policy Statement*, conforms to the Growth Plan and the policies of the York Region and City of Vaughan Official Plan. The apartment building use is permitted by Zoning By-law 1-88, and is compatible with the existing and planned surrounding land uses.

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.17.044 (York Major Holdings Inc.) BE APPROVED, to remove the Holding Symbol “(H)” from Phase 2 of the Subject Lands, as shown on Attachments #2 and #3.
2. THAT Site Development File DA.17.086 (York Major Holdings Inc.) BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS; to permit a mixed-use development (Phase 2) consisting of a 10 to 12-storey apartment building with 312 units, including 5 grade related townhouse units in the podium of the building and 692 m<sup>2</sup> of ground floor retail and office uses; and to permit the 3 levels of an underground parking garage for a future apartment building (Phase 3), as shown on Attachments #3 to #7:
  - a) prior to the execution of the Site Plan Agreement(s):
    - i) the Development Planning Department shall approve the final site plan, building elevations, parking plans, landscape plan and landscape cost estimate for Phase 2 and Phase 3;
    - ii) the Owner shall successfully obtain approval of a Minor Variance Application for the required zoning exceptions to Zoning By-law 1-88, as identified in Table 1 of this report for Phase 2 of the Development from the Committee of Adjustment, and the Committee’s decision shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee. The Owner shall also obtain approval of a separate Minor Variance Application for the underground garage for Phase 3, as identified in Table 2 of this report and the Committee’s decision shall be final and binding and the Owner shall satisfy all conditions of the Committee;
    - iii) the Owner shall secure public access over the pedestrian linkage from Salteron Circle to Eagle Rock Way, as shown on Attachments #2 and #4; to the satisfaction of the City;
    - iv) the Development Engineering Department shall approve the final site servicing plan, site grading plan, erosion control plan, functional servicing and stormwater management report and drawings, geotechnical and hydrogeological assessment, dewatering plan, external lighting plan, the utility coordination plan, environmental noise report, shoring and tie-back design, construction schedule and phasing plan, construction logistics plan, Transportation Impact Study, Transportation Demand Management Plan, Transportation Management Plan (Maple GO Station Secondary Plan) and Pavement Markings and Signage Plan;

- v) the Owner shall apply to the City for any permanent dewatering system(s) that is required for the Development, and enter into an agreement and/or obtain a permit to discharge groundwater as required by the City, to the satisfaction of the Environmental Services Department;
  - vi) the Owner shall satisfy all requirements of Environmental Services, Solid Waste Management Division;
  - vii) the Owner shall satisfy all requirements of York Region; and
  - viii) the Owner shall satisfy all requirements of Metrolinx.
- b) that the implementing Site Plan Agreement shall include the following clauses:
- i) “Snow removal for the development shall be privately administered and the responsibility of the Owner or the Condominium Corporation(s).”
  - ii) “That the Owner agree to carry out, or caused to be carried out, the water balance mitigation strategy in accordance with the Water Balance Assessment Report, prepared by Stantec Consulting Ltd., dated December 9, 2016.”
  - iii) “Should archaeological resources be found on the property during construction activities, all work must cease and both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan’s Development Planning Department shall be notified immediately.”
  - iv) “In the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.”
  - v) “The Environmental Services Department, Solid Waste Management Division advise that upon a successfully completed application, site inspection and the execution and registration of an Agreement with the City, the future Condominium Corporation may be eligible for municipal waste collection services however, should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal waste collection services, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation.”



- vi) “The Owner shall provide, in conjunction with an application for a Building Permit, a certification by a noise consultant that the noise attenuation measures identified in the approved environmental noise report have been included in the building plans. Furthermore, prior to the registration of a Draft Plan of Condominium, the Owner’s noise consultant shall certify that the noise attenuation measures identified in the approved environmental noise report have been incorporated into the building, all to the satisfaction of the Development Engineering Department.”
- vii) “The Owner acknowledges the City has completed several wastewater system optimization studies that identify the need for inflow-infiltration remediation and / or sanitary sewer infrastructure upgrades necessary to accommodate redevelopment / intensification.

The City intends to include these improvement works in an Area Specific Development Charge (“ASDC”) By-Law to collect the necessary capital funds for inflow-infiltration remediation and / or sanitary sewer infrastructure upgrades as necessary.

Upon execution of this Site Plan Agreement and prior to the issuance of Building Permits, the Owner shall provide the City with an additional Letter of Credit in the sum of \$1,034,280 as security for its proportionate share of the cost of the Wastewater System Optimization Works. The sum of \$1,034,280 is the City’s current estimate of the Owners proportionate share calculated based on the rate of \$1,500 per person for the York Major Holdings Inc. (File DA.17.086) development. The total number of units have been determined to be 312 residential units (312 apartment units) = 690 persons equivalent (690 persons equivalent times \$1,500 per person equals \$1,034,280).

The City shall advise the Owner of the current estimate of cost at least forty (40) days prior to the expiration of the Letter of Credit and the Owner shall file a replacement Letter of Credit in the revised amount prior to the expiration of the existing Letter of Credit. This procedure shall continue until the final costs are confirmed or the City will draw upon the Letter of Credit. If, at any time, the Owner fails to file a replacement Letter of Credit at least thirty (30) days prior to expiration of a Letter of Credit, the City may draw the monies secured by the Letter of Credit, if it is not sufficient, the City may further draw upon the Site Plan Letter of Credit for the balance of the revised amount and hold the monies



upon the same terms as applicable to the Letter of Credit. The City may also refuse to issue further building permits until such time as the required Letter of Credit is filed.

In the event that the Wastewater System Optimization Works is permitted by legislation to be included as an ASDC, the Owner shall pay the Development Charge component related to the Wastewater System Optimization Works for the York Major Holdings Inc. (File DA.17.086) as ascertained by the City. If the Owner does not pay the Development Charge component related to the Wastewater System Optimization Works within ten (10) business days of written notice from the City, the City may draw upon the Letter of Credit and upon the Municipal Services Letter of Credit, if necessary, for the required amount.

In the event that the Development Charges By-law is not finalized prior to the release of the Site Plan Letter of Credit, the City shall advise the Owner the current estimate of cost and the Owner shall file a replacement Letter of Credit in the revised amount.”

- viii) “The Owner shall display a Community Plan in the sales office comprised of information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City of Vaughan, and that no Building Permit shall be issued until the Community Plan is approved by the Development Planning Department. The Community Plan shall identify the following:
- the plan for the broader area, showing the surrounding land uses, arterial roads, etc.;
  - the location of street utilities, entrance features, sidewalks and transit stops;
  - the location of parks, open space, trails and community facilities;
  - the location of institutional uses, including schools, places of worship and community facilities;
  - the location and type of retail and office sites;
  - colour-coded identification of detached, semi-detached, townhouse and apartment units;
  - future expansion plans, including the potential parking structure for the Maple GO Station;

- the following notes in BOLD CAPITAL TYPE on the map;  
and,

For further information, on proposed and existing land uses, please call or visit the City of Vaughan Development Planning Department, at 2141 Major Mackenzie Drive, L6A 1T1, (905) 832-8585.

This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers. [in such circumstances the Owner is responsible for updating the map in a timely manner and forwarding it to the City of Vaughan for verification].”

- c) that the implementing Site Plan Agreement shall include the following warning clauses and a requirement that these warning clauses be included in the future Condominium Agreement, Condominium Declaration, Articles of Incorporation and all Agreements of Purchase and Sale and/or Lease:

i) Noise

- “Purchasers and/or tenants are advised that despite the inclusion of noise control features within the Maple GO Station Secondary Plan area and within the dwelling units, sound from increasing road and rail traffic may continue to be of concern and may occasionally interfere with some activities of the dwelling occupants, as the outdoor traffic sound levels may exceed the noise criteria of the municipality and the Ministry of Environment and Climate Change (“MOECC”).”
- “This dwelling unit has been supplied with a central air conditioning system which allows windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the noise criteria of the Municipality and the Ministry of the Environment and Climate Change (“MOECC”).”
- “This dwelling unit has been fitted with a forced air heating system and the ducting etc., was sized to accommodate central air conditioning. Installation of central air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the criteria of the Municipality and the Ministry of the Environment and Climate Change (“MOECC”). (Note: The location an installation of the outdoor air conditioning device should minimize the noise impacts from the unit and comply

with the criteria of MOECC publication NPC-216, Residential Air Conditioning Devices).”

- “Purchasers/tenants are advised that due to the proximity of the adjacent commercial facilities, noise from the commercial facilities may at times be audible.”

ii) Public Pedestrian Linkage

- “Purchasers and/or tenants are to be advised that the public pedestrian linkage shall be free and uninterrupted and unobstructed right in perpetuity as described on a future deposited reference plan.”
- “The Owner/Condominium Corporation shall agree not to build or cause to be built any building, fence or other obstruction over the public pedestrian linkage.”
- “The Owner shall agree to carry out any construction, maintenance or repairs of the public pedestrian access or related structures/ appurtenances, or use of the access area in a good safe, accessible and workmanlike manner in accordance with City of Vaughan Standards and By-laws and shall remove all debris with respect to any such construction, repair and/or maintenance of the public access or related structures / appurtenances and shall complete same as soon as and as quickly as reasonably practicable.
- “The Owner shall fully indemnify and save harmless the City in respect to any and all claims for damages, injury, or loss of any nature caused to any person or property resulting in any way either directly or indirectly from using the pedestrian access or related works caused by the negligence of its own agents or employees to the property.”

iii) Canadian National Railway

- “Purchasers and/or tenants are to be advised that Canadian National Railway or its successors or assigns, have an operating right-of-way within 300 m from the land subject hereof and there may be alterations to the right-of-way including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway

will not be responsible for complaints or claims arising from use of its facilities and/or operations.”

- “Purchasers and/or tenants are to be advised that the lot abuts a GO Transit parking lot of which noise and lighting may be of concern due to the nature of the parking lot operation.”
- “Purchasers and/or tenants are advised that the cul-de-sac at the west terminus of Eagle Rock Way may be reconstructed in the future to facilitate the on-street bus loop without further notice.”
- “Purchasers and/or tenants are advised that GO Transit is proposing a future structured parking lot expansion which noise and lighting may be of concern due to the nature of the parking lot operation.”

iv) Metrolinx

GO Transit requires that all development agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease or in the Articles of Incorporation of the Condominium Declaration of each dwelling unit within 300 m of the railway right-of-way contain the following clauses:

- “Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest are the Owners of lands within 300 m from the land which is the subject hereof. In addition to the current use of the lands owned by Metrolinx, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the Metrolinx lands or Metrolinx and their respective assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under its lands.”
- “The Owner shall grant Metrolinx an environmental easement for operational emissions, registered on title against the subject residential dwellings in favour of Metrolinx.”

3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Site Development File DA.17.086 (York Major Holdings Inc.) be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 312 residential units (690 persons equivalent).”

4. THAT the Owner be permitted to apply for a Zoning By-law Amendment and/or a Minor Variance application to the City, if required, before the second anniversary of the day on which the implementing Minor Variance through the Committee of Adjustment for the Phase 3 Subject Lands comes into effect.

### **Background**

The 0.65 ha Subject Lands (the “Subject Lands”) are located on the north side of Eagle Rock Way, west of McNaughton Road East, and are municipally known as 100 and 110 Eagle Rock Way. The surrounding land uses are shown on Attachment #2.

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

The Owner has submitted the following applications (the “Applications”) to permit the development of a 10 to 12-storey mixed-use apartment building:

1. Zoning By-law Amendment File Z.17.022 to remove the Holding Symbol “(H)” from Phase 2 of the Subject Lands, thereby zoning this portion of the Subject Lands “RA3 Residential Apartment Zone”, subject to site-specific Exception 9(1407);
2. Site Development File DA.17.086 to permit a 10 to 12-storey mixed-use apartment building (the “Development”) with 312 units, including 5 grade related townhouse units, 692 m<sup>2</sup> of retail and office space and 3 levels of underground parking representing Phase 2 of the overall development known as “Indigo”, as shown on Attachments #3 to #6. The Owner is also requesting Site Plan approval to permit an underground garage for the future Phase 3 of the Indigo development, as shown on Attachments #3 to #7.

The Development represents Phase 2 and a portion of Phase 3 of an overall development concept (“Indigo”) for the Maple GO Station Secondary Plan area. The Owner must submit a Site Development application for Phase 3, however, is requesting approval to construct the underground garage for Phase 3 through the subject Site Development application. Three levels of the underground garage will be continuous between Phase 2 and Phase 3.

Vaughan Council on February 21, 2017, approved Phase 1 (Site Development File DA.15.060, as shown on Attachment #8) located opposite the Subject Lands on the south side of Eagle Rock Way, municipally known as 99 and 11 Eagle Rock Way, which includes a 9 to 10-storey apartment building with 255 units, 8 grade-related townhouse

units and 636 m<sup>2</sup> of ground floor retail and office space. This development is currently under construction.

## **Previous Reports/Authority**

[York Major Holdings Site Development File for Phase 1](#)

## **Analysis and Options**

### **Land Use Policies and Planning Considerations**

The Development Planning Department has reviewed the Development shown on Attachments #3 to #7 in consideration of the following policies:

#### ***The Development is consistent with the Provincial Policy Statement (PPS), 2014***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the *Provincial Policy Statement, 2014* (the "PPS"). The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS. The Development Planning Department has reviewed the Development in consideration of the policies of the PPS and is of the opinion that the Development is consistent with the following policies:

- a) Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses;
- b) Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land;
- c) Section 1.4.3 - directing new housing to locations with appropriate levels of infrastructure and public service facilities, and;
- d) Section 4.7 - the official plan is the most important vehicle for implementation of the PPS. Comprehensive, integrated and long-term planning is best achieved through official plans.

The Development shown on Attachments #3 to #7 provides for a mixed-use apartment building within a settlement area that would add to the range and mix of housing types in the community, efficiently utilizes the Subject Lands, and the proposed land uses (i.e. residential and retail and office units) conforms with the "Mid-Rise Mixed-Use" land use designation of VOP 2010. The Development is also located in proximity to the Maple Go Station. The Development includes public pedestrian connections to Eagle Rock Way. The Development also conforms to VOP 2010 as discussed in this report. On this basis, the Development is consistent with the PPS.

***The Development conforms to the Growth Plan for the Greater Golden Horseshoe, 2017 (Growth Plan)***

The Provincial *Growth Plan for the Greater Golden Horseshoe Growth Plan* (the “Growth Plan”) is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Vaughan Council’s planning decisions are required by the Planning Act to conform, or not conflict with, the Growth Plan.

The Development is consistent with the policy framework of the Growth Plan as it optimizes the use of existing land, makes efficient use of existing infrastructure, and provides housing at densities that are supportive of the Growth Plan objectives, specifically:

- a) Section 2.2.1 - directing growth to settlement areas with municipal water and wastewater systems, public service facilities, and public transit to support the achievement of complete communities;
- b) Section 2.2.2 - contributing to meeting 40% of residential development within a delineated built-up area by 2031; and
- c) Section 2.2.6 - providing a diverse mix of housing densities to meet the needs of current and future residents.

The Development shown on Attachments #3 to #6 directs growth to a built-up area where there is existing vacant land, and provides for residential units within a settlement area that contributes to meeting the prescribed 40% of residential development within a delineated built-up area. The Development supports the achievement of a complete community as the Subject Lands are located within the Maple Go Station Secondary Plan (“MGSSP”), which consists of a diverse mix of land uses, planned built forms, and retail and office uses. The Development is also in proximity to existing retail and office uses and the Maple Go Station. Accordingly, the Development conforms to the Growth Plan.

***The Development conforms to the York Region Official Plan 2010***

The York Region Official Plan 2010 (the “YROP”) guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Urban Area” on Map 1, “Regional Structure” of the YROP. Section 5.0 of the YROP states that “intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region.”

Section 3.5.4 of the YROP requires that “local municipal official plans and zoning by-laws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community.” The YROP also encourages pedestrian scale, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscaping and public streetscapes.

The Development is located within an Urban Area, and will contribute to planned growth within the Region. The Development will also diversify housing options by providing future condominium tenure apartments and retail and office units in the community. The Development conforms to the YROP.

***The Development conforms to the Oak Ridges Moraine Conservation Plan (“ORMCP”)***

The Subject Lands are located on the Oak Ridges Moraine and are subject to the provisions of the Oak Ridges Moraine Conservation Plan (“ORMCP”). The Subject Lands are located within the “Settlement Area” designation of the ORMCP which permits the Development and shall promote the efficient use of land with transit-supportive densities through intensification and redevelopment within existing urban areas. Urban uses and development as set out in municipal official plans are permitted within the Settlement Area. There are no Key Natural Heritage Features or Key Hydrological Features located on or directly adjacent to the Subject Lands. The proposed apartment building use is permitted and conforms to VOP 2010. Therefore, the Development conforms to the ORMCP.

***The Development conforms to Vaughan Official Plan 2010***

The Subject Lands are designated “Mid-Rise Mixed-Use” by Vaughan Official Plan 2010 (“VOP 2010”), specifically Volume 2, Section 11.6 Maple Go Station Secondary Plan (“MGSSP”).

The MGSSP permits a maximum building height of 12-storeys on the Subject Lands, and an overall total maximum gross floor area (“GFA”) of 122,398.5 m<sup>2</sup> dedicated to residential uses and 2,601.5 m<sup>2</sup> GFA dedicated to retail and office uses within the MGSSP area. The Development (Phase 2) consists of 25,802.6 m<sup>2</sup> of residential GFA and 692 m<sup>2</sup> of retail/office GFA. When combined with other development in the MGSSP area, the total residential and retail/office GFA is 92,094.59 m<sup>2</sup> and GFA of 1300 m<sup>2</sup> respectively. The Development conforms to VOP 2010. The MGSSP includes Urban Design and Built Form policies that address the following:

- i) built-form defining street edges within grade related retail and office uses;
- ii) a minimum 3 m setback from a public street to provide opportunities for outdoor cafes and patios;
- iii) wide boulevards with layby parking to define and reinforce a main street character to contribute to a safer and vibrant pedestrian, cycling, and transit-supportive environment;
- iv) prominent north-south mid-block pedestrian passageways;
- v) facades shall be articulated with vertical recesses and architectural treatments; and,
- vi) parking, loading and unloading activity, servicing, mechanical equipment shall be designed in a manner that should have minimal physical impact on public sidewalks. Parking ramps should occur within the building.



The Development conforms to these Urban Design and Built Form policies as follows:

- i) the building is sited on the lot in a manner that defines the street edges (Salterton Circle and Eagle Rock Way) and includes setbacks to accommodate future cafes and amenity spaces to support the mid-rise building and the 692 m<sup>2</sup> of retail and office GFA;
- ii) 11 parallel layby parking spaces are proposed along Eagle Rock Way and 9 spaces are proposed along Salterton Circle as red-lined on Attachments #3 and #4;
- iv) a 12.18 m wide mid-block public pedestrian linkage is proposed (at grade level) through the building to facilitate north/south pedestrian movements;
- v) the building facades are articulated with vertical recesses and building materials that contribute to the articulation of the building; and,
- vi) all vehicle ramps and loading areas are enclosed and form part of the building.

***A Zoning By-law Amendment is required to remove the Holding Symbol “(H)” and exceptions to Zoning By-law 1-88 are required to permit the Development***

The Subject Lands are zoned “RA3(H) Apartment Residential Zone” with the Holding Symbol “(H)” by Zoning By-law 1-88, subject to site-specific Exception 9(1407). The conditions in the Zoning By-law to remove the Holding Symbol “(H)” from the Subject Lands include the approval of a Site Development application by Vaughan Council and the allocation of water supply and sewage servicing capacity. The Development Engineering Department has advised that servicing capacity for the Development is available and an allocation resolution is included in the Recommendations of this report. Should Council concur with the Recommendations in this report the Development will receive site plan approval. Accordingly, the Holding Symbol “(H)” can be removed for Phase 2 only (Attachment #3), thereby zoning Phase 2 “RA3 Apartment Residential Zone”, subject to site-specific Exception 9(1407).

The Holding Symbol “(H)” will remain on Phase 3 (Attachment #3) until a future Site Development Application is submitted and approved by Council and the conditions to remove the Holding Symbol “(H)” are satisfied.

The proposed apartment building is a permitted use in the RA3 Zone however, the following site-specific exceptions to Zoning By-law 1-88 are required to implement the Development:

Table 1 (Phase 2)

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Apartment Residential Zone Requirements, Exception 9(1407)</b>	<b>Proposed Exceptions to the RA3 Apartment Residential Zone Requirements, Exception 9(1407)</b>
a.	Landscape Strip	3 m	To permit the following encroachments within the landscape strip: <ul style="list-style-type: none"> <li>- Bicycle parking spaces</li> <li>- Emergency stairs</li> <li>- Air intake shaft</li> <li>- Electrical transformer</li> </ul>
b.	Front Yard Setback (Eagle Rock Way)	3 m	1.8 m to an exterior stairway

Table 2 (Phase 3)

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3(H) Apartment Residential Zone with the Holding Symbol “(H)” Requirements, Exception 9(1407)</b>	<b>Proposed Exceptions to the RA3(H) Apartment Residential Zone with the Holding Symbol “(H)” Requirements, Exception 9(1407)</b>
a.	Holding Symbol “(H)” (Parking Structure for Future Phase 3)	Holding Symbol “(H)” restricts permitted uses to those legally existing at the time of approval of the By-law (i.e. A parking structure for Phase 3 is not permitted until the Holding Symbol “(H)” is removed).	To permit the construction of an underground parking structure for the future Phase 3, notwithstanding the Subject Lands are zoned with the Holding Symbol “(H)”.
b.	Interior Side Yard Setback (Abutting GO Parking Lot)	3 m	0 m

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3(H) Apartment Residential Zone with the Holding Symbol “(H)” Requirements, Exception 9(1407)</b>	<b>Proposed Exceptions to the RA3(H) Apartment Residential Zone with the Holding Symbol “(H)” Requirements, Exception 9(1407)</b>
c.	Landscape Strip (Eagle Rock Way)	3 m	1 m
d.	Front Yard Setback (Eagle Rock Way)	3 m	1 m

The Development Planning Department supports the above noted exceptions to Zoning By-law 1-88 for the following reasons:

a) Front Yard Setback & Landscape Strip

A minimum 3 m landscape strip surrounding the Phase 2 building is proposed however, encroachments within the landscape strip are required for the exterior staircase, air shaft, transformer and bicycle parking spaces, as shown on Attachment #3. These variances are minor in nature and will not have an impact on the surrounding development.

The exterior stairway is required to gain access to the mechanical room on the P1 Level (Phase 2). The variance is supported by the Development Planning Department as the Ontario Building Code requires the stair access, which is adjacent to the Fire Pump Room in the Underground P1.

There is sufficient public boulevard space between the property line and street to provide opportunities for pedestrian connectivity which will not be impacted by the reduced front yard setback and landscape strip. The portion of the exposed garage facing Eagle Rock Way that is subject to the has a maximum height of 3.38 m above the Eagle Rock Way grade minimizing the impact from the reduced setback.

b) Holding Symbol “(H)”

The Owner proposes to construct the apartment building including the underground parking structure for Phase 2 and the underground garage only for a proposed future (Phase 3) development on the lands to the immediate west

(Attachment #3) of Phase 2. The underground garage to serve Phases 2 and 3 will be continuous and connected between the proposed and future buildings. The Phase 3 lands are zoned RA3(H) Apartment Residential Zone with the Holding Symbol "(H)", as shown on Attachment #2, which would currently prevent the construction of the underground garage.

In order to permit the construction of the underground garage for Phase 3 with the Holding Symbol "(H)" in-effect on the Phase 3 lands, a variance to Zoning By-law 1-88 is required. The Owner must successfully obtain approval of a Minor Variance Application from the Committee of Adjustment and the Committee's Decision must be final and binding and the Owner must satisfy all conditions of the Committee.

The Development Planning Department can support the exception to Zoning By-law 1-88 for Phase 3 as the intent of the Holding Symbol "(H)" will still be maintained. The underground parking garage for Phase 3 does not require servicing allocation and future development atop the garage will be subject to planning approvals, as discussed in this report. Site plan approval for the underground garage is being received through the subject Site Development Application (File DA.17.086). A future Site Development Application for Phase 3 is required together with a Zoning By-law Amendment application to remove the Holding Symbol "(H)".

c) Interior Side Yard Setback

Directly west of the Subject Lands is the Maple GO Station parking lot. The grade of this parking lot is significantly lower than Eagle Rock Way, resulting in the existing retaining wall (Attachment #2). The future Phase 3 building will act as a continuation of the retaining wall. The Owner is proposing to remove a portion of the existing retaining wall and replace it with the wall of the underground parking garage in order to provide a more active elevation by providing a building with visual interest and an exit for residents of the Development.

The Owner has worked with Metrolinx to provide a direct pedestrian access between the building and Metrolinx parking lot as a convenience for those residents using transit.

In consideration of the above, the Development Planning Department is satisfied that the exceptions to Zoning By-law 1-88 identified in Tables 1 and 2 are minor in nature, maintain the general intent and purpose of the Official Plan and Zoning By-law, and are desirable for the appropriate development of the Subject Lands.

Minor Variance Application A082/18 for Phase 2 is currently scheduled to be considered by the Committee of Adjustment on June 7, 2018. The Owner shall successfully obtain approval of Minor Variance Application A082/18 for the required exceptions to Zoning By-law 1-88, identified in Table 1 of this report. The Committee's decision shall be final and binding and the Owner shall satisfy any conditions of approval imposed by the

Committee prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendation of this report. The Owner will be required to submit a Minor Variance application to permit the zoning exceptions identified in Table 2 for Phase 3, which must also be approved by the Committee of Adjustment.

***The Vaughan Design Review Panel (“DRP”) supports the Development***

The Design Review Panel (DRP) on March 30, 2017, considered the Development and provided the following comments:

Organization and massing:

- For the city to provide a safe pedestrian crossing along Eagle Rockway from Phase 1 to Phase 2;
- Consolidate the loading bays of the Phase 2 development with the future Phase 3 of the development to provide more relief in the north facade;
- Replace the perpendicular parking with layby parking to create a better face for the park; and
- Propose a sidewalk on the north side for ease of pedestrian access.

Architecture:

- Articulation of the loading wall to minimize the visual impact of the blank wall facing the townhouses;
- Articulation of the south-west corner’s blank wall due to its visibility from public realm;
- Designing the bridge between the two buildings as a focal point for the development and increasing the colour contrast between the proposed materials.

The Owner has responded to the DRP’s comments by incorporating layby parking and a sidewalk along Salterton Circle, articulating the bridge as the focal point of the development and increasing the colour contrast of the proposed materials. The Owner is in the process of finalizing the building elevations to the satisfaction of the City. The consolidation of the loading bays was considered however, it was not feasible due to logistics of physically moving the garage from one building to the other.

The Development Planning Department is satisfied that the Owner has addressed the comments of the DRP to the Development, subject to the Recommendations in this report.

***The Development Planning Department supports the Development, subject to the comments and Recommendations in this report***

Site Plan

The Development includes a 10 to 12-storey mixed-use residential apartment building with 312 residential units, including 5 grade-related townhouse units and 692 m<sup>2</sup> of ground related retail and office space, as shown on Attachments #3 to #7. The Development includes 478 parking spaces, 464 of which are located in three levels of underground parking and 14 at-grade parking spaces are allocated for the retail and

office uses on Salterton Circle. In addition, 9 layby parking spaces as red-lined on Attachments #3 and #4 are proposed on Salterton Circle and 11 on Eagle Rock Way.

Access to the parking garage will be from the west driveway along Salterton Circle. The east driveway is designed for loading and waste management purposes and for 14 at-grade parking spaces allocated for the retail and office uses.

### Landscape Plan

The Development has frontage on Eagle Rock Way and Salterton Circle. The proposed landscape plan is shown on Attachment #4. The Eagle Rock Way streetscape includes landscaping with hardscape features to support the retail and office uses and pedestrian activity. The Salterton Circle frontage includes a soft and hard landscaping treatment and 14 at-grade parking spaces for the retail and office uses. Outdoor amenities include patio spaces, party room and exercise amenity area (Attachment #4).

### Building Elevations

The proposed building elevations are shown on Attachments #5 and #6. The architecture utilizes a contemporary/modern design with brick and glass as the primary building materials. A flat roof is proposed with architectural block to accent and provide a visual contrast to the building. The rooftop mechanical units are set back and screened to minimize visibility from the public realm.

### Phase 3

A future Site Development application will be submitted for Phase 3 however, through this Application, the Owner is seeking approval for the underground garage for Phase 3. Three levels of the underground garage will be continuous between Phases 2 and 3. The grading of the Subject Lands, which slopes downward from east to west, is such that the grade at the west limit of Phase 3 is one-storey lower than the finished grade of Phase 2. This results in the Parking Level 1 ("P1") for Phase 3 being above grade as shown on Attachment #6. In response to comments from the City of Vaughan Design Review Panel regarding the visible underground garage and the quality of the public realm along Eagle Rock Way, the Owner is proposing active uses along this frontage in the form of a commercial retail store, a public bike storage area (Attachment #7) and a landscaped "stramp" (stairs and ramp combination) that provides access to the entrance of Phase 3.

The Phase 3 underground garage consists of 127 spaces. The Owner proposes to construct the entire garage for Phases 2 and 3 at the same time due to the site and construction constraints related to developing the Phase 3 lands independently. The Phase 3 Development will not be constructed at this time. VOP 2010, Volume 2, Section 11.6, MGSSP permits a maximum building height of 6-storeys for Phase 3. The Owner acknowledges that any development beyond 6-storeys on the Phase 3 lands will be subject to an Official Plan and Zoning By-law Amendment Applications, considered through the development review process, including the public process requirements for the applications.

The Vaughan Development Planning Department is satisfied with the Development shown on Attachments #3 to #7, subject to the conditions in the Recommendations of this report.

### Shadow Study

The Owner submitted a Shadow Study to identify the shadow impacts on the surrounding properties. The Vaughan Development Planning Department has reviewed the Shadow Study and is satisfied that the shadows cast by the proposed building allow for a minimum of 5 hours of sunlight on the adjacent properties to the north and therefore, meets the City requirements for assessing the shadow impact of higher buildings in urban areas.

### ***A Draft Plan of Condominium application(s) is required to establish the condominium tenure for the Development***

The Owner has indicated that Development will be managed by a Condominium Corporation, one will be created for Phase 2 and another for Phase 3. Should Vaughan Council approve the Applications, a Draft Plan of Condominium application will be required to create the condominium tenure for the Development.

### ***The Subject Lands have been cleared of concerns for archaeological resources***

The Urban Design and Cultural Heritage Division of the Development Planning Department has advised that the Subject Lands have been cleared of concern for archaeology resources, and require that the following clauses be included in the Site Plan Agreement, should the Applications be approved:

- i) “Should archaeological resources be found on the property during construction activities, all work must cease and both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan’s Planning Department shall be notified immediately.”
- ii) “In the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.”

A condition to this effect is included in the Recommendations of this report.

### ***The Development must satisfy the City’s Waste Collection Design Standards***

The City’s Waste Collection Design Standards Policy require that each building provide a waste storage room for garbage and recycling. The current plans indicate that a garbage room is only provided for the 12-storey building. The proposed 10-storey building will also require a waste storage room. The Department would accept a shared loading area between the two condominium towers for the purpose of waste collection,

however adequate space is required. A condition to this effect is included in the Recommendations of this report.

The Environmental Services Department, Solid Waste Management Division advise that upon a successfully completed application, site inspection and the execution and registration of an Agreement with the City, the future Condominium Corporation may be eligible for municipal waste collection services however, should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal waste collection services, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation.

***The Policy Planning and Environmental Sustainability (“PPES”) Department has no objections to the Development***

The PPES Department is satisfied that the Owner will use Bird Friendly (Safe) treatments in the design of the building.

***The Parks Development Department supports the Development, subject to the conditions in this report***

The Owner is required to facilitate a pedestrian linkage from Salterton Circle to Eagle Rock Way, to permit its use by the City and the general public. The linkage shall be included in the Site Plan Agreement, Condominium Declaration, Articles of Incorporation and all Agreements of Purchase and Sale and/or Lease for the Subject Lands regarding the linkage, without disturbance in perpetuity. The maintenance and operations of the public pedestrian linkage shall be the responsibility of the Owner/future Condominium Corporation.

The Owner/future Condominium Corporation will be responsible for all required maintenance works and associated capital improvements for the public pedestrian linkage, which would include but is not limited to, the site furnishings, pedestrian lighting, hardscape and associated landscaping works. The Owner is to perform regular maintenance to ensure that the pedestrian path of travel is accessible and safe for public use to the satisfaction of the City. A condition to this effect is included in the Recommendations of the report.

***The Development Engineering (“DE”) Department supports the Development, subject to the conditions in this report***

The Development Engineering (“DE”) Department has no objection to the Applications, subject to the following conditions:

The Development Engineering Department has no objection to the Applications. The Development Engineering Department shall approve the final site servicing plan, site grading plan, erosion control plan, functional servicing and stormwater management report and drawings, geotechnical and hydrogeological assessment, dewatering plan, external lighting plan, the utility coordination plan, environmental noise report, shoring and tie-back design, construction schedule and phasing plan, construction logistics plan, Transportation Impact Study, Transportation Demand Management Plan,



Transportation Management Plan (Block Plan) and Pavement Markings and Signage Plan. A condition to this effect is included in the Recommendations of this report.

#### Planning & Studies Division

On February 21, 2018, the City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City.

Accordingly, servicing capacity to Site Plan Development File DA.17.086 is available and unrestricted. Therefore, the following resolution to allocate capacity to the Development may be recommended for Council approval:

“THAT Site Plan Development File DA.17.086 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 312 residential units (690 persons equivalent).”

A resolution to allocate servicing capacity from the York Sewage Servicing / Water Supply System to the Development is recommended for Council approval, and is included in the Recommendations of this report.

The City has completed several wastewater system optimization studies that identify the need for inflow-infiltration remediation and / or sanitary sewer infrastructure upgrades necessary to accommodate redevelopment / intensification, conditions to this effect are included in the Recommendations of this report.

#### Transportation Planning Division

The Transportation Division of the Development Engineering Department has provided the following comments:

1. A public pedestrian linkage that is free and uninterrupted and unobstructed right in perpetuity is required for the north-south walkway at ground-level of the Subject Lands as it forms the pedestrian linkage connecting the two public parks north and south of Eagle Rock Way (Attachment #2) as described on a future R-Plan to be deposited. The R-Plan will be deposited for a legal description of the pedestrian linkage only. A condition to this effect is included in the Recommendations of this report.
2. The layby parking spaces proposed on the south side of Salterton Circle are not part of the Council approved Transportation Management and Sidewalk Plan (“TM & SP”) for the Maple Go Station. Adequate justification shall be provided to support this proposal and if approved, the TM & SP must be updated to reflect the changes. Staff recommend the removal of the lay-by parking spaces on Troon Avenue and the two easterly lay-bys on Salterton Circle as red-lined on Attachments #3 and #4.

***Cash-in-Lieu of the dedication of parkland is not required for the Development***

The Office of the City Solicitor, Real Estate Department have confirmed that cash-in-lieu of the dedication of parkland is not required for the Development as it was paid for at the subdivision stage (File 19T-12V011).

***Development Charges are applicable to the Development***

The Financial Planning and Development Finance Department have confirmed that the Owner is required to pay Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, the York Region District School Board and York Catholic District School Board.

***The Toronto and Region Conservation Authority ("TRCA") has no objection to the Development***

The Subject Lands are located in a Source Water Protection vulnerable area referred to as Wellhead Protection Area-Q2 (WHPA-Q2). This area was delineated to help manage activities that may reduce recharge to an aquifer (Prescribed Threat No. 20 under the Clean Water Act, 2006) and recommends the implementation of best management practices, such as Low Impact Development, with the goal to maintain pre-development recharge. The TRCA provides technical advice to the City of Vaughan with respect to water balance analysis.

Having reviewed the requested site-specific water balance and mitigation proposal, TRCA staff have no objection to the approval of the Applications, provided the Owner agrees in the Site Plan Agreement to carry out, or caused to be carried out, the water balance mitigation strategy as described in the Water Balance Assessment Report, prepared by Stantec Consulting Ltd., dated December 9, 2016.

***GO Transit – Metrolinx has no objection to the Development, subject to conditions***

The Subject Lands are located within 300 m of GO Transit's Barrie rail corridor and Maple GO Station. The Owner shall engage a qualified consultant to prepare a noise and vibration study, to be submitted for review to the satisfaction of Metrolinx. Metrolinx has provided a warning clause to be inserted in all development agreements, Offers of Purchase and agreements of Purchase and Sale or Lease, Articles of Incorporation and all Agreements of Purchase and Sale and/or Lease of each dwelling unit within 300 m of the railway right-of-way. The warning clause is included in the Recommendations of this report.

The Owner shall grant Metrolinx an environmental easement for operational emissions, registered on title against the Development in favour of Metrolinx.

In addition, Metrolinx shall approve, in principle, the location and design of the access entrance and intake/exhaust shaft adjacent to the Metrolinx parking lot. A condition to this effect is included in the Recommendations.

***The School Boards have no objection to the Development***

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the Applications, and require no conditions. The

Applications were circulated to the Conseil Scolaire de District Catholique Centre-Sud and no response has been provided. As such, Development Planning staff are satisfied they have no objection to the Development.

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

As the building(s) in this project consist of more than two adjoining units, sharing a common indoor entrance, the Owner must supply, install and maintain a centralized mailbox facility to Canada Post's specifications.

***Utility Companies have no objection to the Development***

Alectra Utilities Corporation (formerly PowerStream inc.), Enbridge Gas Distribution have no objections to the Applications.

**Financial Impact**

Not applicable.

**Broader Regional Impacts/Considerations**

The Region of York has no objection to these applications, provided that the City provides allocation to the Development and that all the Region's conditions for Site Plan approval have been satisfied.

**Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.17.044 and Site Development File DA.17.086, in consideration of the policies of the PPS, the Growth Plan, and the York Region and Vaughan Official Plan 2010, the requirements of Zoning By-law 1-88, comments from City Departments and external public agencies and the area context. The proposed mixed-use development consisting of a 10 to 12-storey apartment building and ground floor retail and office uses is consistent with the policies of the PPS, conforms to the Growth Plan and the York Region and City of Vaughan Official Plans and is compatible with the existing and planned uses in the surrounding area.

On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development applications, subject to the Recommendations in this report.

**For more information**, please contact: Margaret Holyday, Planner, at extension 8216.

**Attachments**

1. Context Location Map
2. Location Map
3. Red-lined Site Plan
4. Red-lined Landscape Plan
5. Elevations (North and South)

6. Elevations (East and West)
7. Parking Level 1 for Phase 2 and Phase 3
8. Previously Approved Phase 1 Site Plan

**Prepared by**

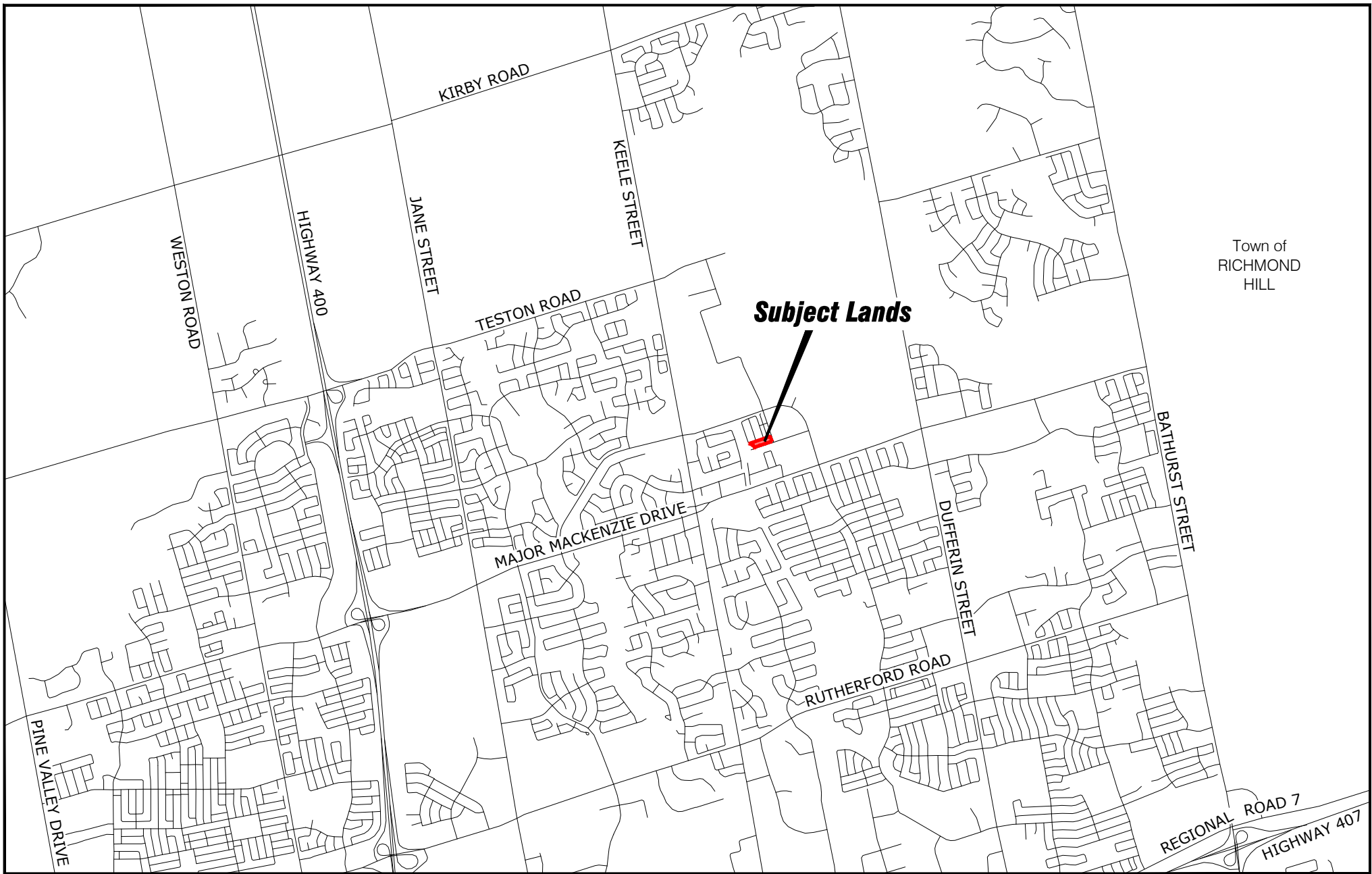
Margaret Holyday, Planner, ext. 8216

Christina Napoli, Senior Planner, ext. 8483

Carmela Marrelli, Interim Senior Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning, ext. 8407

/LG



Town of  
RICHMOND  
HILL

**Subject Lands**

## Context Location Map

Location: Part of Lot 22,  
Concession 3

Applicant:  
York Major Holdings Inc.

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**VAUGHAN**

Development Planning Department

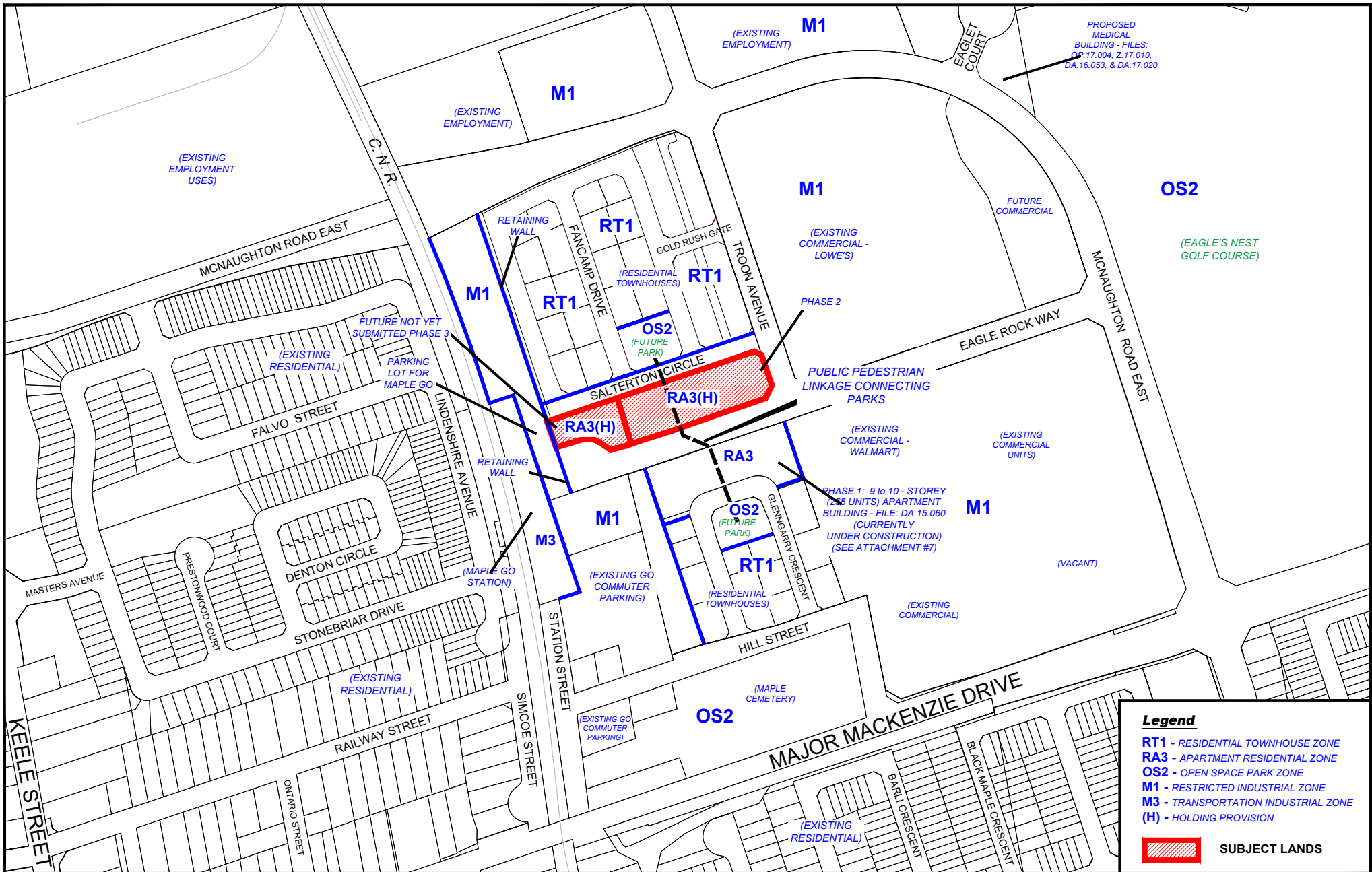
Page 568

## Attachment

File:  
Z.17.044 & DA.17.086

Date:  
June, 5, 2018

1



## Location Map

Location: Part of Lot 22,  
Concession 3

Applicant:  
York Major Holdings Inc.

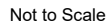
## Attachment

File:  
Z.17.044 & DA.17.086

Date:  
June 5, 2018

2





**PHASE 3  
(FOR UNDERGROUND  
PARKING)**

# SALTERTON CIRCLE

BICYCLE PARKING SPACES

MAIN  
ENTRANCE

**RED-LINED: LAYBY PARKING  
REMOVED AS PER DEVELOPMENT  
ENGINEERING DEPARTMENT**

RED-LINED: LAYBY PARKING  
REMOVED AS PER  
DEVELOPMENT  
ENGINEERING DEPARTMENT

## PHASE 2

## TRANSFORMER

# RA3(H)

**PROPOSED  
FUTURE  
RESIDENTIAL  
BUILDING**

**RA3(H)**  
**(H) TO BE REMOVED**  
**SUBJECT TO Z.17.022**

**PROPOSED  
10-STOREY  
RESIDENTIAL  
BUILDING**

## PROPOSED 12-STOREY RESIDENTIAL BUILDING

**GARBAGE ROOM**

## EXTERIOR STAIRCASE

## EAGLE ROCK WAY

**BICYCLE PARKING SPACES**

APPROXIMATE LIMIT  
OF PUBLIC  
PEDESTRIAN LINKAGE

BICYCLE PARKING  
SPACES

**AIR SHAFT**

BICYCLE  
PARKING  
SPACES

IRON AVENUE

SUBJECT TO FILE DA.17.086 FOR THE  
UNDERGROUND PARKING, GROUND FLOOR  
AND LANDSCAPE TREATMENT ABOVE ONLY

## SUBJECT LANDS

**NOTE: PHASE 1 UNDER CONSTRUCTION LOCATED ON THE SOUTH SIDE OF EAGLE ROCK WAY, AS SHOWN ON ATTACHMENTS #2 and #7**

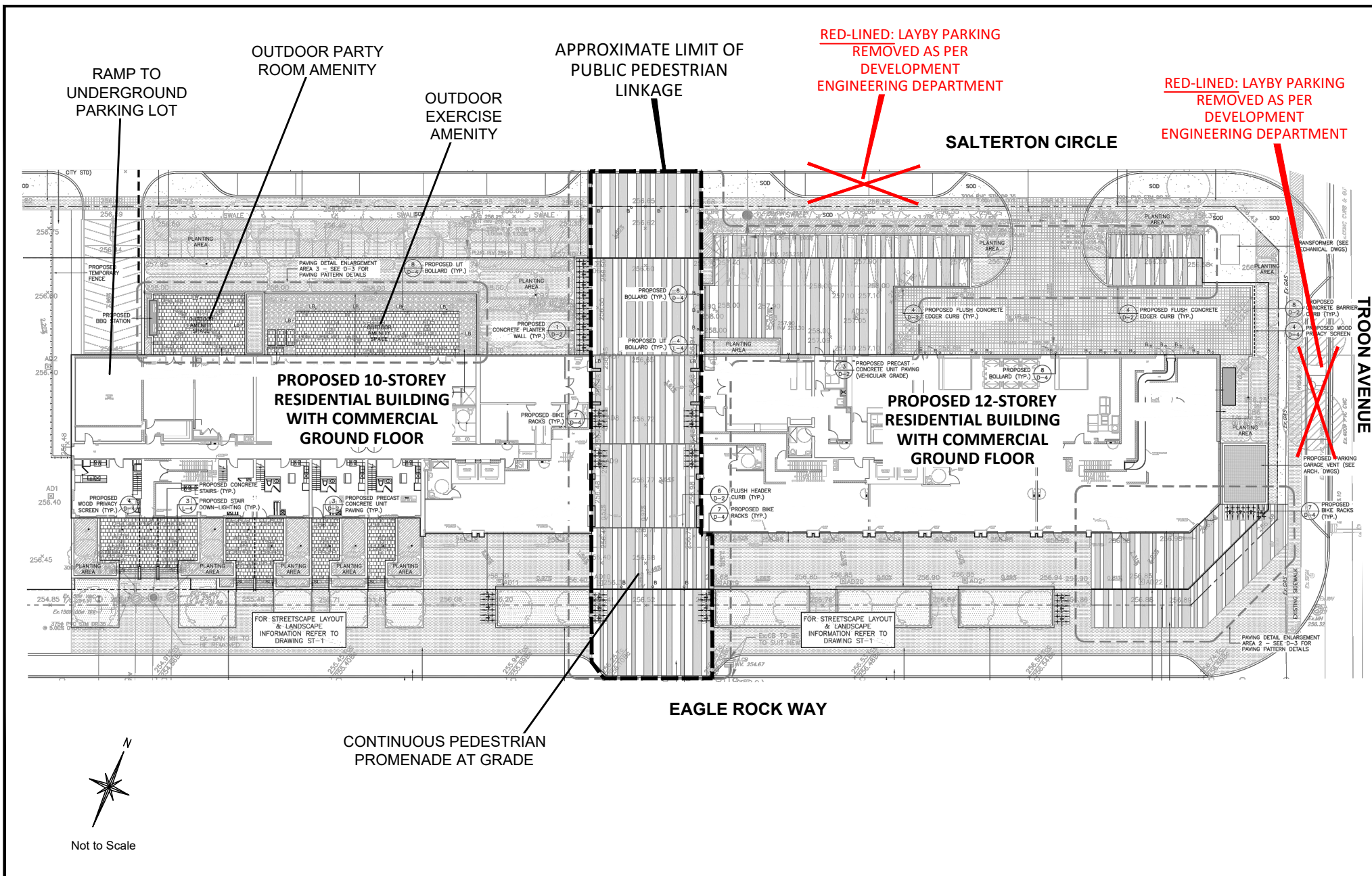
*Attachment*

File:  
Z.17.044 & DA.17.086

Date:  
June 5, 2018



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## Red-lined Landscape Plan

Location: Part of Lot 22,  
Concession 3

Applicant:  
York Major Holdings Inc.

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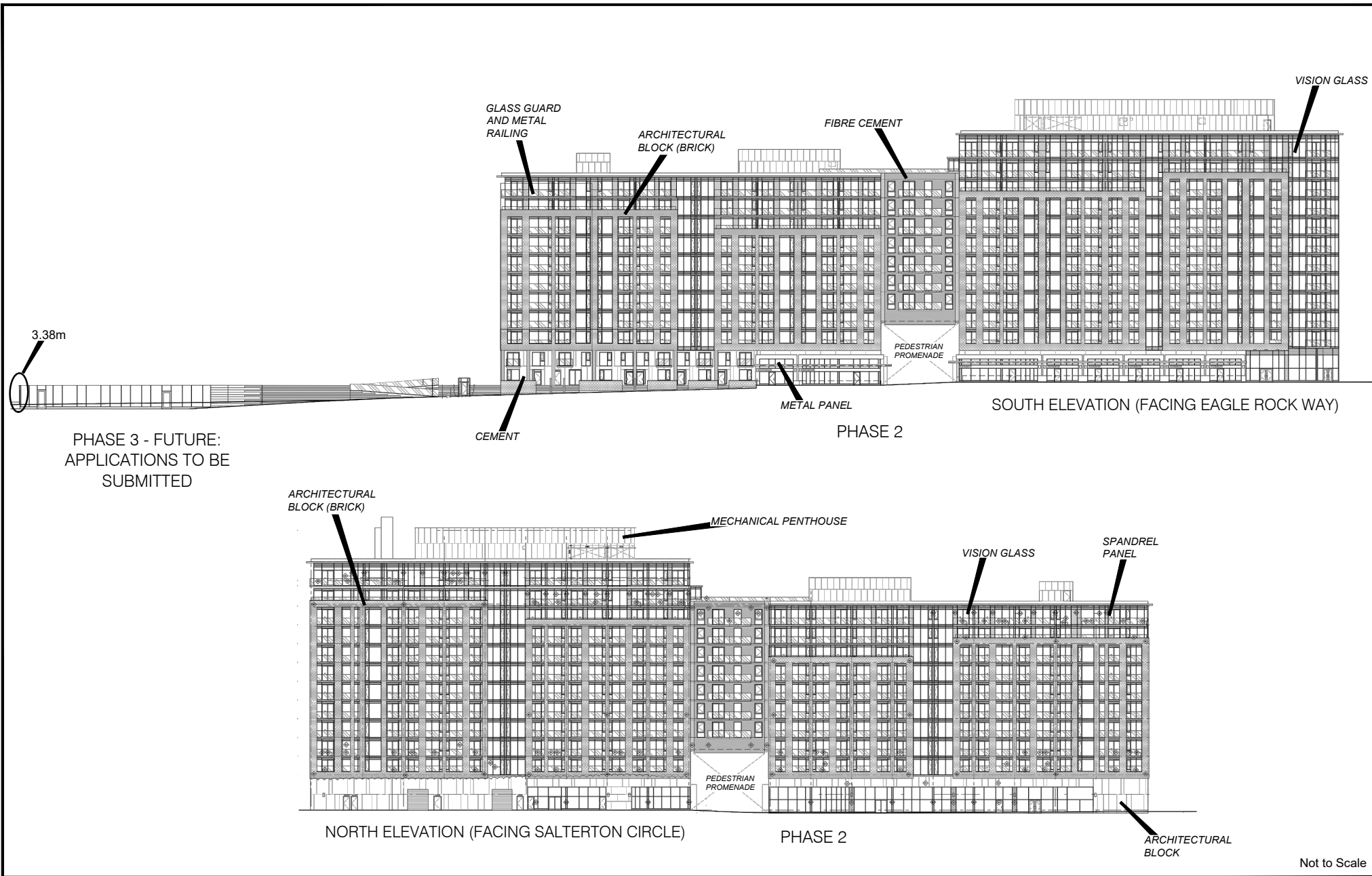
## Attachment

File:  
Z.17.044 & DA.17.086

Date:  
June 5, 2018

4





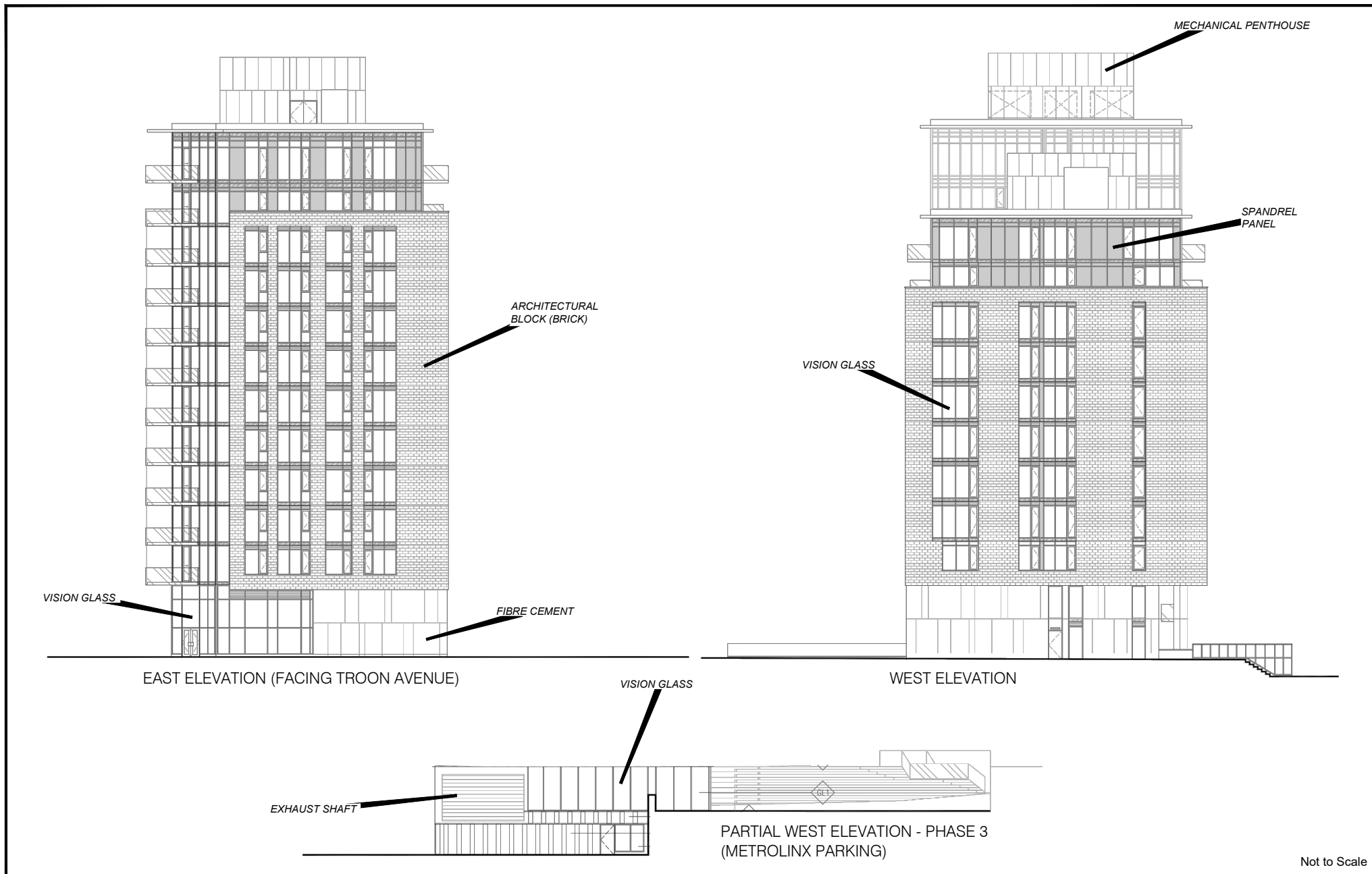
## Elevations (North & South)

Location: Part of Lot 22,  
Concession 3

Applicant:  
York Major Holdings Inc.

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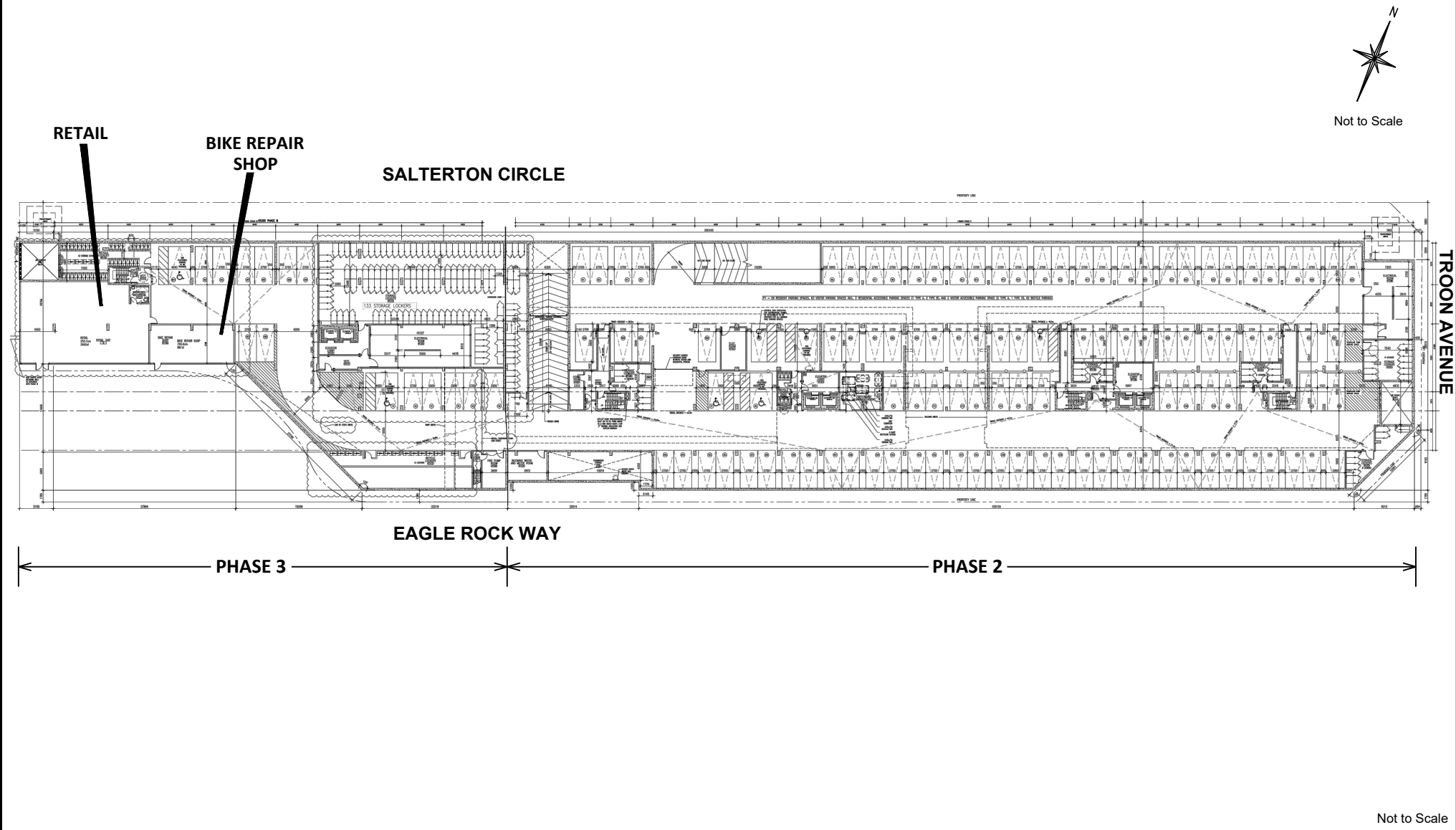


## Elevations (East & West)

Location: Part of Lot 22,  
Concession 3

Applicant:  
York Major Holdings Inc.

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## Parking Level 1 for Phase 2 and Phase 3

Applicant:  
York Major Holdings Inc.

Location: Part of Lot 22,  
Concession 3



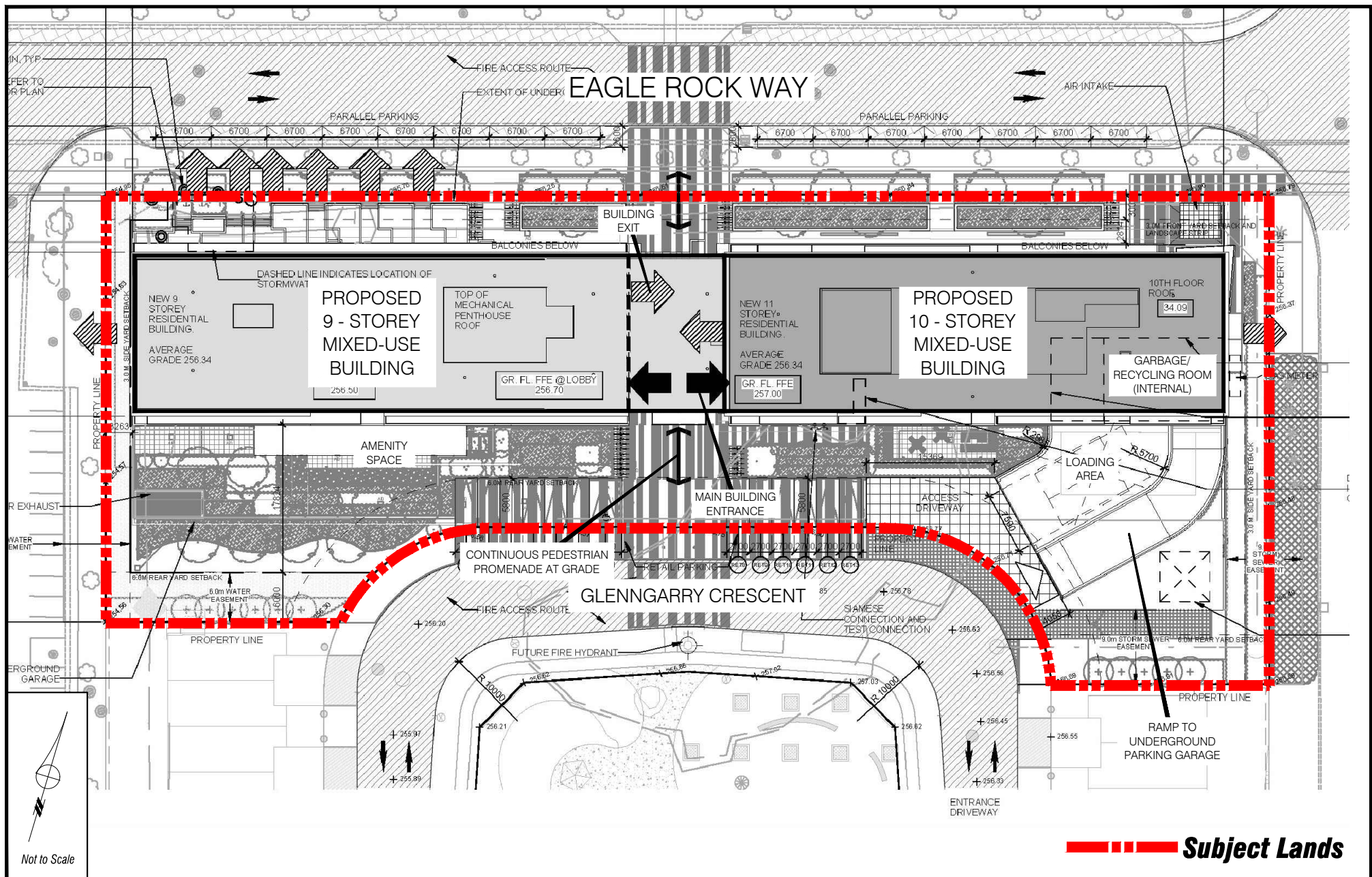
Attachment

File:  
Z.17.044 & DA.17.086

Date:  
June 5, 2018

7





## Previously Approved Phase 1 Site Plan

APPLICANT: York Major Holdings Inc.  
LOCATION: Part of Lot 21, Concession 3

Attachment

FILES: Z.17.044 &  
DA.17.086

DATE:  
June 5, 2018

8

Item:



## Committee of the Whole Report

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

**WARD:** 2

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.16.038  
SITE DEVELOPMENT FILE DA.16.046  
DRAFT PLAN OF CONDOMINIUM (COMMON ELEMENT) FILE  
19CDM-16V006  
PINE VALLEY ENCLAVE II LTD.  
VICINITY OF PINE VALLEY DRIVE AND LANGSTAFF ROAD**

**FROM:**

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

**ACTION:** DECISION

---

### **Purpose**

To seek ENDORSEMENT of the Recommendations in this report from the Committee of the Whole for Zoning By-law Amendment File Z.16.038, Site Development File DA.16.046, and Draft Plan of Condominium File 19CDM-16V006 (Pine Valley Enclave II Ltd.), which have been appealed to the Local Planning Appeal Tribunal, to permit a residential development consisting of 22, 3-storey townhouse dwellings.

### **Report Highlights**

- The Owner proposes 22, 3-storey townhouse dwellings, fronting onto a common element condominium road (the “Development”).
- The Owner has appealed Zoning By-law Amendment, Site Development and Draft Plan of Condominium (Common Element) Files Z.16.038, DA.16.046 and 19CDM-16V006 (the “Applications”) to the Local Planning Appeal Tribunal (“LPAT”).
- The Development Planning Department recommends that the LPAT be advised that Council endorses the Recommendations in this report.

## **Recommendations**

THAT the Local Planning Appeal Tribunal (“LPAT”) be advised that Vaughan Council ENDORSES the following:

1. THAT should the Local Planning Appeal Tribunal approve Zoning By-law Amendment File Z.16.038, Site Development File DA.16.046 and Draft Plan of Condominium (Common Element) File 19CDM-16V006, either in whole or in part, that the Local Planning Appeals Tribunal withhold its final Decision/Order until such time that:
  - a) the implementing site-specific Zoning By-law Amendment is prepared to the satisfaction of the City;
  - b) the implementing Site Plan Agreement is prepared to the satisfaction of the City, and includes the final plans and conditions of City Departments and external agencies; and
  - c) the Draft Plan of Condominium (Common Elements) and the implementing Condominium Agreement is prepared to the satisfaction of the City and includes the conditions of City Departments and external agencies.
2. THAT Zoning By-law Amendment File Z.16.038 (Pine Valley Enclave II Ltd.) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachments #2 and #3, from “R3 Residential Zone” to “RM2 Multiple Residential Zone” and “OS1 Open Space Conservation Zone”, in the manner shown on Attachment #4, together with the site-specific exceptions to the “RM2 Multiple Residential Zone” identified in Table 1 of this report.
3. THAT the Owner be permitted to apply for a Minor Variance Application(s) to seek permission for a minor variance(s) to the in-effect Zoning By-law to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law comes into full force and effect.
4. THAT Site Development File DA.16.046 (Pine Valley Enclave II Ltd.) BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS, to permit the development of 22, 3-storey townhouse dwelling units, as shown on Attachments #4 to #7:
  - a) That prior to the execution of a Site Plan Agreement:

- i) the portion of the lands to be zoned OS1 Open Space Conservation Zone be dedicated into public ownership free of all costs and encumbrances;
  - ii) the Owner shall provide compensation to the City of Vaughan in the amount \$52,250 for the removal of 95 trees located outside the staked drip-line in accordance with the City's Tree Protection Protocol;
  - iii) the Owner shall agree to provide the necessary reciprocal access easement(s) to facilitate future private road and servicing connections to the abutting lands, and an easement(s) in favour of the public authority for access into the Open Space lands for maintenance purposes, to the satisfaction of the City;
  - iv) the Owner shall satisfy all requirements of the Development Planning Department, and the Development Planning Department shall approve the final site plan, building elevations, landscape plans and landscape cost estimate;
  - v) the Owner shall satisfy all requirements of the Development Engineering Department, and the Development Engineering Department shall approve the final site servicing and grading plan, erosion and sediment control plan, downstream sanitary and storm analysis and storm water management report;
  - vi) the Owner shall satisfy all requirements of the Policy Planning and Environmental Sustainability Department;
  - vii) the Owner shall obtain all necessary approvals and shall satisfy all requirements of the Toronto and Region Conservation Authority; and
  - viii) the Owner shall obtain all necessary approvals and shall satisfy all requirements of York Region.
- b) THAT the Site Plan Agreement include the following clauses:
- i) the Owner shall provide fencing (1.5 m high vinyl chain link fence and all fence details) along the rear yard of the lots abutting the OS1 Open Space Conservation Zone;

- ii) the Owner shall pay to the City by way of certified cheque, cash-in-lieu of the dedication of parkland prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-Lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, 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;
- iii) should archaeological resources be found on the property during construction activities, all work must cease and both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department, Urban Design and Cultural Heritage Division shall be notified immediately; and
- iv) in the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Region Police Department, the Regional Coroner, the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services, and the Development Planning Department, Urban Design and Cultural Heritage Division.

5. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

"IT IS HEREBY RESOLVED THAT Site Development File DA.16.046 (Pine Valley Enclave II Ltd.) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a maximum total of 22 residential units (67 persons equivalent)."

6. THAT Draft Plan of Condominium (Common Element) File 19CDM-16V006 (Pine Valley Enclave II Ltd.) BE APPROVED, as shown on Attachment #8 and subject to the Conditions of Draft Approval set out in Attachment #1.
7. THAT City of Vaughan staff be directed to attend the Local Planning Appeal Tribunal Hearing in support of the Recommendations contained in this report and the Conditions of Draft Approval identified in Attachment #1 for Zoning By-law Amendment File Z.16.038, Site Development File DA.16.046, and Draft Plan of Condominium (Common Element) File 19CDM-16V001 (Pine Valley Enclave II Ltd.).



## **Background**

The subject lands (the “Subject Lands”) are located on the west side of Pine Valley Drive, south of Langstaff Road, and are municipally known 8254, 8266 and 8272 Pine Valley Drive. The Subject Lands and surrounding land uses are shown on Attachments #2 and #3. The Subject Lands are presently vacant, but were formally developed with 3 detached dwellings.

### ***Zoning By-law Amendment, Site Development and Draft Plan of Condominium (Common Element) applications are required to permit the Development***

The Owner has submitted the following applications (the “Applications”) for the Subject Lands, shown on Attachments #2 and #3, to permit the Development:

1. Zoning By-law Amendment File Z.16.038 to amend Zoning By-law 1-88, to rezone the Subject Lands from “R3 Residential Zone” to “RM2 Multiple Residential Zone” and “OS1 Open Space Conservation Zone” in the manner shown on Attachment #4, together with the site-specific exceptions to the “RM2 Multiple Residential Zone” identified in Table 1 of this report.
2. Site Development File DA.16.046 to permit 22, 3-storey townhouse dwelling units within 6 blocks, as shown on Attachments #4 to #7.
3. Draft Plan of Condominium (Common Element) File 19CDM-16V006 to establish the condominium tenure for the common elements consisting of a private road, sidewalks, 6 visitor parking spaces, and subsurface infrastructure that is to be considered common element, as shown part on Attachment #8.

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

On January 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 posted on the City’s website at [www.vaughan.ca](http://www.vaughan.ca); and a Notice Sign was installed on the Subject Lands in accordance with the City’s Notice Signs Procedures and Protocols.

A Public Hearing was held on February 7, 2017, where the recommendation of the Committee was to receive the Public Hearing report and to forward a comprehensive technical report to a future Committee of the Whole meeting. The recommendation of the Committee of the Whole was ratified by Vaughan Council on February 21, 2017.

The following is a list of individuals who made a deputation at the Public Hearing on February 7, 2017, or submitted written correspondence regarding the Development:

- T. Lamanna, Woodbridge
- E. Di Pasquale, Pine Grove Road, Woodbridge
- M. Di Pasquale, Pine Grove Road, Woodbridge
- D. Di Pasquale, Pine Grove Road, Woodbridge
- J. Debortoli, Pine Grove Road, Woodbridge
- L. Iacobelli, Larchmere Avenue, Toronto
- R. Lorello, Treelawn Boulevard, Kleinburg

The following comments were made in the deputations at the Public Hearing and the written submissions received by the Development Planning Department. The Development Planning Department offers the following responses to the comments:

- a) The unauthorized removal of several mature trees from the Subject Lands  
Area residents have contacted the City regarding the removal of trees on the Subject Lands. In November 2016, the By-Law and Compliance, Licensing and Permit Services Department (“BCLPSD”) opened a case file and investigated the matter. On February 24, 2017, BCLPSD Staff laid 138 charges/summonses against the Owner respecting the unauthorized removal of trees on the Subject Lands under the Private Property Tree Protection By-law. On May 3, 2018, the Owner plead guilty to these charges, and the Court ordered the Owner to pay \$12,500 as part of a settlement with the City. This investigation is now closed.
- b) Tree preservation  
Residents commented about their desire to preserve the existing mature trees on the Subject Lands to the greatest extent possible, particularly the tree groupings along the abutting property lines. Residents stated that the tree canopy is an important part of the character of the neighbourhood, and has advised that the tree cover helped to provide privacy screening and a habitat for wildlife. The Development Planning Department, Urban Design and Cultural Heritage Division requested the Owner to identify preservation methods for trees within 6 m of the property lines. In areas where tree preservation cannot be accommodated on the Subject Lands, compensation will be provided in accordance with the City’s Replacement Tree Requirements. This requirement is included in the Recommendations of this report.
- c) Light and noise impacts on the surrounding residential properties  
Residents made comments about the potential light and noise impacts from the Development to the surrounding residential properties. These residents are concerned that the proposed structural side yard setbacks of the proposed dwellings (1.55 m along the north property line and 1.24 m along the south property line) do not provide adequate separation distance from their properties,

and will cause increased noise, shadowing, and infringes on their privacy. The Owner is addressing the privacy and noise concerns by incorporating mitigation measures, such as additional landscaping and fencing along the north and south property lines where the Subject Lands abut existing residential development.

d) The height of the proposed townhouse units

Residents have expressed concerns regarding the proposed height of the townhouses. The community is concerned that the development of Pine Valley Enclave Phase I, located at 8204 and 8210 Pine Valley Drive and shown on Attachment #2, has resulted in grading works that make the townhouse blocks appear as 4-storeys, as opposed to 3-storeys, and that the built form appears to tower over the existing single detached dwellings within the surrounding neighbourhood. The Subject Lands are designated “Low-Rise Residential” by Vaughan Official Plan 2010 (VOP 2010) which permits townhouses no greater than 3-storeys in height. The Owner is proposing a building height that complies with the building height policies of VOP 2010.

e) The proposed termination at 8248 Pine Valley Drive

Residents have comments regarding the proposed site configuration, which includes a road termination and visitor parking area directly abutting 8240 and 8248 Pine Valley Drive. The resident who resides at 8248 Pine Valley Drive believes the proposed site configuration disproportionately impacts their lot in comparison to the other lots that abut the Subject Lands, citing comments about pollution (e.g. vehicle exhaust) and noise from the visitor parking area, and the long-term viability of their own property should the City require easements along the shared property boundary/road termination.

Through the development review process, the site configuration has been revised to allow for safer vehicle turnarounds, which would reduce the number of vehicular turning maneuvers, and a site configuration that is self-sustaining which functions without a connection to 8240 and 8248 Pine Valley Drive. The Development Planning Department will require reciprocal access easements in favour of each property to facilitate vehicular, pedestrian and servicing access between the land holdings. In the future, should redevelopment be proposed at 8240 or 8248 Pine Valley Drive, the City will require shared access between the land holdings. This requirement is included in Recommendations of this report.

f) Traffic on Pine Valley Drive

Residents provided comments that there will be increased traffic on Pine Valley Drive should the Development be approved. Pine Valley Drive is a regional road, and the proposed access must be approved to the satisfaction of York Region. In

support of the Development, the Owner has submitted a Traffic Impact Study (“TIS”) to assess the traffic impact on the public street network and nearby intersections. The Development Engineering Department and York Region have reviewed the TIS, and accept the study conclusion that the Development will not create any adverse impacts on the surrounding road network or intersections.

- g) The erosion of the surrounding large lot residential community  
Residents provided comments stating that the character of the surrounding residential community, being detached dwellings on large lots, on Pine Valley Drive and Pine Grove Road will be diminished if the Development is approved. The Development constitutes Phase II of a Vaughan Council and a Local Planning Appeal Tribunal (“LPAT”), previously the Ontario Municipal Board (“OMB”), approved development, being Pine Valley Enclave Phase I (Zoning By-law Amendment File Z.14.038 and Site Development File DA.14.071). The approval of the Phase I development established townhouses as a built form within the immediate community.
- h) Selling the Development prior to development approvals  
Residents commented that the Owner sold all of the proposed townhouse units prior to the City granting any approvals for the Applications, and that this business practice will persuade the Development Planning Department to recommend approval of a development that they may otherwise recommend approval.

The Development Planning Department has undertaken a fulsome and comprehensive review of the Development in consideration of the policies of the *Provincial Policy Statement* (“PPS”), *Places to Growth – Growth Plan for the Greater Golden Horseshoe* (the “Growth Plan”), the York Region Official Plan, VOP 2010, all the materials submitted in support of the Applications, and precedent within the surrounding community. The Development Planning Department opinion on the Development is based on its planning merits, and this position is articulated in this report.

On May 11, 2018, a courtesy notice of this Committee of the Whole Meeting was sent to all individuals who made a deputation at the Public Hearing, submitted written correspondence to the Development Planning Department, or those individuals who requested notification regarding the Applications.

### **Previous Reports/Authority**

[February 21, 2017, Committee of the Whole \(Public Hearing\) \(Item 1, Report No. 7, Recommendations 1 to 3\)](#)

## **Analysis and Options**

### ***The Owner has appealed the Development to the LPAT***

The Owner of the Subject Lands on December 6, 2017, appealed Zoning By-law Amendment File Z.16.038, Site Development File DA.16.046 and Draft Plan of Condominium File 19CDM-16V006 to the LPAT pursuant to Sections 34(11), 41(12), and 51(34) of the *Planning Act*, citing Council's failure to make a decision on the applications within prescribed timelines under the *Planning Act*. A Pre-Hearing date(s) has not been scheduled at the time of preparation of this report.

The Development Planning Department is seeking direction from Vaughan Council to attend the LPAT proceedings in support of the Recommendations contained in this report regarding the respective applications for Zoning By-law Amendment, Site Development and Draft Plan of Condominium (Common Element).

### ***Vaughan Council approved Pine Valley Enclave Phase I, establishing townhouses as a compatible use along this portion of Pine Valley Drive***

The townhouse built form exists on Pine Valley Drive south of the Subject Lands. This precedent was established by Council's approval of a similar townhouse development located south of the Subject Lands, at 8204 and 8210 Pine Valley Drive (Pine Valley Enclave Phase I), as shown on Attachment #3. On September 23, 2014, the Owner of 8204 and 8210 Pine Valley Drive submitted Zoning By-law Amendment File Z.14.038 and Site Development File DA.14.074 (Pine Valley Enclave Phase I) to facilitate a residential development consisting of 24 townhouse dwelling units and 4 semi-detached dwelling units on a private common element condominium road. These applications were appealed to then OMB on the basis that the City of Vaughan failed to make a decision within the prescribed timelines of the *Planning Act*. Vaughan Council accepted a settlement offer put forward by the Owner, approving the townhouse development.

On September 21, 2015, the then OMB issued an oral decision approving the development of the lands for 24, 3-storey townhouse dwelling units and 4 semi-detached dwelling units. The OMB withheld issuing its Final Order pending confirmation from the Owner that the form and content of the amending Zoning By-law, Site Plan and Site Plan Agreement were finalized to the satisfaction of all parties, including York Region and the City of Vaughan. The OMB issued its Final Order on July 13, 2016.

The subject Development constitutes Phase II of the Pine Valley Enclave development. The OMB approval of the Pine Valley Enclave Phase I development established townhouses as a permitted built form within the immediate community.

***The Development is consistent with the Provincial Policy Statement, 2014***

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

The *Planning Act* requires that Vaughan Council’s planning decisions be consistent with the PPS. The Development Planning Department has reviewed the Development in consideration of the policies of the PPS and is of the opinion that the Development is consistent with provincial policy, specifically the following sections under Part V – “Policies” of the PPS:

- Section 1.1.1 (b) - accommodating for an appropriate range of residential, employment, institutional, recreation, park and open space uses;
- Section 1.1.1 (d) - avoiding development and land use patterns that prevent the efficient expansion of settlement areas or areas adjacent to settlement areas;
- Section 1.1.1 (e) - promoting cost-efficient development patterns and minimizing land consumption;
- Section 1.1.3.1 - settlement areas as the focus of growth and development;
- Section 1.1.3.2 (a) and (b) - land use patterns based on densities and a mix of uses, and promoting opportunities for intensification where appropriate;
- Section 1.4.1 - to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents; and
- Section 2.1.1 - protecting natural features and areas for the long-term.

The Subject Lands, shown on Attachments #2 and #3, are located within a settlement area as defined by the PPS. The Development, shown on Attachments #4 to #7, is consistent with the policy framework of the Settlement Areas, Housing and Natural Heritage policies of the PPS, as it implements growth within a settlement area, creates a more efficient use of the Subject Lands by minimizing land consumption, introduces a housing typology (townhouses) that will help accommodate a greater range of housing options and meet projected housing needs, and introduces a land use pattern that will promote the efficient expansion of the settlement area (see Attachment #9). In addition, the Development will help to restore and provide long-term protection for the surrounding natural environment by bringing the Open Space lands (shown on Attachment #4) into public ownership.

***The Development conforms to the Provincial Places to Grow – Growth Plan for the Greater Golden Horseshoe, 2017***

The *Places to Grow - Growth Plan for the Greater Golden Horseshoe, 2017* (“Growth Plan”) is intended to guide decision making on the development of land by encouraging compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types. The Growth Plan encourages the concentration of population and employment growth within the settlement areas, and promotes the development of complete communities that offer a mix of housing types, access to local amenities, and connections to municipal water and wastewater systems.

The *Planning Act* requires that Vaughan Council’s planning decisions conform to, or not conflict with, the Growth Plan. The Development Planning Department has reviewed the Development in consideration of the policy framework of the Growth Plan, and is of the opinion that the Development is consistent with the Growth Plan objectives, specifically:

- Section 2.2.1 - directing growth to settlement areas and locations with municipal water and wastewater systems;
- Section 2.2.2 - contribute to meeting residential development growth targets within the delineated built-up area;
- Section 2.2.6 - providing a diverse mix of housing densities to meet the needs of current and future residents; and
- Section 4.2.2 - protecting and enhancing key natural heritage features.

The Development, shown on Attachments #4 to #7, would implement a residential development within a settlement area, where municipal water and wastewater services are available. The Development will contribute to meeting residential development growth targets within the delineated built-up area, and will offer diversity with respect to the available housing options within the community. In addition, the Development will help to protect the key natural heritage feature on the Subject Lands by bringing it into public ownership.

***The Development conforms to the York Region Official Plan, 2010***

The York Region Official Plan, 2010 (the “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.

YROP 2010 encourages a broad range of housing types within efficient and mixed-use compact communities at an overall transit-supportive density. The range of housing includes different forms, types and tenures to satisfy the needs of the Region’s residents. YROP 2010 identifies that the housing stock in the Region is primarily

comprised of detached units, and recognizes that the housing market is faced with demands for a broader variety of housing forms to meet the needs of different households. YROP 2010 also encourages pedestrian scale, safety, comfort and mobility, and the enrichment of the existing area with attractive buildings, landscaping and public streetscapes.

The Subject Lands are designated “Urban Area” by Map 1 – “Regional Structure” of YROP 2010. The Urban Area designation permits a range of residential, commercial, employment and institutional uses, subject to additional policy criteria. The Subject Lands front onto Pine Valley Drive, a regional road with a planned 36 m right-of-way, (Map 12 – “Street Network”) and a planned regional cycling connection (Map 10 – “Regional Cycling Network”).

The Development, shown on Attachments #4 to #7, would provide a form of housing (townhouse dwellings) at a density that is more transit-supportive and is located in close proximity to an existing public transit network. The Development would diversify the range of housing types found within the immediate community, and creates an urban interface with pedestrian connectivity to Pine Valley Drive.

***The Development complies with Vaughan Official Plan 2010***

The Subject Lands are designated “Low-Rise Residential” and “Natural Areas” by VOP 2010, and are located within a “Community Area” as identified on Schedule 1 – Urban Structure. The “Low-Rise Residential” designation permits townhouses no greater than 3-storeys in height, situated on a single parcel and part of a row of at least 3 but no greater than 6 attached units. The townhouse built form is a permitted and compatible built form for the Subject Lands. In addition, Vaughan Council approved a similar townhouse development (Pine Valley Enclave Phase I) located to the south of the Subject Lands, shown on Attachment #3.

The rear portion of the Subject Lands contains Core Features (valley corridor and woodland) as identified by Schedule 2 – Natural Heritage Network of VOP 2010. In conformity with Section 3.2.3.4 of VOP 2010, a 10 m vegetation protection zone (“VPZ”) is provided on the proposed site plan, shown on Attachment #4, located from the greater of the physical top-of-bank of the valley corridor or the drip-line of the woodland, as staked in consultation with the Toronto and Region Conservation Authority (the “TRCA”). The VPZ contains one pinch-point (located at the rear of Unit 3 of Block 1) which measures 8 m from the TRCA staked drip-line, however, the Owner is proposing to off-set this loss by providing additional area to the VPZ in the north portion of the Subject Lands, at the rear of Unit 1 of Block 1. There is no net loss in the VPZ required as part of VOP 2010, as the 16.36 m<sup>2</sup> area lost to the pinch-point has been offset by a 16.36 m<sup>2</sup> gain within the north portion of the VPZ.



***The Development has consideration for the Community Area Policy Review for Low-Rise Residential Designations***

Council at their October 20, 2015 meeting, directed the Policy Planning and Environmental Sustainability (“PPES”) Department to initiate the Community Area Policy Review for Low-Rise Residential Designations. This has resulted in Council’s adoption of Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods (the “Guidelines”) and the Community Area Policy Review for Low-Rise Residential Designations Study (the “Study”). The Guidelines were approved by Council on October 19, 2016, and help serve to clarify and implement existing VOP 2010 policy related to compatibility. The Study was approved by Council on April 19, 2017, and an Official Plan Amendment to implement the Study recommendations will be forwarded to Council for adoption at a future date. The Applications were submitted on September 8, 2016, pre-dating the approval of the Guidelines. However, the Development does have regard for the Guidelines.

The Guidelines and Study have identified the Subject Lands as being part of a “Large-Lot Neighbourhood”. The Development Planning Department has undertaken a comprehensive review of the Development in consideration of the Guidelines and provides the following summary:

Townhouse orientation

The Guidelines state that townhouses should be oriented to and have frontage on a public street. Blocks 3 and 4, shown on Attachment #4, front onto a public road (Pine Valley Drive). A front-to-back condition is created by this Development where the front elevations of the units in Blocks 1 and 2 face the rear elevations of the units in Blocks 3 and 4. The back-to-front condition only impacts Units 2 to 6 inclusive of Block 1. The front elevation of Unit 1 of Block 1 faces the private road that provides access to Pine Valley Drive. The separation distance between Block 2 and Block 3 is generous given the design of the private road, and ranges from 18 m its most narrow point, to 28.3 m at its widest point. To help mitigate the front-to-back condition, the Owner has designed the rear elevations of Blocks 3 and 4 to include an entry door and garage to the unit that look like a front façade.

In addition, policy 9.1.1.5 of VOP 2010, recognizes that development can be permitted on a common element road where it simulates a public street. The Development includes a common element condominium road that simulates a public street whereby a public sidewalk, a mid-block crossing, landscaping and lighting are included throughout, and there are no blank elevations on either side of the private road.

### Townhouse width

The Guidelines state that townhouses should have a minimum width of 6 m and a minimum depth of 12 m. The Owner is proposing townhouses units with widths ranging from 5.5 m to 6.43 m, and depths of 11.68 m to 15.18 m. The Development Planning Department can support the reduced townhouse width as the smallest width (5.5 m) and depth (11.68 m) are considered to be a minor variation from the recommended width and depth, and are consistent with the approved unit sizes of Pine Valley Enclave Phase I.

### Height and massing

The Guidelines provide that the height and massing of the townhouse blocks should be compatible with the character of the adjacent and surrounding neighbourhood, and townhouse blocks should contain no more than 6 residential units. The surrounding abutting properties are characterized by detached dwellings no greater than 2-storeys in height, located on individual lots. The Development complies with VOP 2010 which permits a maximum building height of 3-storeys and is consistent with the height and massing of the Pine Valley Enclave Phase I development.

### Architectural style

The architecture of new townhouses should respect and complement the character of the surrounding area. The Owner is proposing a contemporary townhouse design, whereas the abutting residential properties are designed in a traditional Ontario style. As noted, the proposed Development is consistent with respect to architectural design of the Council approved Pine Valley Enclaves Phase I.

### Separation distances

The Guidelines identify that the separation distance between townhouse blocks that include pedestrian connections should be 6 m wide, whereas the Owner is proposing a separation distance of 4.2 m between Blocks 3 and 4. In consideration of the scale of the Development, the Development Planning Department can accept the reduced separation distance between Blocks 3 and 4 as the proposed pedestrian connection provides access to 12 units located on the common element condominium road, and is not expected to generate large volumes of pedestrian traffic. In addition, the proposed separation distance is consistent with similar contemporary, townhouse developments.

### Setbacks from public roads

Front yard setbacks for units fronting arterials roads should be a minimum 4.5 m consistent across the site, and should contain a minimum 50% of soft landscaping. The front yard setback to the townhouse blocks fronting onto Pine Valley Drive is 3.04 m. The 3.04 m setback does not include front yard porch, balcony or stair encroachments and projections. The Development Planning Department can support the proposed front

yard setback as Pine Valley Drive is not a planned transit priority network by Schedule 10 – Major Transit Network by VOP 2010. In addition, Pine Valley Drive is under York Region jurisdiction, but is not included within the 10-year Roads and Transit Capital Construction Program, and therefore, any potential road widenings that will occur to Pine Valley Drive will not occur within the near future.

#### Private amenity space (backyards)

The Guidelines state each townhouse should have a private backyard. Blocks 1 and 2 include private backyards that back onto the natural feature. Backyards are not proposed for the units fronting onto Pine Valley Drive (Blocks 3 and 4), however, private amenity space is being provided by way of private balconies located on the second floor of the proposed townhouse units. The private balconies provide an average of 6.7 m<sup>2</sup> of private amenity space for these units.

#### Common Element amenity space

Where a common outdoor amenity area is provided, the Guidelines state that it should be in a prominent location, with visibility and access from all units, and exposure to sunlight. The Owner is not proposing any common element amenity space as part of the Development.

Recognizing that common element amenity space had not been provided within the Development, on February 7, 2017, at the Public Hearing for the subject Applications, Council requested that Staff to consider the possibility of permitting common element amenity space within the VPZ. The Development Planning Department has undertaken a review of this request with the PPES Department and the TRCA, and have concluded that a common element amenity area for use by a private development is not an appropriate use of a publicly owned and maintained VPZ. In addition, the Development Planning and PPES Departments will not support a reduction to VPZ in order to accommodate the common element amenity area. This matter is discussed in greater detail later in this report.

The Development Planning Department can support the Development in consideration of the potential opportunity to obtain a more centrally located common element amenity space should future phases of development on this portion of Pine Valley Drive occur, as demonstrated in the concept plan shown on Attachment #9. A larger, centralized and programmable common element amenity area within a future phase of development is preferred to small and fragmented amenity spaces as part of each individual development.

City Staff will continue to work with the Owner through the site plan review process to address the Guidelines.

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

The Subject Lands are zoned “R3 Residential Zone” by Zoning By-law 1-88, as shown on Attachment #3, which does not permit the Development. To implement the Development, the Subject Lands must be rezoned to the “RM2 Multiple Residential Zone” and “OS1 Open Space Conservation Zone” in the manner shown on Attachment #4, together with the following site-specific zoning exceptions to the RM2 Zone:

Table 1

	<b>Zoning By-law 1-88 Standard</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to the RM2 Multiple Residential Zone</b>
a.	Definition – “Dwelling, Street Townhouse”	Means “a townhouse dwelling in which each dwelling unit is situated on its own lot, which abuts a public street”	Means “a townhouse dwelling in which each dwelling unit is situated on its own lot, which abuts a public street or a private common element road”
b.	Definition – “Lot”	Means “a parcel of land fronting on a public street”	Means “a parcel of land fronting on a public street or a private common element road”
c.	Definition – “Street Line”	Means “the dividing line between a lot and a street or the dividing line between a lot and a reserve abutting the street”	Means “the dividing line between a lot and a street or a private common element road, or the dividing line between a lot and a reserve abutting a street or a private common element road”
d.	Permitted Uses	<ul style="list-style-type: none"><li>- Apartment Dwelling</li><li>- Multiple Family Dwelling</li><li>- Block Townhouse Dwelling</li><li>- Day Nursery</li></ul>	Permit Townhouse Dwellings on Parcels of Tied Land (POTLs), fronting on a common element road

	<b>Zoning By-law 1-88 Standard</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to the RM2 Multiple Residential Zone</b>
e.	Frontage on a Public Street	No person shall erect any building or structure in any zone unless the lot upon which such building or structure is to be erected fronts upon an improved public street	Permit a Townhouse Dwelling situated on freehold lot to front onto a public street or a private common element condominium road
f.	Minimum Lot Frontage	30 m	5.5 m - 6.2 m
g.	Minimum Lot Area	230 m <sup>2</sup> / unit	107 m <sup>2</sup> / unit
h.	Minimum Front Yard Setback	4.5 m	Pine Valle Drive = 3 m; Common Element Road = 3 m; Unit 22, Block 4 = 1.9 m
i.	Minimum Front Yard Setback (to a Garage)	6.4 m	6 m (Block 1 and 2)
j.	Minimum Rear Yard Setback	4.5 m	3 m (Blocks 1 and 2)
k.	Minimum Interior Side Yard Setback	1.5 m	Block 2 = 1.25 m Block 3 = 1.35 m Block 4 = 0.60 m

	<b>Zoning By-law 1-88 Standard</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to the RM2 Multiple Residential Zone</b>
l.	Maximum Building Height	11 m	11.5 m
m.	Maximum Lot Coverage (for each POTL)	50%	69%
n.	Minimum Front or Exterior Yard Landscaping for a POTL	33% of the front or exterior side yard shall be comprised of landscaping	19% of the front or exterior side yard shall be comprised of landscaping
o.	Minimum Landscape Strip Widths Around Outdoor Parking Areas	3 m	Along the north property line = 1 m  Along the south property line = 0.5 m
p.	Minimum Screening Requirements for Outdoor Parking Areas	Screening shall consist of either a landscaped earthen berm or an evergreen hedgerow, and shall have a minimum height of 1.2 m	Screening shall not be required for outdoor parking areas
q.	Surface Material for Outdoor Parking Areas	Outdoor parking areas, aisles and driveways shall be surfaced with hot mix asphalt or concrete	Outdoor parking areas aisles and driveways shall be surfaced with either hot mix asphalt or concrete, permeable pavers, or interlocking stones
r.	Visitor Parking Space Dimensions (width x length)	2.7 m x 6 m	2.7 x 5.8 m

	<b>Zoning By-law 1-88 Standard</b>	<b>RM2 Multiple Residential Zone Requirements</b>	<b>Proposed Exceptions to the RM2 Multiple Residential Zone</b>
s.	Minimum Amenity Area	22 units @ 90 m <sup>2</sup> / unit  Total = 1,980 m <sup>2</sup>	There shall be no minimum Amenity Area requirement for the RM2 Multiple Residential Zone
t.	Maximum Encroachment for Uncovered, Unexcavated and Unenclosed Exterior Stairways, Porches and Balconies	1.8 m	2.55 m

The Development Planning Department has reviewed the proposed rezoning and site-specific exceptions to Zoning By-law 1-88 identified in Table 1 and provides the following comments:

- i) The proposed RM2 Zone for the Subject Lands is consistent with the zoning of the townhouse development located on the lands to the south (Pine Valley Enclave Phase I). The proposed rezoning to the RM2 Zone will establish zoning continuity between the townhouse developments. Accordingly, the Development Planning Department can support the proposed rezoning to the RM2 Zone.
- ii) The definitions of “Dwelling, Street Townhouse”, “Lot” and “Street Line” require a site-specific amendment to permit townhouse dwellings to front onto a public road (Pine Valley Drive) or a private common element condominium road. The proposed amendments to the definitions will prevent potential future technical variances as a result of the creation of the Parcels of Tied Land (POTLs). Section 3.21 respecting Frontage on a Public Street requires a site-specific amendment for the same purpose.
- iii) The proposed minimum POTL area and frontage, building and yard setbacks, height and encroachments can be supported as they are consistent with development standards that have been approved for similar townhouse developments within the City.

It is also noted that Zoning By-law 1-88 does not include a zone category or zoning standards for common element developments designed for contemporary, compact forms of development. The RM2 Zone is intended to implement traditional, block townhouse development forms. Therefore, a number of zoning exceptions in Table 1 are a result of the outdated zone standards in Zoning By-law 1-88 and zone categories not designed to accommodate this form of development.

In consideration of the above, the Development Planning Department is satisfied that the proposed rezoning and site-specific amendments to Zoning By-law 1-88 will facilitate a residential development that is compatible with the existing built form in the surrounding area.

***The Development Planning Department supports the Development, subject to conditions***

Site Plan

The Owner has submitted Site Development File DA.16.046, shown on Attachment #4, to permit the Development, consisting of 22, 3-storey townhouse dwellings units within 4 blocks, served by a private common element condominium road. The private common element condominium road is a minimum 6 m in width, and widens to approximately 26.8 m where it terminates at the south property line. The private road design includes a centralized, paved, mountable curb which provides for an informal que to facilitate looped turnarounds for private vehicles and three-point turns for service vehicles. Visitor parking and bicycle parking spaces are distributed throughout the development. A 10 m VPZ from the valley feature and woodland has been provided along the westerly portion of the Subject Lands.

The Development is well served by existing and new sidewalks connections. There is an existing sidewalk located within the Pine Valley Drive right-of-way, which will provide direct access to Blocks 3 and 4. The proposed site plan also includes two, new sidewalk connections as shown on Attachment #4.

Landscape Plan

The landscape plan, shown on Attachment #5, includes a mix of vegetation including deciduous trees, coniferous trees and a variety of shrub species along the private common element condominium road. The front yards of Blocks 1 and 2 include walkways finished with precast unit pavers, deciduous trees and shrubs, and the rear yards are sodded and partially enclosed by wood privacy screens. The front and rear yards of Block 3 and 4 utilize precast unit paver walkways, deciduous trees and shrubs. The Owner is proposing wood privacy fencing along the north and south property lines; the wood privacy fencing does not carry into the valley feature or woodland. The Owner



is proposing a chain link fence where the rear yards of Blocks 1 and 2 abut the VPZ of the woodland, consistent with the request from the Parks Development Department and the TRCA.

The Owner is proposing landscaping along the private common element condominium road to enhance the streetscape, to the satisfaction of the Development Planning Department.

#### Building Elevations

The proposed townhouse elevations shown on Attachments #6 and #7, are a contemporary design and have façades finished with a mix of dark brown or grey brick, and wood longboard soffits. The rear elevations of Blocks 3 and 4 include an entry doors and garages that appear as front façades to respond to the front-to-back condition with Blocks 1 and 2.

Prior to the execution of the Site Plan Agreement, the Owner shall satisfy all requirements of the Development Planning Department, and the Development Planning Department shall approve the final site plan, building elevations, landscape plans and landscape cost estimate. Should the LPAT approve the Applications, either in whole or in part, the Development Planning Department recommends that the LPAT withhold its final Decision/Order until such time that the implementing site-specific Zoning By-law Amendment and Site Plan Agreement is prepared to the satisfaction of the City, and the Site Plan Agreement include the final plans and conditions of City Departments and external agencies. Conditions to this effect are included in the Recommendations of this report.

#### ***Draft Plan of Condominium (Common Elements) File 19CDM-16V006 is consistent with the proposed Site Plan***

The Owner has submitted the related Draft Plan of Condominium (Common Element) File 19CDM-16V006 for the Subject Lands, as shown on Attachment #8, for the creation of the common elements to be privately owned and maintained by a future Condominium Corporation. The Draft Plan of Condominium (Common Element) submitted in support of the Development is consistent with the site plan submitted by the Owner, shown on Attachment #4, and includes the private road, visitor parking areas, internal sidewalks and landscaping. The Conditions of Draft Approval are contained in Attachment #1 of this report.

The DE Department advises that any retaining walls and subsurface infrastructure be included on the final Plan of Condominium, or situated within POTLs of the proposed townhouse units fronting onto the common element condominium road and that the declaration of the future condominium corporation shall provide that the future

condominium corporation shall maintain and manage the retaining walls and subsurface infrastructure and reserve a right of entry onto the POTLs to carry out such obligations.

***Future connections are possible for the west side of Pine Valley Drive between Pine Valley Enclave Phase I and the Development***

As part of the Traffic Impact Study (“TIS”) submitted in support of the Development, the Owner developed a context plan (shown on Attachment #9) for the west side of Pine Valley Drive between Willis Road and Pine Grove Road. The context plan is conceptual and it only demonstrates how potential, future connections to the abutting lands, and to Pine Valley Drive may be accommodated.

***Easements are required to facilitate the Development***

If the Development is approved, the Owner will be required to secure an easement(s) in favour of the abutting lands to the south, through to and including the Pine Valley Enclave Phase I lands, to the satisfaction of the City, to facilitate any potential future mutual access and servicing connections (shown on Attachment #4 and Attachment #9). In order to implement this form of development, the City must protect for access rights to the abutting lands by securing easements through the implementing Site Plan and Condominium Agreements.

The Owner will also be required to provide an easement(s) in favour of the public authority for access into the Open Space lands for maintenance purposes, to the satisfaction of the City. The Owner shall be required to provide a gate for entry into the Open Space lands, to allow the public authority to access to the proposed infrastructure within the valley corridor and woodland feature. Entry into the Open Space lands will not be permitted for any purpose other than for the maintenance of the infrastructure (i.e. infiltration trenches) and the valley corridor and woodland feature. This is included in the Recommendations of this report.

***Private amenity areas are not appropriate within a Vegetation Protection Zone***

At the February 7, 2017 Committee of the Whole (Public Hearing), Vaughan Council requested Staff to consider the possibility of permitting private amenity space within the VPZ. This request was in response to the Development not providing private backyards for Blocks 3 and 4, or any common element amenity space.

On October 4, 2017, the Owner provided a revised submission to the City, which included a rationale for permitting a 103.77 m<sup>2</sup> private amenity area within the VPZ. The Development Planning and PPES Departments have reviewed Council’s request, the justification provided by the Owner and VOP 2010 policy, and have determined that private amenity area is not a permitted or appropriate use in the VPZ, which is dedicated into public ownership.

The rationale for permitting private amenity space within the VPZ also relies on the policy framework of the TRCA's Living City Policies ("LCP"), specifically Section 8.10, which speaks to permit recreational uses. The TRCA have undertaken a review of this request in consideration of their LCP, and have concluded that private amenity area is not considered a low-intensity or passive recreational use, and is not appropriate within the natural heritage network.

***The Urban Design and Cultural Heritage Section advise that the Subject Lands are cleared of any concern for archaeological resources***

The Development Planning Department, Urban Design and Cultural Heritage Section has reviewed the Stage 1 and 2 Archeological Assessment submitted in support of the Development, and advise that the Subject Lands are cleared of any concern for archaeological resources. The following standard conditions shall be included in the implementing Site Plan Agreement:

- should archaeological resources be found on the property during construction activities, all work must cease and both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department, Urban Design and Cultural Heritage Section shall be notified immediately; and
- in the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Region Police Department, the Regional Coroner, the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services, and the City of Vaughan's Development Planning Department, Urban Design and Cultural Heritage Section.

***The Policy Planning and Environmental Sustainability Department has no objection to Development, subject to conditions***

The PPES Department has reviewed the Applications and has no objection to the approval of the Development. The PPES provides the following comments:

**Replacement Tree Requirements**

The Council approved Tree Protection Protocol requires the compensation or replacement plantings for the removal of any individual trees outside the staked drip-line of a woodland. In accordance with the Arborist Report and landscape plans submitted in support of the Development, the Owner is required to provide compensation, in the amount of \$52,250, for 95 trees that could not be re-accommodated on the Subject Lands prior to the execution of the Site Plan Agreement.

#### Vegetation Protection Zone (“VPZ”)

Section 3.2.3.4 of VOP 2010 requires a 10 m VPZ from feature limit (woodland) on the Subject Lands. The PPES Department note that the VPZ contains 8 m pinch-point from the staked limits of the woodland. The PPES can accept the pinch-point in the VPZ given that the Owner is proposing to off-set the 16.36 m<sup>2</sup> area loss by replacing this area in the north portion of the Subject Lands, at the rear of Unit 1 of Block 1. Accordingly, there is no net loss in the VPZ required by Section 3.2.3.4 of VOP 2010.

#### ***The Development Engineering Department has no objection to the Development, subject to conditions***

The Development Engineering (DE) Department has advised they have no objection to the Development, subject to the comments below, the conditions set out in the Recommendations of this report, and the Conditions of Draft Approval contained in Attachment #1. The DE Department have identified the following matters to be addressed prior final approval and the execution of a Site Plan Agreement:

#### Approvals from York Region and the TRCA are required

The DE Department advises that the Subject Lands abut a regional right-of-way (Pine Valley Drive) and a regulated area by the TRCA. Accordingly, the Owner must obtain all necessary approvals from York Region and the TRCA prior to final signoff from the DE Department, and prior to the execution of the Site Plan Agreement.

#### Private road configuration and site circulation

The DE Department is satisfied with the Traffic Impact Study (“TIS”) that has been submitted in support of the Development. The TIS estimates that the proposed development will generate 15 vehicular trips in the AM, and 17 vehicular trips in the PM. The TIS concludes that these additional trips will have minimal or no impact on the operation of the surrounding road network and intersections.

With respect to the proposed site plan, the DE Department advises that the following comments shall be addressed prior to final approval of the site plan:

- all pedestrian walkways must be 1.5 m wide as per the *Accessibility for Ontarians with Disabilities Act* (the “AODA”). The Owner has agreed to increase the width of the internal sidewalk located between Blocks 3 and 4 from 1.2 m to 1.5 m;
- all driveway accesses should be located in areas of straight curb, and shall not be placed within the curb radii or returns; this impacts the driveway for Unit 22 of Block 4; and

- to improve and manage traffic flow at the south end of the private road, the DE Department recommends the Owner consider implementing one-way only movement around the centre island. This portion of the private road should be signed accordingly.

#### Erosion and sediment control

Prior to final approval and prior to the initiation of grading or stripping of topsoil, the Owner shall revise the erosion and sedimentation control plans to address all phases of the construction. This includes details respecting sewers, mains and municipal services and townhouse block building programs, including stabilization methods, topsoil storage locations and control measures, all to the satisfaction of the DE Department.

#### Revised Functional Servicing Report required

Prior to final approval, a revised Functional Servicing Report (“FSR”) and accompanying engineering drawings shall be submitted to the DE Department, and shall include a comprehensive stormwater, sanitary and water network analysis of the Development’s proposed systems. The revised report shall demonstrate that adequate stormwater management measures, sanitary discharge and water supply for the fire flow demands is available for the Subject Lands.

#### Downstream sanitary and storm analysis

Prior to final approval, the Owner is required to complete a downstream sanitary and storm sewer analysis (the “Analysis”), complete with design sheets and relating materials which demonstrate that the Subject Lands can adequately be serviced by the City and York Region’s sewer systems. The Analysis shall be completed using City standards.

#### Soil infiltration

Prior to final approval, the Owner shall provide detailed documentation and calculations that demonstrate that the soils are conducive to infiltration techniques, and that the location and infiltration measures have been sized appropriately so that infiltration volumes are achieved within the proposed stormwater underground chambers.

#### Environmental Noise and Vibration Report

Prior to final approval, the Owner shall submit an updated Environmental Noise and Vibration Report to the DE Department. The updated Environmental Noise and Vibration Report shall include the ultimate traffic volumes associated with the surrounding road network in accordance with the Ministry of Environment Guidelines. The Owner shall agree in the Site Plan Agreement to carry out, or cause to carry out, the recommendations set out in the Environmental Noise and Vibration Report to the satisfaction of the DE Department.

#### Financial contributions for front-end servicing are required

The Owner shall agree in the Site Plan Agreement to pay its financial contribution and/or front-end financing for all external municipal infrastructure necessary to service

the Subject Lands all to the satisfaction of the City, including but not limited to road improvements, watermains, sewers and sidewalks.

#### Construction Management

The Owner shall provide to the City a construction management plan that addresses all stages of construction, including but not limited to construction access, contractor parking, mud and dust control, etc., to the satisfaction of the DE Department and York Region.”

#### Issuance of Building Permits

The Owner shall agree in the Site Plan Agreement that no Building Permits will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the Development.

#### Sewage and water allocation

On February 21, 2018, the City’s latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City. Accordingly, servicing capacity to Site Development File DA.16.046 (Pine Valley Enclave II Ltd.) is available and unrestricted. Therefore, the following resolution to allocate capacity to the Development has been included in the Recommendations section of this report:

“IT IS HEREBY RESOLVED THAT Site Development File DA.16.046 (Pine Valley Enclave II Ltd.) be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a maximum total of 22 residential units (67 persons equivalent).”

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

The Parks Development Department advise they have no objection to the Development, subject to the following condition, which is included in the Recommendations of this report:

- that the Owner install appropriate fencing (1.5 m high vinyl chain link fencing) along the rear yard of the lots abutting the open space environmental buffer.

#### ***The Development may be eligible for municipal waste collection services, or shall be the responsibility of the Condominium Corporation***

The Environmental Services Department, Solid Waste Management Division has reviewed the Applications and advise they have no objection to the Development,

subject to their Conditions of Draft Approval identified in Attachment #1. The Environmental Services Department, Solid Waste Management Division advise that the future Condominium Corporation may be eligible for municipal waste collection services upon a successfully completed application, however, should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal waste collection services, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation.

***The Fire and Rescue Services Department have no objection to the Development***

The Fire and Rescue Services Department have no objection to the Development, subject to the following conditions, which are included in Attachment #1:

- that the 6 m wide private common element condominium road, which is identified as a fire route, be signed to indicate fire route;
- that vehicular parking be prohibited on the fire route; and
- that the proposed residential development complies with Ontario Building Code (OBC) Sections 3.2.5.5 and 3.2.5.6.

***Cash-in-lieu of the dedication of parkland is required for the Development***

The Office of the City Solicitor, Real Estate Department has advised that the Owner shall pay to the City by way of certified cheque, Cash-in-Lieu of the dedication of parkland prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-Lieu of Parkland Policy, should the applications be approved. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, 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.

***Development Charges are applicable to the Development***

The Financial Planning and Development Finance Department advise that the Owner will be required to pay all applicable development charges in accordance with the development charges by-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board.

**Financial Impact**

Not Applicable.

## **Broader Regional Impacts/Considerations**

The Development has been reviewed by external agencies, including York Region, the Toronto and Region Conservation Authority (TRCA), Canada Post and various utility companies, who advise they have no objections to the Development, subject to the below comments, the conditions included in the Recommendation of this report and Attachment #1.

### ***York Region has no objection to the Development, subject to conditions***

York Region advises they have no objection to the Development, subject to the comments below, and the conditions set out in the Recommendations of this report, and the Conditions of Draft Approval contained in Attachment #1.

### **York Region Site Plan Agreement**

York Region has indicated that the Owner will be required to enter into a separate Site Plan Agreement with the Region in order to permit the Development.

### **Access to Pine Valley Drive**

York Region has advised that they are protecting for a 36 m right-of-way (R.O.W.) for this section of Pine Valley Drive. Accordingly, York Region requires that all municipal setbacks be referenced from a point 18 m from the centreline of construction of Pine Valley Drive. York Region requires the Owner to convey all lands setback 18 m from the centreline of Pine Valley Drive, along the full frontage of the Subject Lands, free of all costs and encumbrances. The Owner will also be required to provide a 0.3 m reserve across the full frontage of the Subject Lands, where it abuts Pine Valley Drive, and adjacent to the above noted road widening, except at the approved access location.

York Region advises that no portion of any building or structure, above or below ground, shall not encroach onto the Regional R.O.W. or its 0.3 m reserve. Any above or below ground encroachments shall be removed at the Owner's expense.

York Region advises that all exterior building walls must be set back a minimum 2 m from the ultimate Regional R.O.W. in order to avoid steps, retaining walls, or doorways encroaching onto the Regional R.O.W. The proposed Site Plan, shown on Attachment #4, has a building wall setback of at least 3 m from the Regional R.O.W.

York Region has reviewed the revised TIS and related plans submitted in support of the proposed access to Pine Valley Drive, and request that traffic management plans be revised to indicate and protect the excavation required for the water service connection in the middle of Pine Valley. The excavation will be required for an extend period, multiple days, and needs to provide appropriate protection for traffic and workers.



### Additional Information

York Region has identified that a resubmission of the supporting plans and report is required prior to receiving final approval, and prior to the execution of a Site Plan Agreement with York Region.

### ***The Toronto and Region Conservation Authority has no objection to the Development, subject to conditions***

The TRCA advise they have no objection to the Development, subject to the comments below, the conditions set out in the Recommendations of this report, and the Conditions of Draft Approval contained in Attachment #1.

The TRCA advise that the Subject Lands are located within a Regulated Area by O. Reg. 166/06, and that the Owner will be required to obtain a permit from the TRCA to construct the Development. The TRCA note that the Subject Lands are located within the Humber River Watershed, and contain the valley slope of the East Humber River and contain a heavily vegetated woodlot. The TRCA have identified the following matters to be addressed prior to the execution of a Site Plan Agreement and the issuance of a permit by the TRCA:

### Zoning of the Subject Lands

The TRCA request that the City adequately zone the valley corridor and woodland, and related VPZ, into an appropriate open space category and that it be conveyed into public ownership, free of all charges and encumbrances. This condition is included in the Recommendations of this report and the Conditions of Draft Approval contained in Attachment #1.

### Erosion and sediment control

The TRCA have requested a revised erosion and sediment control plan, which is to be consistent with the TRCA's *Erosion and Sediment Control Guideline for Urban Construction 2006*. Additional details are required respecting the proposed Chambermaxx and infiltration trenches.

### Geotechnical engineering

The TRCA requires that the Long Term Stable Top of Slope (the "LTSTOS") line be accurately plotted in a clear and legible format on all drawings and reports, including but not limited to the site plan, landscape plan and engineering drawings submitted in support of the Development. The LTSTOS linework is required to ensure that the appropriate setback (10 m) from the outermost feature is applied. The legibility of the drawings included within the Additional Slope Stability Analysis, prepared by Bruce Brown and dated February 7, 2018, is required to address the above noted concern.

***Canada Post has no objection to the Development, subject to their conditions***

Canada Post has no objection to the Development, subject to the following conditions, which are included in Attachment #1:

- a) the Owner agrees to include on all Offers of Purchase and Sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox;
- b) the Owner will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale;
- c) the Owner will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan;
- d) the Owner will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:
  - i) an appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailboxes on;
  - ii) any required walkway across the boulevard, as per municipal standards;
  - iii) any required curb depressions for wheelchair access; and
- e) the Owner further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

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

Bell Canada, Enbridge Gas, Hydro One and Alectra Utilities Corporation have no objection to the approval of the Development, subject to the Owner coordinating servicing, connections, easements and locates with the above noted utilities prior to the commencement of site works. Condition to this effect are included in Attachment #1.

**Conclusion**

The Development Planning Department has reviewed Zoning By-law Amendment File Z.16.038, Site Development File DA.16.046, and Draft Plan of Condominium (Common Element) File 19CDM-16V006, in consideration of the policies of the PPS, the Growth Plan, the York Region Official Plan, Vaughan Official Plan 2010, comments from City Departments, external public agencies and the public, and the surrounding area

context. The Development Planning Department is satisfied that the proposed residential development is consistent with the policies PPS, conforms to the policies of the Growth Plan, the York Region Official Plan 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. These Applications have been appealed to the LPAT. The Development Planning Department has provided Recommendations for Council's endorsement, should LPAT approve the Applications. On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment, Site Development and Draft Plan of Condominium (Common Element) applications, subject to the Recommendations of this report and the Conditions of Draft Approval outlined in Attachment #1.

**For more information**, please contact: Diana DiGirolamo, Planner, Extension 8860.

### **Attachments**

1. Conditions of Draft Plan of Condominium (Common Element) Approval
2. Context Location Map
3. Location Map
4. Proposed Zoning and Site Plan
5. Landscape Plan
6. Typical Elevations - Blocks 1 and 2
7. Typical Elevations - Blocks 3 and 4
8. Draft Plan of Condominium (Common Element) File 19CDM-16V006
9. Context Plan for the West Side of Pine Valley Drive Between Willis Road and Pine Grove Road

### **Prepared by**

Diana DiGirolamo, Planner, ext. 8860

Mary Caputo, Senior Planner, ext. 8635

Carmela Marrelli, Senior Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning, ext. 8407

/LG

## **ATTACHMENT NO. 1**

### **CONDITIONS OF DRAFT PLAN OF CONDOMINIUM (COMMON ELEMENT) APPROVAL**

**DRAFT PLAN OF CONDOMINIUM (COMMON ELEMENT) FILE 19CDM-16V006 ("PLAN")  
PINE VALLEY ENCLAVE II LTD. ("OWNER")  
PART OF LOTS 21 TO 23 INCLUSIVE, REGISTERED PLAN M-1116, CITY OF VAUGHAN**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN ("CITY") THAT  
SHALL BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF  
CONDOMINIUM (COMMON ELEMENT) FILE 19CDM-16V006, ARE AS FOLLOWS:**

#### ***City of Vaughan Conditions***

1. The Plan shall relate to a Draft Plan of Condominium, prepared by Rady-Pentek & Edward Surveying Ltd., drawing File No. 13-281, dated March 26, 2018.
2. Any retaining wall(s) and subsurface infrastructure shall be situated within POTLs of the proposed townhouse units situated on the common element condominium road and the declaration of the future condominium corporation shall provide that the future condominium corporation shall maintain and manage the retaining wall(s) and subsurface infrastructure and reserve a right of entry onto the POTLs to carry out such obligations.
3. Prior to the assumption of the common elements by the future Condominium Corporation, the Owner shall confirm that the common element features and amenities, including the infrastructure required to service this Plan, will remain in the common element areas as identified by the Plan of Condominium.
4. Prior to the execution of the Condominium Agreement, the Owner shall submit a pre-registered Plan of Condominium to the Development Planning Department, and the related Site Plan Agreement shall have been registered on title.
5. The Owner shall enter into a Condominium Agreement with the City, and shall agree to satisfy all conditions that may be outstanding that the City considers necessary as part of the related Site Plan Agreement and Site Development File DA.16.046.
6. The following provisions shall be included in the Condominium Agreement:
  - a) The Condominium Corporation shall be responsible to regularly clean and maintain all driveway catch basins.

- b) The Condominium Corporation shall be responsible for private snow removal and clearing.
  - c) That the 6 m wide private common element condominium road, which is identified as a fire route, be signed to indicate fire route, and that vehicular parking be prohibited on the fire route.
  - d) Upon a successfully completed application, a site inspection, and the execution and registration of an Agreement with the Vaughan Environmental Services Department, Solid Waste Management Division as determined by the City, the Condominium Corporation may be eligible for municipal waste collection services. Should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation.
7. The Condominium Agreement shall be registered on title against the lands to which it applies, at the Owner's expense.
8. Prior to the Owner carrying out and constructing the works relating the Site Plan Agreement and Site Development File DA.16.046, the Owner shall provide to the Development Engineering Department written confirmation from a Professional Engineer (as defined by the *Professional Engineers Act*, R.S.O. 1990, c.P.28, as amended) confirmation that the construction and alignment of any of the retaining walls will not encroach into any abutting properties. Notwithstanding the foregoing, retaining wall encroachments shall only be permitted for construction purposes if the Owner obtains written consent from the abutting property Owner(s) in a form satisfactory to the City.
9. Prior to final approval, the Owner shall submit an "as-built" survey to the satisfaction of the Building Standards Department.
10. Prior to final approval, the Owner and their Solicitor and Land Surveyor shall confirm that all required easements and rights-of-way for utilities, drainage and construction purposes have been granted to the appropriate authorities, including but not limited to:
- i) easement(s) to facilitate mutual access over the private road and to permit the passing of underground servicing connections to the abutting lands to the south.

11. Prior to final approval, the Owner shall confirm fulfillment of all Parkland Dedication obligations to the City in accordance with the City's Cash-in-Lieu of Parkland Policy and the *Planning Act*.
12. Prior to final approval, the Owner shall confirm that they have paid all taxes levied, all additional municipal levies, if applicable, development charges and all financial requirements of this development as may be required by the Vaughan Financial Planning and Development Finance Department. The Owner also certifies acknowledgement of responsibility for the payment of all taxes levied to date, both interim and final, and all taxes levied upon the land after execution of this Agreement, if required, until each unit covered under this Condominium Agreement is separately assessed.

#### ***York Region Conditions***

13. Prior to final approval, the Owner shall provide confirmation that all of the conditions of the Site Plan Approval issued for the Subject Lands under York Region File No. SP-V-104-16, have been satisfied.
14. Prior to final approval, the Owner shall execute all York Region Agreements and obtain all of the necessary permits required as part of the Site Plan Approval for the Subject Lands issued under York Region File No. SP-V-104-16.
15. Prior to final approval, the Owner shall confirm that all of the works within the Regional right-of-way have been completed to the satisfaction of York Region or that York Region holds sufficient securities to cover the cost of any outstanding works. Should there be insufficient security to cover the cost of the remaining works, the Owner shall arrange for the deposit of additional securities in the amount sufficient to cover the cost of all outstanding works.
16. Prior to final approval, the Owner shall provide confirmation that all transfers of obligation have been completed where York Region Agreements require responsibility to change from the Owner to the Condominium Corporation.

#### ***Toronto and Region Conservation Authority Conditions***

17. The Owner shall confirm to the satisfaction of the Toronto and Region Conservation Authority ("TRCA") that the conditions of the TRCA included in the related Site Plan Agreement and Site Development File DA.16.046, have been included in the articles of incorporation for the Condominium Declaration.

18. Prior to final approval, the Owner shall confirm that the Open Space lands have been dedicated into public ownership free of all costs and encumbrances, to the satisfaction of the TRCA and/or the City.
19. Prior to conveyance of the Open Space lands into public ownership, the Owner shall convey an easement(s) in favour of the public authority for access into the Open Space lands for maintenance purposes, to the satisfaction of the TRCA and/or the City. The Owner shall be required to provide a gate for entry into the Open Space lands, to allow the public authority to access to the proposed infrastructure within the valley corridor and woodland feature. Entry into the Open Space lands will not be permitted for any purpose other than for the maintenance of the infrastructure (i.e. infiltration trenches) and the valley corridor and woodland feature.

Alternatively, should the Open Space lands remain in private ownership, the Open Space lands must be included as a common element(s) for the future Condominium Corporation, and identified on the final Plan of Condominium and within the Condominium Declaration to the satisfaction of the City and the TRCA. Any infrastructure (i.e. infiltration trenches) within the Open Space lands required to service this Plan must be monitored and maintained by the future Condominium Corporation to the satisfaction of the City and the TRCA. The Open Space lands must be left in a natural state by the Condominium Corporation, with the exception of the infrastructure (i.e. infiltration trenches) as depicted within the approved Site Development File DA.16.046 and the related Site Plan Agreement.

#### ***Canada Post Conditions***

20. The Owner agrees to include on all Offers of Purchase and Sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
21. The Owner will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
22. The Owner will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.
23. The Owner will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:
  - a) an appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailboxes on;

- b) any required walkway across the boulevard, as per municipal standards; and
- c) any required curb depressions for wheelchair access.

- 24. The Owner further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

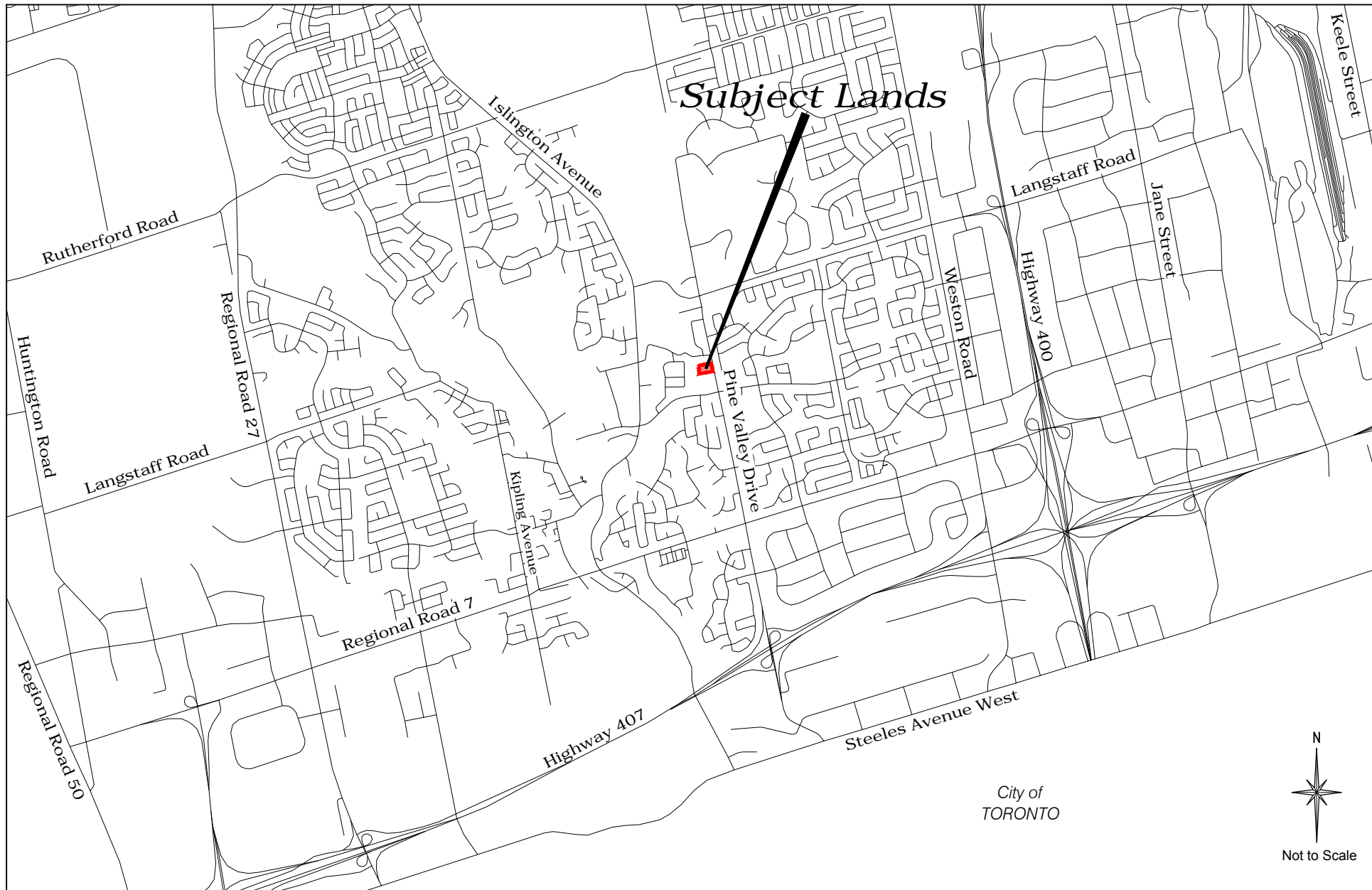
***Utilities Conditions***

- 25. The Owner is required to confirm that all required easements and rights-of-way for each utility have been granted to the appropriate authority.

***Clearances***

- 26. The Vaughan Development Planning Department shall advise that Conditions 1 to 12 have been satisfied.
- 27. York Region shall advise the Vaughan Development Planning Department in writing that Conditions 13 to 16 have been satisfied.
- 28. The Toronto and Region Conservation Authority shall advise the Vaughan Development Planning Department in writing that Conditions 17 to 19 have been satisfied.
- 29. Canada Post shall advise the Vaughan Development Planning Department in writing that Conditions 20 to 24 have been satisfied.
- 30. Bell Canada, Enbridge Gas, Hydro One and Alectra Utilities Corporation shall advise the Vaughan Development Planning Department in writing that Condition 25 has been satisfied.





## Context Location Map

**LOCATION:**  
Part of Lot 9, Concession 7

**APPLICANT:**  
Pine Valley Enclave II Ltd.

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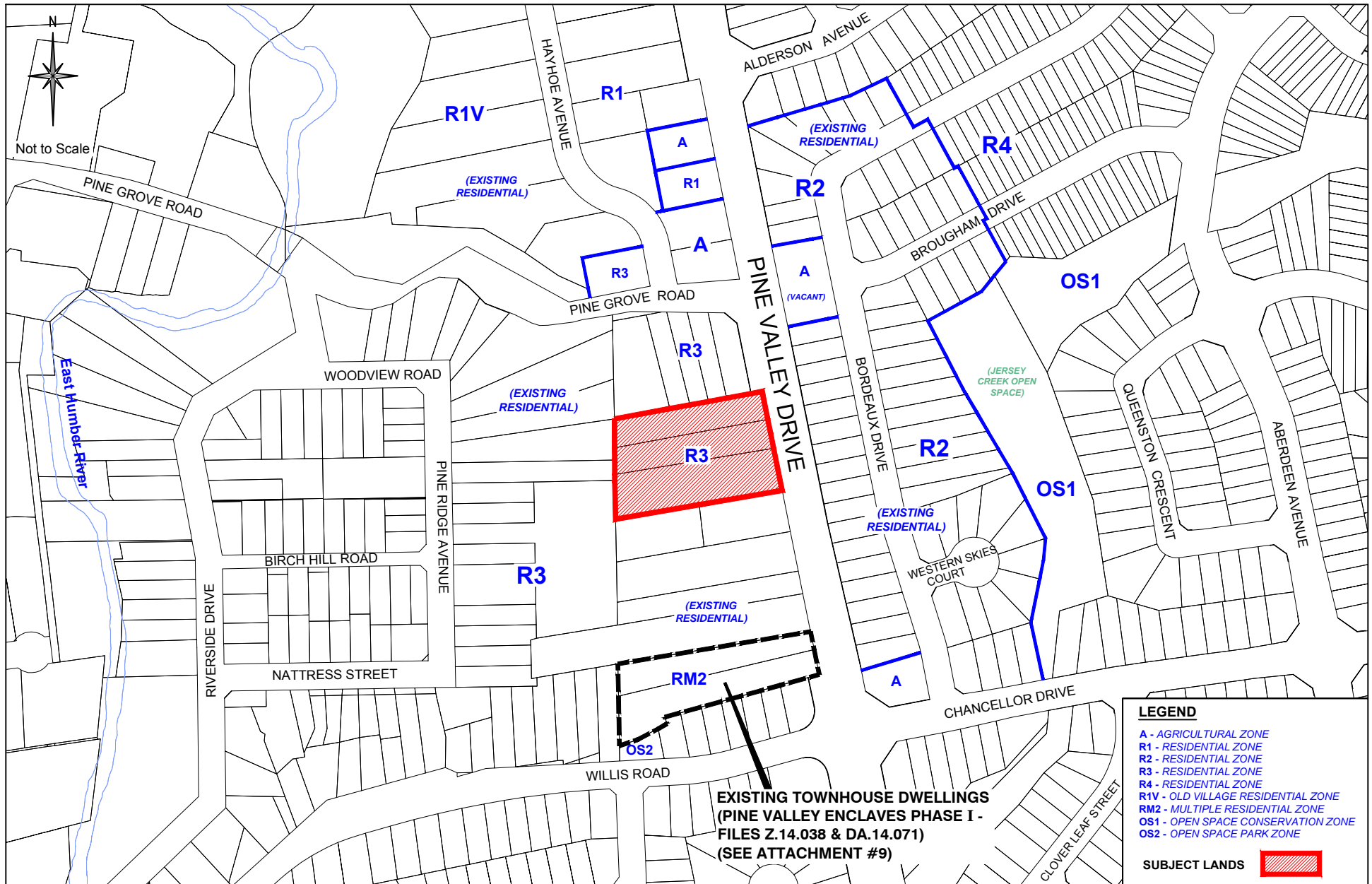


## Attachment

**FILES:** Z.16.038, DA.16.046 &  
19CDM-16V006

**DATE:**  
June 5, 2018

# 2



# Location Map

**LOCATION:**  
Part of Lot 9, Concession 7

**APPLICANT:**  
Pine Valley Enclave II Ltd.

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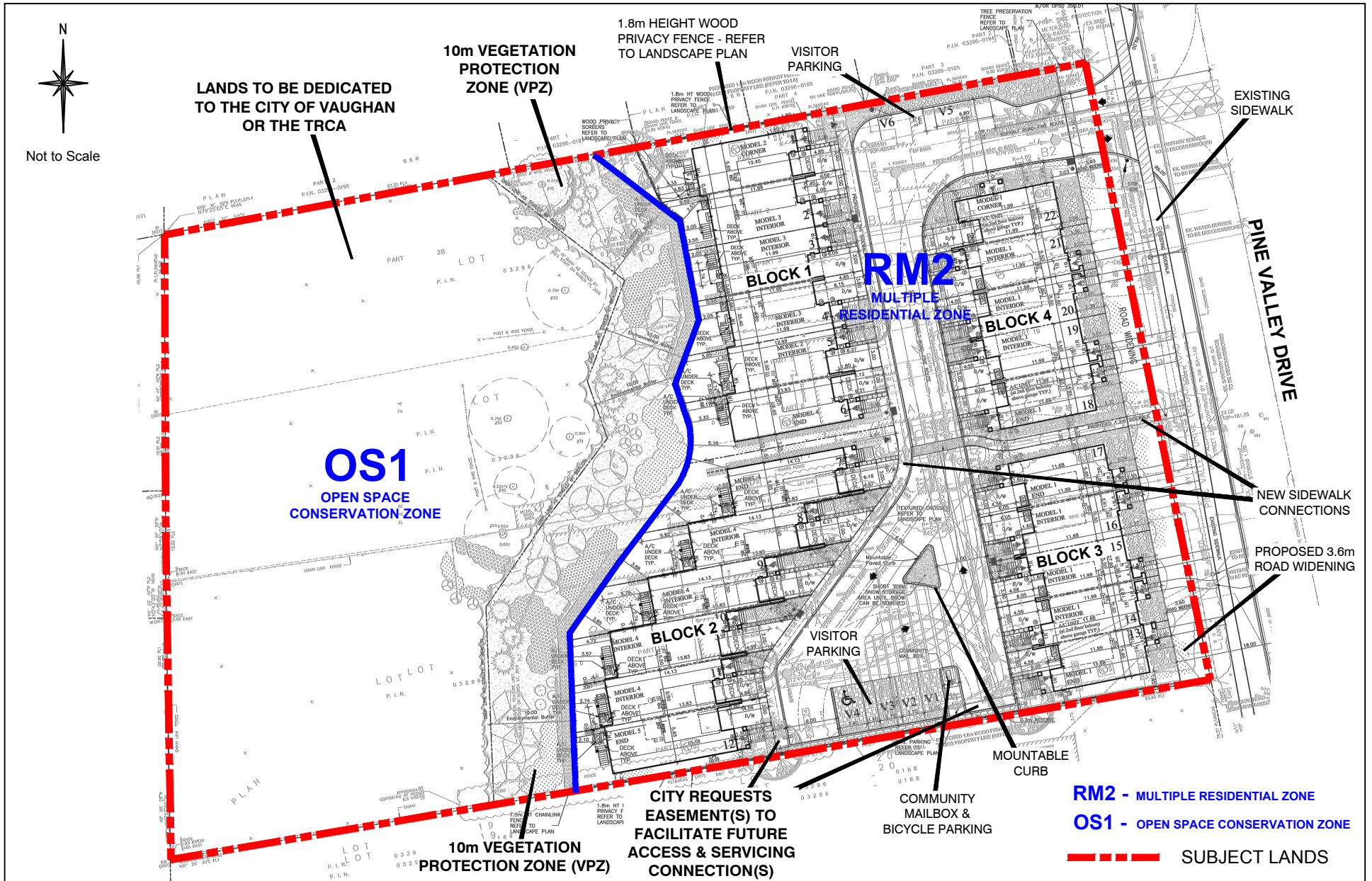


# Attachment

FILES: Z.16.038, DA.16.046 &  
19CDM-16V006

**DATE:**  
June 5, 2018

3



# Proposed Zoning & Site Plan

**LOCATION:**  
Part of Lot 9, Concession 7

**APPLICANT:**  
Pine Valley Enclave II Ltd.

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# Attachment

**FILES:** Z.16.038, DA.16.046 & 19CDM- 16V006

**DATE:**  
June 5, 2018

**4**



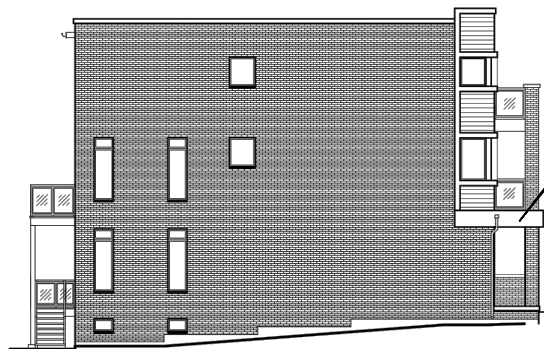




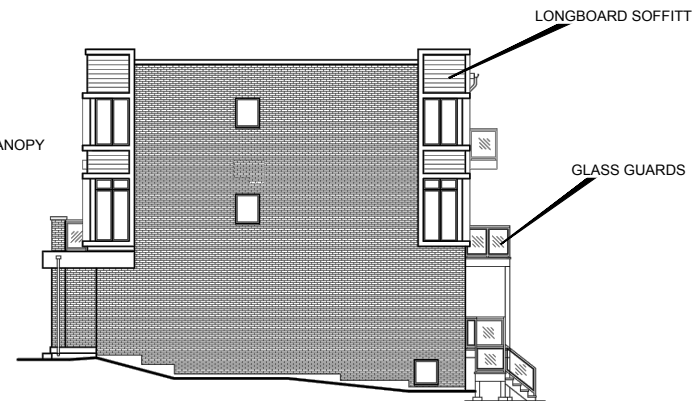
FRONT ELEVATION (FACING INTERNAL ROAD)



REAR ELEVATION



SIDE (NORTH) ELEVATION



SIDE (SOUTH) ELEVATION

Not to Scale

## Typical Elevations - Blocks 1 & 2

**APPLICANT:**  
Pine Valley Enclave II Ltd.

**LOCATION:**  
Part of Lot 9, Concession 7





Not to Scale

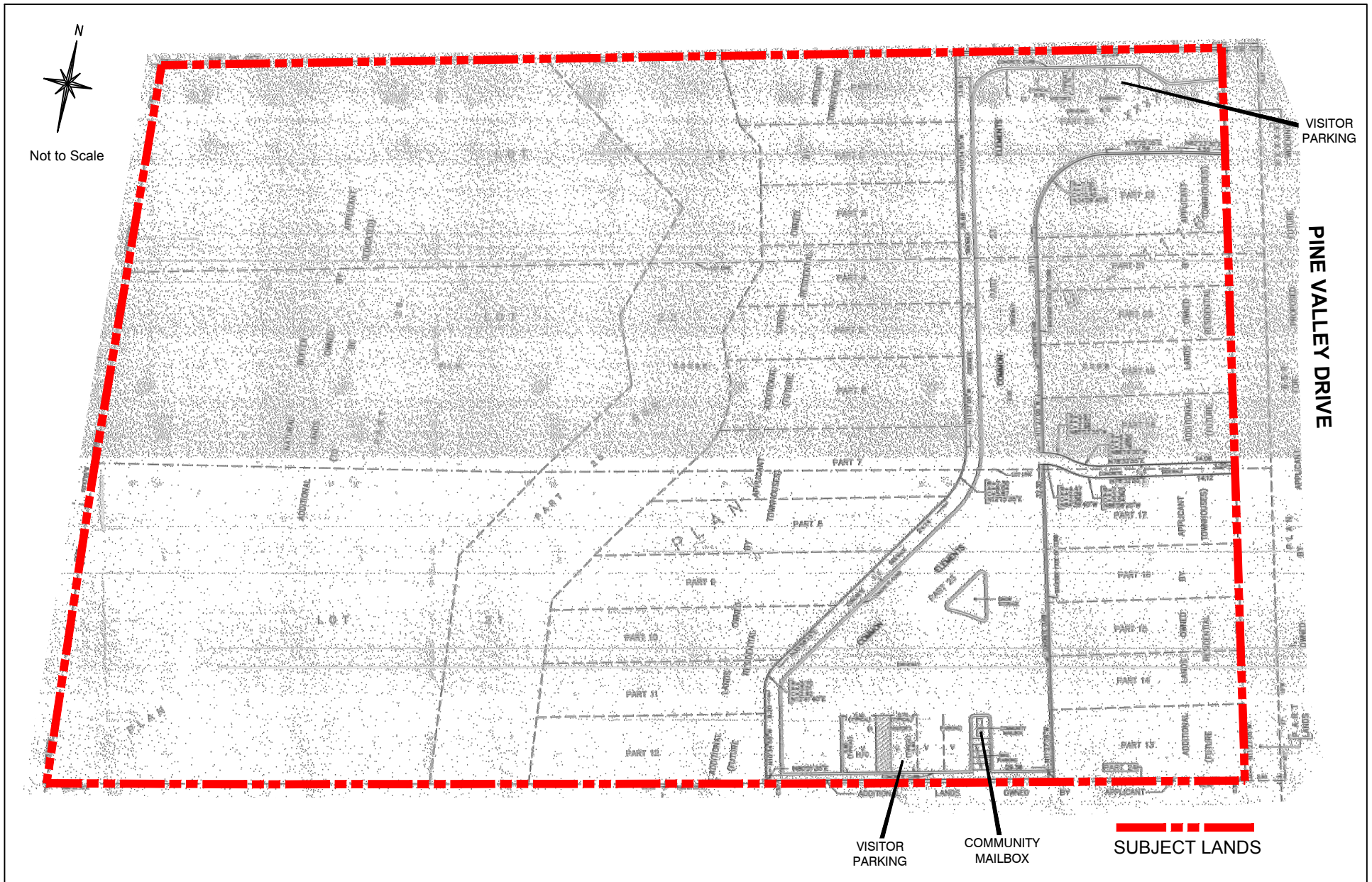
## Typical Elevations - Blocks 3 & 4

**APPLICANT:**  
Pine Valley Enclave II Ltd.

**LOCATION:**  
Part of Lot 9, Concession 7







# Draft Plan of Condominium (Common Element) File 19CDM-16V006

**APPLICANT:**  
Pine Valley Enclave II Ltd.

**LOCATION:**  
Part of Lot 9, Concession 7

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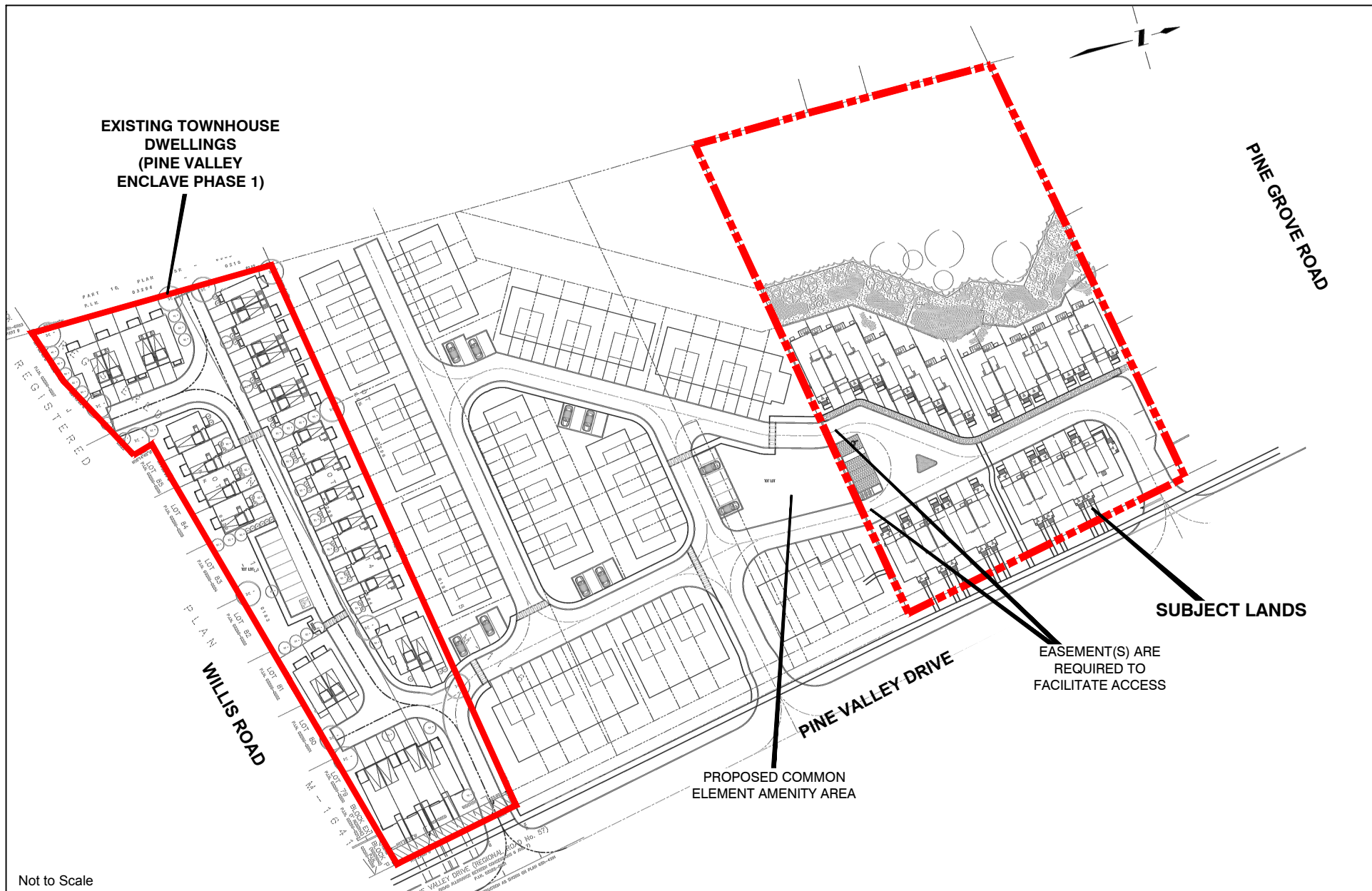


## Attachment

FILES: Z.16.038,  
DA.16.046, & 19CDM- 16V006

**DATE:**  
June 5, 2018

8



Context Plan - for West Side of  
Pine Valley Drive Between Willis  
Road and Pine Grove Road

APPLICANT: Pine Valley Enclave II Ltd.  
LOCATION: Part of Lot 9, Concession 7

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Item:



## Committee of the Whole Report

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

**WARD:** 2

**TITLE: SITE DEVELOPMENT APPLICATION FILE DA.18.022  
1845255 ONTARIO LIMITED  
VICINITY OF REGIONAL ROAD 50 AND NATIVIO STREET**

**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.18.022 for the Subject Lands shown on Attachments #1 and #2, to permit a 17,709 m<sup>2</sup> employment building with a 3-storey accessory office component (4,283.8 m<sup>2</sup>), as shown on Attachments #3 to #6.

**Report Highlights**

- To seek approval from Committee of the Whole to permit an employment building, including an accessory office component on the Subject Lands.
- The Development Planning Department supports approval of the proposed employment building as it conforms to Vaughan Official Plan 2010, complies with Zoning By-law 1-88, and is compatible with the existing and planned uses in the surrounding area, subject to the conditions in this report.

**Recommendations**

1. THAT Site Development File DA.18.022 (1845255 Ontario Limited) BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS, to permit a 17,709 m<sup>2</sup> employment building with a 3-storey accessory office component (4,283.80 m<sup>2</sup>), as shown on Attachments #3 to #6:

- a) That prior to the execution of the Site Plan Agreement:
  - i) the Development Planning Department shall approve the final site plan, building elevations, signage details, landscape plan, landscape cost estimate and arborist tree report and plans;
  - ii) the Development Engineering Department shall approve the final site servicing and grading plan, stormwater management report, and truck manouvering plan;
  - iii) the Environmental Services Department Solid Waste Management Division shall approve the final waste management plan;
  - iv) the Owner shall satisfy all requirements of York Region; and,
  - v) the Owner shall satisfy all requirements of Peel Region.
- b) That the Site Plan Agreement shall include the following clauses:
  - i) In areas where there is no identified archaeological potential, the following standard clauses apply for the lands being disturbed for the development/construction, as required by the Ministry of Tourism, Culture and Sport:
 

“Should archaeological resources be found on the subject lands during construction activities, all work must cease and both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan’s Planning Department, Urban Design and Cultural Heritage Division shall be notified immediately.

In the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities and shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries at the Consumer Services.”
  - ii) "The Owner shall satisfy all conditions of the Alectra Utilities Corporation."
  - iii) "The Owner shall pay to the City all the applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and York Catholic District School Board."

- iv) "The Owner shall agree to contact Enbridge Gas Distribution for service and meter installation details and to ensure that all gas piping is appropriately installed, and shall agree to relocate gas pipelines if the gas main needs to be relocated, and to grant Enbridge Gas Distribution, if necessary, any easements required to service the Development. The Owner shall be responsible for all costs for the relocation of such facilities or easements."
- v) "The Owner shall agree to grant Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements."
- vi) "Prior to commencing any work, the Owner must confirm with Bell Canada that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure, is not available the Owner shall be required to pay for the connection to and/or extension of the existing communication infrastructure."

## **Background**

The subject lands (the "Subject Lands") are located on the southeast corner of Regional Road 50 and Nativo Street, municipally known as 8125 Regional Road 50, as shown on Attachments #1 and #2. The surrounding land uses are shown on Attachment #2.

## **Previous Reports/Authority**

Not Applicable

## **Analysis and Options**

### ***A Site Development Application has been submitted to support the development***

The Owner has submitted Site Development File DA.18.022 (the "Application") to permit a to permit a 17,709 m<sup>2</sup> employment building with a 3-storey accessory office component (4,283.8 m<sup>2</sup>) (the "Development"), as shown on Attachments #3 to #6.

### ***The Development conforms to the policies of the Vaughan Official Plan 2010 ("VOP 2010")***

The Subject Lands are designated "Prestige Employment" by VOP 2010, which permits a wide range of employment uses including industrial uses, manufacturing, warehousing, processing, and distribution uses within a wholly enclosed building and with no outside storage. Accessory office and retail uses are also permitted provided they are directly associated with the employment uses, are located on the same lot and

that the accessory office and retail uses do not exceed 49% of the total gross floor area devoted to the primary employment use. Accessory retail is further restricted to no more than 10% of the total gross floor area devoted to the primary use. The Development is for a 17,709 m<sup>2</sup> employment building with 4,283.8 m<sup>2</sup> (24% of the total Gross Floor Area) of accessory office uses. The Development conforms to VOP 2010.

***The Development complies with Zoning By-law 1-88***

The Subject Lands are zoned EM1 Prestige Employment Area Zone as shown on Attachment #2, by Zoning By-law 1-88, which permits the proposed employment use as shown on Attachment #3 to #6. The Development complies with all of the development standards of the EM1 Prestige Employment Area Zone of Zoning By-law 1-88.

***The Development Planning Department supports the proposed Development***

Site Plan

The Owner proposes to develop the Subject Lands with a 17,988 m<sup>2</sup> employment building with a 3-storey accessory office component (4,823.80 m<sup>2</sup>), as shown on Attachments #3 to #6.

The building elevations shown on Attachment #5 and #6 consist of pre-cast concrete, aluminum panels and spandrel glazing. The north elevation facing Nativio Street and the west elevation facing Regional Road 50 are enhanced with high quality architectural materials, entrances at the street view, signage, and the incorporation of glazing and windows, which provides natural lighting and sky views. Waste disposal and mechanical rooms are fully enclosed within the buildings. A total of 292 parking spaces (inclusive of 8 accessible parking spaces), and 13 loading spaces are proposed.

Landscape strips and buffer areas are proposed along the perimeter of the site abutting Regional Road 50 and Nativio Street, as shown on Attachment #4. The landscape buffer areas will consist of a mix of coniferous and deciduous trees and shrub plantings. The Landscape Plan shall be revised to reflect the minor changes made to the Site Plan as identified on Attachment #4. A staff amenity area is proposed on the west side of the building for the use by employees of the business. The Development also includes pedestrian connections from the Subject Lands to the existing municipal sidewalks located on Regional Road 50 and Nativio Street.

The Vaughan Development Department is generally satisfied with the Development as shown on Attachment #3 to #6, and must approve the final site plan, building elevations, landscape plans and landscape cost estimate

***The Development Engineering ("DE") Department has no objections to the Development***

The DE Department has no objection to the proposal in-principle. The DE Department must approve the final site grading and servicing plan, Functional Servicing and

Stormwater Management Report, prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

***The Environmental Services Department, Solid Waste Management Division has no objection to the proposal, subject to the conditions in this report***

The Owner has submitted a Waste Collection Design Standards Submission form which is being reviewed by the City. The Environmental Services Department, Solid Waste Management Division shall approve the final waste management site plan, floor plan, and waste collection design standards submission. A condition to this effect is included in the Recommendations of this report.

***Cash-in-lieu of the dedication of parkland is required for the Development***

The Office of the City Solicitor, Real Estate Department has advised that the Owner is required to pay to the City of Vaughan by way of certified cheque, 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 51 of the *Planning Act* and the City of Vaughan Policy. 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.

***Development charges are applicable for the proposed Development***

The Financial Planning and Development Finance Department has advised that the City of Vaughan, York Region and both Boards of Education Development Charges are applicable. A standard clause will be included in the Site Plan Agreement to this effect.

***The Toronto and Region Conservation Authority ("TRCA") has no objection to the Development***

The TRCA has indicated that the Subject Lands are located outside their Regulated Area and have no objection to the Development.

***Alectra Utilities, Bell Canada and Enbridge Gas Distribution have no objection to the Development***

Alectra Utilities, Bell Canada and Enbridge Gas Distribution advise that they have no objection to the Development, subject to the conditions included in the Recommendations of this report.

### **Financial Impact**

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

## **Broader Regional Impacts/Considerations**

The Application has been circulated to York Region and the Region of Peel for review and approval. Prior to the execution of the Site Plan Agreement, the Owner will be required to satisfy all requirements of York Region and the Region of Peel. Conditions to this effect are included in the Recommendations of this report.

### ***The Region of Peel has no objection to the Development***

The Region of Peel has advised that they have no objection to the Application, subject to their conditions set out in the Recommendations of this report.

## **Conclusion**

Site Development File DA.18.022 has been reviewed in consideration of the policies of VOP 2010, the requirements of Zoning By-law 1-88, comments received from City Departments and external public agencies, and the surrounding area context. The Development shown on Attachments #3 to #6 conforms to VOP 2010, complies with Zoning By-law 1-88, and is appropriate and compatible with the existing and permitted uses in the surrounding area. Accordingly, the Development Planning Department can support the approval of Site Development File DA.18.022, subject to the Recommendations in this report.

**For more information**, please contact: Mary Caputo, Senior Planner, extension 8635.

## **Attachments**

1. Context Location Map
2. Location Map
3. Site Plan
4. Landscape Plan
5. West and North Building Elevations
6. East and South Building Elevations

## **Prepared by**

Mary Caputo, Senior Planner, extension 8635  
Carmela Marrelli, Interim Director of Development Planning extension 8791  
Mauro Peverini, Director of Development Planning, extension 8407

/LG

**SUBJECT LANDS**

CITY OF  
BRAMPTON



Not to Scale

REGIONAL ROAD 50

LANGSTAFF ROAD

REGIONAL ROAD 27

KIPLING AVENUE

HUNTINGTON ROAD

ZENWAY BOULEVARD

REGIONAL ROAD 7

MARTIN GROVE ROAD

HIGHWAY 427

HIGHWAY 407

STEELES AVENUE WEST

CITY OF  
.....

## Context Location Map

**LOCATION:**  
Part of Lot 8, Concession 10

**APPLICANT:**  
1845255 Ontario Limited

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**VAUGHAN**

Development Planning Department

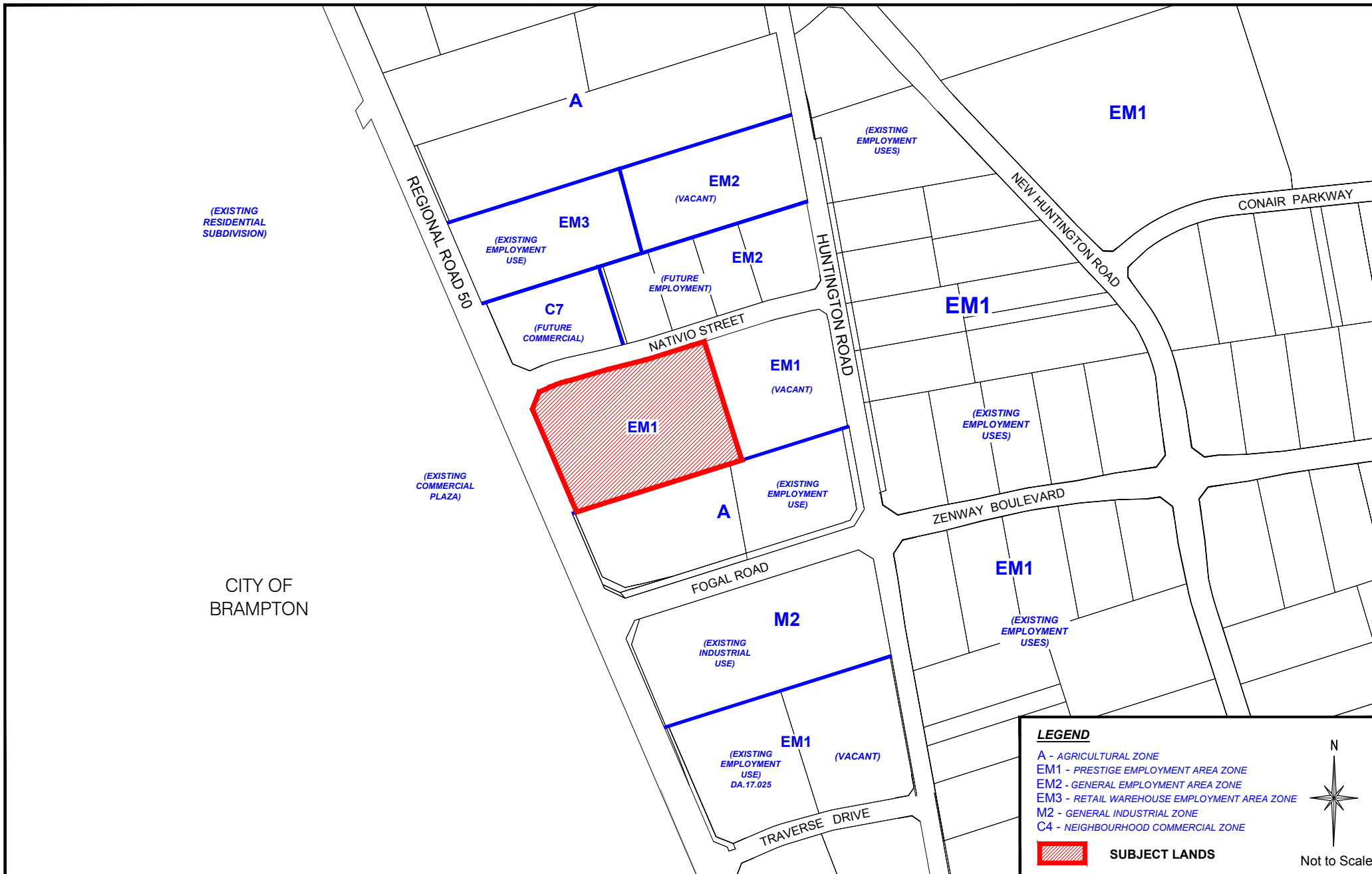
Page 626

## Attachment

**FILE:**  
DA.18.022

**DATE:**  
June 5, 2018

1



# Location Map

**LOCATION:**  
Part of Lot 8, Concession 10

**APPLICANT:**  
1845255 Ontario Limited

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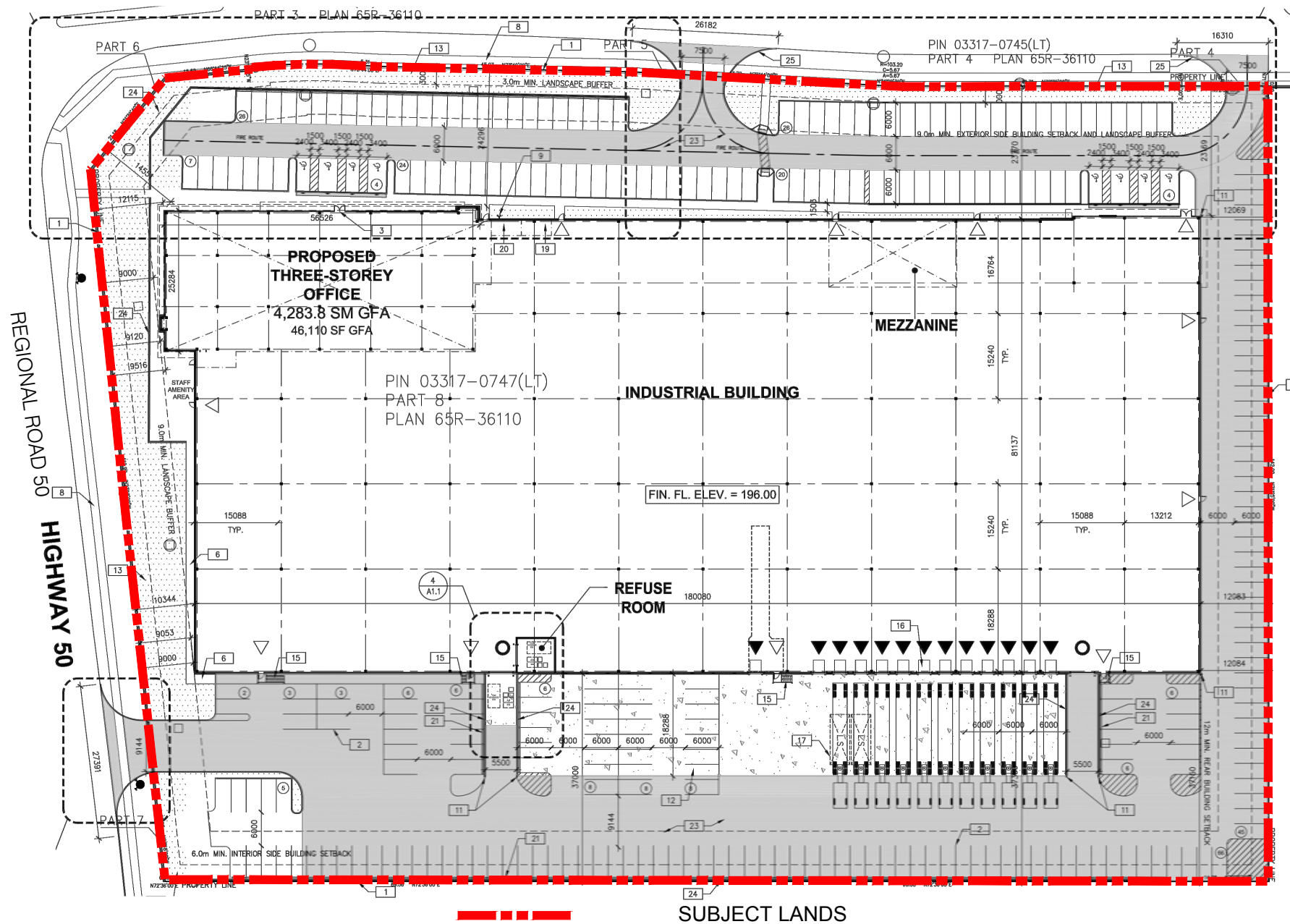
# Attachment

**FILE:**  
DA.18.022

**DATE:**  
June 5, 2018

**2**





Not to Scale

# Site Plan

**LOCATION:**  
Part of Lot 8, Concession 10

**APPLICANT:**  
1845255 Ontario Limited

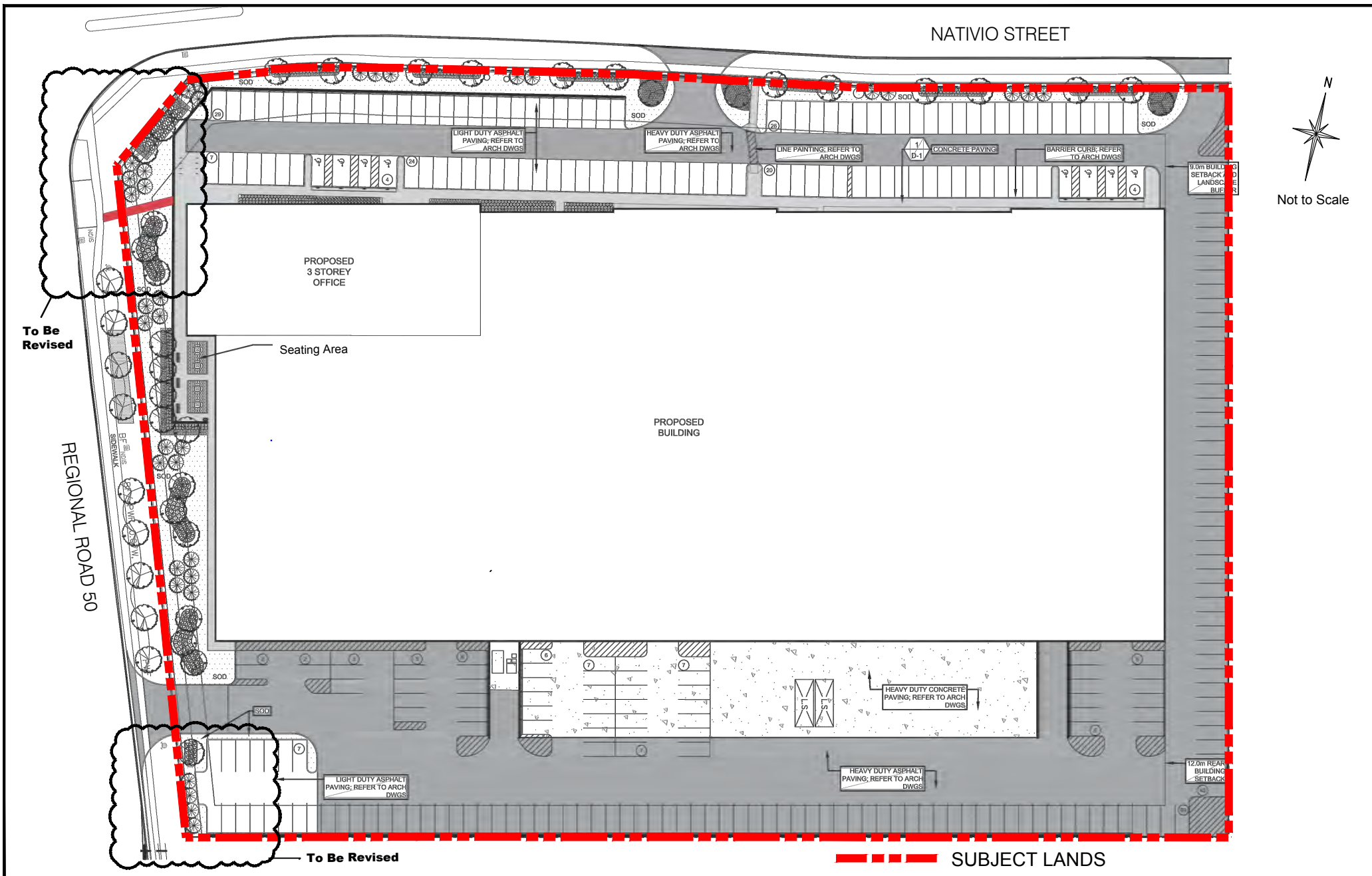
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# Attachment

**FILE:**  
DA.18.022

**DATE:**  
June 5, 2018

**3**



# Landscape Plan

**LOCATION:**  
Part of Lot 8, Concession 10

**APPLICANT:**  
1845255 Ontario Limited

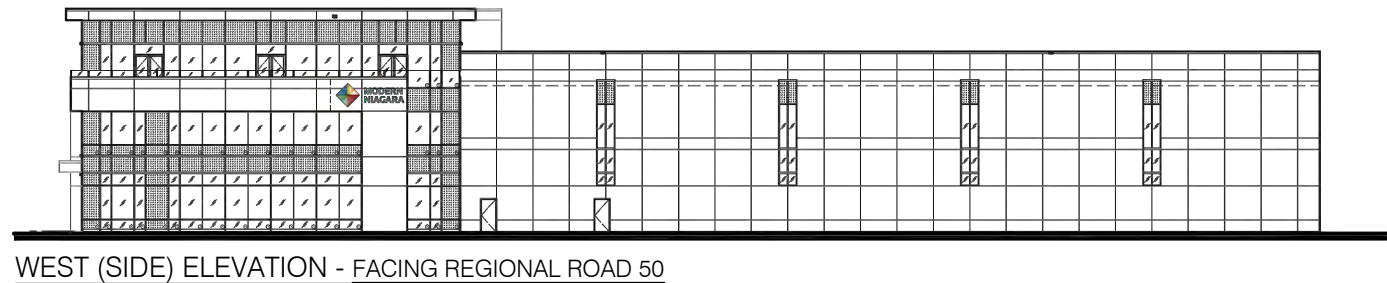
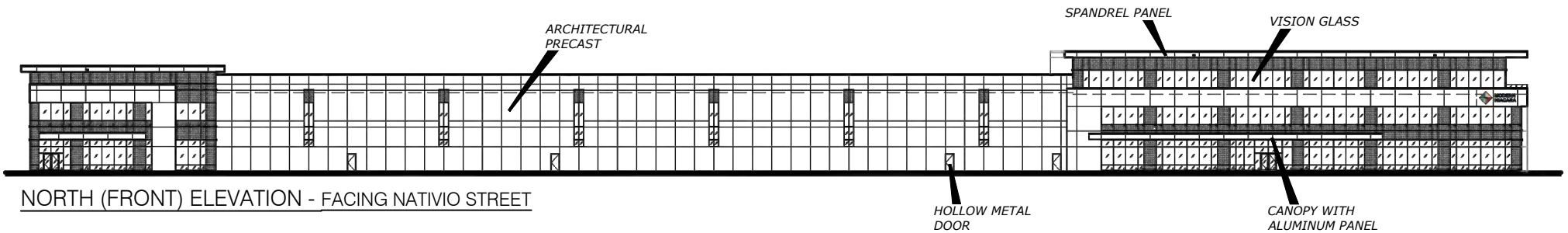
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# Attachment

**FILE:**  
DA.18.022

**DATE:**  
June 5, 2018

**4**



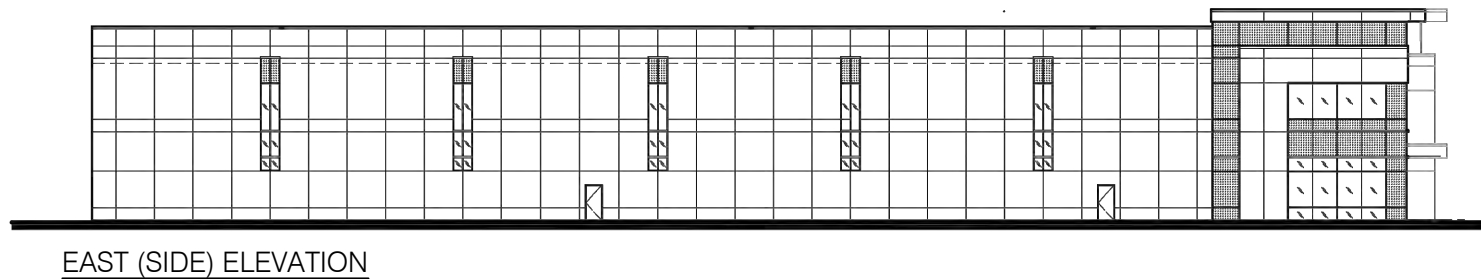
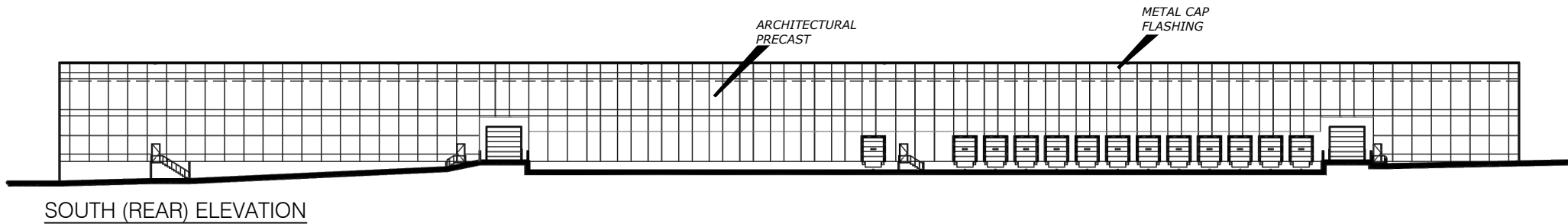
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## West and North Building Elevations

**LOCATION:**  
Part of Lot 8, Concession 10

**APPLICANT:**  
1845255 Ontario Limited

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Not to Scale

## East and South Building Elevations

## Attachment

**LOCATION:**  
Part of Lot 8, Concession 10

**APPLICANT:**  
1845255 Ontario Limited

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**FILE:**  
DA.18.022

**DATE:**  
June 5, 2018

# 6

Item:



## Committee of the Whole Report

---

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

**WARD(S):** 1

**TITLE: ALL-WAY STOP CONTROL REVIEW  
BARONS STREET AND SECORD AVENUE / DANBY STREET**

**FROM:**

Stephen Collins, Deputy City Manager, Public Works

**ACTION:** DECISION

---

**Purpose**

This report seeks Council approval to implement an all-way stop control at the intersection of Barons Street and Secord Avenue / Danby Street to improve the flow of traffic.

**Recommendations**

1. That Council approve the implementation of an all-way stop control at the intersection of Barons Street and Secord Avenue / Danby Street;
2. That a By-law be enacted to amend By-law 284-94, the Consolidated Traffic By-law, to add an all-way stop control at the intersection of Barons Street and Secord Avenue / Danby Street; and
3. That the City Clerk forward a copy of this report to the York Regional Police and the York Region Catholic District School board.

### **Report Highlights**

- Staff have received requests from residents to review the overall traffic operations and safety of the Barons Street and Secord Avenue / Danby Street intersection.
- A traffic study was undertaken and the existing traffic volumes at the subject intersection exceed the Provincial Warrant for All-way Stop Controls.
- All-way Stop Controls would benefit both vehicular and pedestrian movements in the area.
- It is recommended that an all-way stop control be implemented at the intersection of Barons Street and Secord Avenue / Danby Street.

### **Background**

A review of traffic activity was conducted at the intersection of Barons Street and Secord Avenue / Danby Street on May 3, 2018, to determine the feasibility of implementing an all-way stop control.

Residents have raised concerns over traffic safety on Baron Street and have requested a review of the intersection of Barons Street and Secord Avenue / Danby Street to determine the feasibility of implementing an All-way stop control.

### **Previous Reports/Authority**

Not Applicable

### **Analysis and Options**

Barons Street is a two-lane, north-south minor collector roadway with a 23.0 metre right-of-way and an 11.5 metre pavement width. Secord Avenue and Danby Street are two-lane, east-west local roadways with a 20.0 metre right-of-way and an 8.0 metre pavement width.

The intersection of Barons Street and Secord Avenue / Danby Street is a “four-leg” intersection with stop-controls on the Secord Avenue and Danby Street approaches. A map of the area is shown in Attachment No. 1.

### **The existing traffic volumes at the intersection of Barons Street and Secord Avenue / Danby Street exceed the Provincial Warrant for All-way Stop Controls.**

A turning movement count was conducted on May 3, 2018, at the intersection of Barons Street and Secord Avenue / Danby Street. The study was conducted during the peak traffic periods of 7:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.

The collision records and sightlines at the approaches to the intersection were also assessed. The data collected was compared to the Provincial Warrant for All-way Stop Controls with the following results:



	<b>Traffic Study May 3, 2018</b>	<b>Study Results</b>
Warrant 1	Minimum Vehicular Volumes Warranted	105%
Warrant 2	Accident Hazard Warranted	0%
Warrant 3	Sight Restriction Warranted	0%

**An All-way Stop Control is recommended at the intersection of Barons Street and Secord Avenue / Danby Street.**

All-way stop controls are recommended when one of the above warrants meets 100 per cent. As shown above, the existing traffic volumes exceed the Minimum Vehicular Warrant No. 1 requirements. As such, an all-way stop control is recommended at this location. There have been no reported collisions at this intersection in the years of 2016 and 2017 according to the latest collision data available from York Regional Police.

There are no sightline restrictions at this intersection. Both streets are at level grade and intersect at 90 degrees. No exceptional sight visibility concerns were noted.

With Pope Francis Catholic Elementary School and Laura Secord Park located near the subject intersection, the proposed all-way stop controls would benefit both vehicular and pedestrian movements in the area.

**Relationship to Term of Council Service Excellence Strategy Map (2014-2018)**

The recommendation in this report is consistent with the strategic priorities related to the Term of Council Service Excellence Strategy Map (2014-2018):

- Improve municipal network;
- Continue to develop transit, cycling and pedestrian options to get around the City; and
- Continue to ensure the safety and well-being of citizens

**Financial Impact**

The cost associated with the installation of the all-way stop signs and pavement markings is estimated to be \$700 and has been included in the approved 2018 Operating Budget. The on-going cost to maintain the signs and pavement markings (stop bars) is estimated to be \$200 per annum and will be incorporated in future year Operating Budgets.

There are existing concrete pads and sidewalk curb cuts at all four corners of the intersection that will not require additional expenditures.

**Broader Regional Impacts/Considerations**

Not Applicable.

**Conclusion**

It is recommended that an all-way stop control be implemented at the intersection of Barons Street and Secord Avenue / Danby Street as the Provincial Warrant for all-way stop controls is met. The implementation of an all-way stop control at this location would benefit both vehicular and pedestrian movements in the area.

**For more information**, please contact:

Zoran Postic, Director, Transportation Services Parks and Forestry Operations or  
Margie Chung, Manager of Traffic Engineering.

**Attachments**

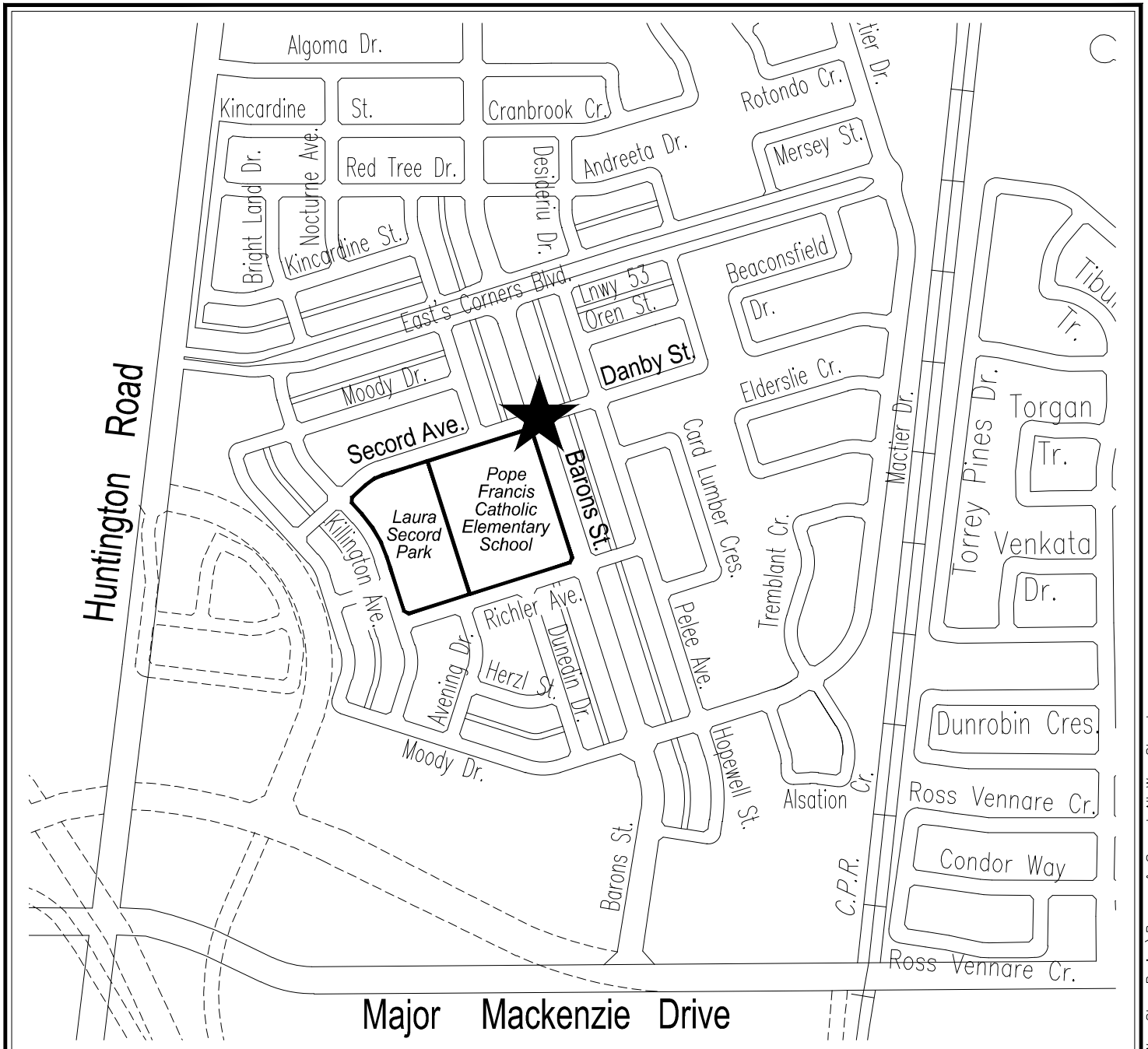
1. Location Map

**Prepared by**

Mark Ranstoller, Senior Traffic Technologist, Ext 6117



# ATTACHMENT No. 1



## ALL-WAY STOP CONTROL REVIEW BARONS STREET AND SECORD AVENUE / DANBY STREET WARD 1

### LEGEND



SUBJECT INTERSECTION



NOT TO SCALE

## MEMBER'S RESOLUTION

<b>Date:</b>	<b>JUNE 5, 2018 – COMMITTEE OF THE WHOLE</b>
<b>Title:</b>	<b>REQUEST FOR YORK REGION TO IMPLEMENT RECOMMENDATIONS OF THE MAJOR MACKENZIE DRIVE – McNAUGHTON ROAD TO KEELE STREET CLASS ENVIRONMENTAL ASSESSMENT</b>
<b>Submitted by:</b>	<b>COUNCILLOR MARILYN IAFRATE AND MAYOR MAURIZIO BEVILACQUA</b>

**Whereas**, Congestion along Major Mackenzie Drive between McNaughton Road and Keele Street continues to worsen, affecting road users, transit, cyclists and pedestrians and the prosperity of the commercial businesses in the area: and

**Whereas**, York Region is completing a Schedule 'C' Municipal Class Environmental Assessment to review the existing operational issues on Major Mackenzie Drive between McNaughton Road and Keele Street; and

**Whereas**, the preferred design/alternative presented at the May 2018 public meeting includes the following:

1. McNaughton Road to Gram Street – add a two-way Centre-Left-Turn lane, Sidewalk on the south boulevard and Multi-Use Path on the north boulevard;
2. Gram Street to Jackson Street – add a two-way Centre-Left-Turn lane, Sidewalk on the south boulevard and Public Space on the north boulevard;
3. Jackson Street to Keele Street – extend the eastbound Left-Turn lane, add an eastbound Right-Turn lane, Public Space on the south boulevard and Public Space on the north boulevard;

**Whereas**, York Region anticipates completing the Class Environmental Assessment in Winter 2019, at which time York Region will be cleared to proceed with design and construction of the preferred design/alternative, subject to funding availability; and

**Whereas**, York Region updated their Development Charges Bylaw in 2017 and again in 2018, and has included collection of development charges under Intersection and Miscellaneous Capital for funding improvements like those recommended for Major Mackenzie Drive, that are now necessary to address growth related increases in travel demand; and

**Whereas**, York Region staff have advised that no funding is included in the 2018 York Region 10-year Roads and Transit Construction Program to implement the preferred design/alternative for Major Mackenzie Drive; and

**Whereas**, York Region staff will be developing the recommended 2019 Regional Transportation Capital Budget through the third and fourth quarters of 2018; and

**Whereas**, York Region staff are scheduled to present the 2019 Regional Budget to Regional Council in January 2019 with Tentative Regional Council approval of the 2019 Budget in February 2019;

***It is therefore recommended:***

1. That York Region staff add the design and construction of the preferred design/alternative for Major Mackenzie Drive from McNaughton Road to Keele Street to the 2019 10-Year Roads and Transit Construction Program, with design starting in 2019

and construction starting at the earliest possible date; and

2. That York Region staff consult with City staff on the proposed active transportation and streetscape treatments within the defined Public Spaces areas: and
3. That a copy of this resolution be sent to the Regional Municipality of York, with a request for a response by December 2018.

Respectfully submitted,

Marilyn Iafrate  
Local Councillor Ward 1

Maurizio Bevilacqua  
Mayor

Item:



## Committee of the Whole Report

---

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

**WARD:** 2

**TITLE: OFFICIAL PLAN AMENDMENT FILE OP.15.007  
ZONING BY-LAW AMENDMENT FILE Z.15.030  
DRAFT PLAN OF SUBDIVISION FILE 19T-17V006  
ISLINGTON STEELES VENTURES INC.  
VICINITY OF ISLINGTON AVENUE AND STEELES AVENUE WEST**

**FROM:**

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

**ACTION:** DECISION

---

### **Purpose**

To seek approval from the Committee of the Whole for Official Plan Amendment File OP.15.007, Zoning By-law Amendment File Z.15.030, and Draft Plan of Subdivision 19T-17V006 (Islington Steeles Ventures Inc.) for the Subject Lands shown on Attachments #2 and #3 to permit a residential development with a maximum of 895 dwelling units within two Phases, as shown on Attachments #4 to #11, consisting of:

#### **Phase 1:**

- 135, 4-storey townhouse (Back-to-Back and Street Townhouse) dwellings within 14 residential blocks with frontage on a private common element road; and,

#### **Phase 2:**

- Four (4), 19 to 22-storey residential apartment buildings (Towers “1”, “2”, “3” and “4” containing 760 units) facing Islington Avenue accessed via a private common element road;
- A 1,180 m<sup>2</sup> private common amenity area; and,
- Four levels of underground parking to serve the apartment buildings on the Subject Lands.

### **Report Highlights**

- The Owner proposes to develop the Subject Lands with a residential development to be developed in two phases, as shown on Attachments #4 to #11 consisting of:
  - Phase 1: 135, 4-storey Townhouse (Back-to-Back and Street Townhouses) dwelling units within 14 residential blocks fronting onto a private common element road; and,
  - Phase 2: Four (4), 19 to 22-storey residential apartment buildings (“towers”) with four levels of underground parking, an amenity area, and accessed by a private common element road.
- The Owner has requested to increase the permitted building height by 10-storeys in return for the provision of community benefits pursuant to Section 37 of the *Planning Act*. The Section 37 benefit totals \$330,000.00.
- The Development Planning Department supports the approval of the proposed Development, subject to the comments and the conditions of this report.

### **Recommendations**

1. THAT Official Plan Amendment File OP.15.007 (Islington Steeles Ventures Inc.) BE APPROVED, to amend the following policies and development criteria of Vaughan Official Plan 2010 for the Subject Lands shown on Attachments #2 and #3 as follows:
  - a) Schedule 13 - to redesignate the Subject Lands from “Mid-Rise Mixed-Use” and “Natural Areas” with a maximum permitted building height of 12-storeys, and a Floor Space Index (“FSI”) of 2.75 times the area of the lot, to “Low-Rise Residential”, “High-Rise Residential” with a maximum building height of 22-storeys and an FSI of 4.7 times the area of the Subject Lands designated “High-Rise Residential” and “Natural Areas”;
  - b) Section 9.2.2.1.a) respecting the “Low-Rise Residential” designation to increase the maximum permitted building height from 3-storeys to 4-storeys;
  - c) Section 9.2.2.1.c) respecting the “Low-Rise Residential” designation to permit Back-to-Back Townhouses as a permitted building type;
  - d) Section 9.2.3.2.a), d) and e) respecting the “Townhouse” development criteria to permit the following:

- i) a maximum of 16 Back-to-Back Townhouse Dwelling units within a Townhouse block, whereas a maximum of 6 units in a row are permitted;
    - ii) Townhouses and Back-to-Back Townhouse Dwellings to front on a private common element road;
    - iii) a minimum facing distance of 16.5 m between blocks of Townhouse Dwelling units that are not separated by a public street, whereas 18 m is required;
  - e) Section 9.2.3.6.d) ii) respecting the “High-Rise Building” development criteria requiring that the portions of the buildings beyond 12-storeys to be setback a minimum of 15 m from any lot line, and that Section 9.2.3.6.d) ii) shall not apply; and,
  - f) Section 9.2.3.6.d) iii) respecting the “High-Rise Building” development criteria to permit a minimum distance of 20 m between High-Rise Buildings above 12-storeys, whereas 30 m is required.
2. THAT Zoning By-law Amendment File Z.15.030 (Islington Steeles Ventures Inc.) BE APPROVED; to amend Zoning By-law 1-88 for the Subject Lands, shown on Attachments #2 and #3, from “RA3(H) Residential Apartment Zone” with the Holding Symbol “(H)” to “RT1(H) Residential Townhouse Zone” and “RA3(H) Residential Apartment Zone” both with the Holding Symbol “(H)”, “OS1 Open Space Conservation Zone”, and “OS2 Open Space Park Zone” in the manner shown on Attachment #4, together with the site-specific zoning exceptions identified in Table 1 of this report, subject to the following condition:
- a) The implementing Zoning By-law shall identify a minimum 1,180 m<sup>2</sup> amenity area, which shall be used for no other purpose other than an amenity area, and to permit portions of an underground parking garage below-grade within the “OS2 Open Space Park Zone”, which is to be constructed to an interim condition as part of the Phase 1 of the development, to the satisfaction of the City.
3. THAT the implementing Official Plan and Zoning By-law Amendments include this provision for a contribution, pursuant to Section 37 of the *Planning Act*, for the \$330,000.00 cash payment. The Section 37 benefits will be implemented through the Section 37 Agreement between the Owner and the City of Vaughan to be executed prior to the enactment of the implementing Official Plan and Zoning By-law Amendments. The payment of the Section 37 amount shall be paid to the City prior to the issuance of the first Building Permit for any above grade structure(s) on the Phase 2 Development shown on Attachment #7, and

shall be allocated, at the discretion of the Development Planning Department, towards the costs associated with: upgrades to community facilities; enhanced public access to natural heritage features; development of playground facilities on site; and/or off-site sporting facilities. The amount of the payment shall be indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Vaughan to be calculated from the date of the enactment of the Zoning By-law Amendment.

4. THAT the Mayor and the City Clerk be authorized to execute a Section 37 Density Bonusing Agreement (the "Section 37 Agreement"), pursuant to Section 37 of the *Planning Act*, for the implementation of the community benefits identified in Recommendation #3.
5. THAT the Holding Symbol "(H)", as shown on Attachment #4, shall not be removed from the Subject Lands, or any portion (phase) thereof, until the following conditions are satisfied:
  - a) the Owner shall submit a Ministry of Environment and Climate Change ("MOECC") Record of Site Condition registered on the Environmental Site Registry of the City of Vaughan, to the satisfaction of the City and MOECC;
  - b) the Owner satisfy all requirements of the Toronto Region and Conservation Authority (the "TRCA");
  - c) Vaughan Council shall identify and allocate water and sanitary servicing capacity for the Phase 2 portion of the Subject Lands zoned "RA3(H) Residential Apartment Zone", as shown on Attachment #4;
  - d) Prior to the execution of the Site Plan Agreement for Tower "4" of Phase 2, (lands to be zoned "RA3(H) Apartment Residential Zone" with the Holding Symbol "(H)"), the Owner shall enter into an Agreement with the City of Vaughan to dedicate any unencumbered lands that are located within Block 7 of the 4.5 m wide trail connection, as shown on Attachment #5; and,
  - e) the proposed sanitary sewer extension and connection is resolved to the satisfaction of the City and York Region.
6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the City and/or the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into effect, to permit minor adjustments to the implementing Zoning By-law.

7. THAT Draft Plan of Subdivision File 19T-17V006 (Islington Steeles Ventures Inc.) BE APPROVED, to create one residential block, an open space buffer block, trail connection blocks and reserves in the manner shown on Attachment #5, subject to the Conditions of Approval set out in Attachment #1 of this report.
8. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT related Site Development File DA.18.015 (Islington Steeles Ventures Inc. - Phase 1) be allocated servicing from the York Sewage Servicing/Water Supply System for a total of 135 residential units (413 persons equivalent).”
9. THAT the Subdivision Agreement for Draft Plan of Subdivision File 19T-17V006 (Islington Steeles Ventures Inc.) shall include the following clauses:
  - a) “The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City’s Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, 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.”

## **Background**

The Subject Lands (the “Subject Lands”) are located on the west side of Islington Avenue, north of Steeles Avenue West, as shown on Attachments #2 and #3, and are municipally known as 7082 Islington Avenue. The Subject Lands include valleylands to the west, which are identified as “Other Lands Owned by Applicant, Not Part of this Application”, as shown on Attachment #5. Through the review of the Applications, these lands are intended to be dedicated to the appropriate public authority, which is later discussed in this report.

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

On August 25, 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 on the City’s website at [www.vaughan.ca](http://www.vaughan.ca) and Notice Signs were installed on the Subject Lands in accordance with the City’s Notice Signs Procedures and Protocols.



A Committee of the Whole (Public Hearing) was held on September 19, 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 September 19, 2017, was ratified by Vaughan Council on September 26, 2017.

No written submissions regarding the Applications were received by the Development Planning Department. The following individuals made deputations at the Public Hearing on September 19, 2017, regarding the Development:

- a) A. Volpentesta, America Avenue, Woodbridge
- b) R. Lorello, Treelawn Boulevard, Woodbridge

The following comments were provided through the deputations at the Public Hearing on September 19, 2017. The Development Planning Department offers the following responses below to the comments in the relevant sections in this report.

- a) Notice to the public was not provided beyond 150 m

The Sonoma Heights Ratepayers association advised that they were not properly notified of the proposed Development. The Development Planning Department and Office of the City Clerk staff confirm that Public Notices were circulated on August 25, 2017, to all property owners within 150 m of the Subject Lands, and to the West Woodbridge Homeowners' Association. The *Planning Act* requires that public notice be provided to property owners within 120 m of the Subject Lands. The City of Vaughan standard for notice of circulations is 150 m, which exceeds the minimum requirement of the *Planning Act*.

- b) The proposed building height and density will have a negative impact on the existing community and is unsuitable for this area

Comments were provided that the proposed apartment buildings will have a potential negative impact on the existing community, and that such approvals will set a negative precedent for the area.

The Subject Lands are located within a mixed-use area which is comprised with low-rise and mid-rise built forms. The Development consists of a 135, low-rise residential (Back-to-Back and Block Townhouse Dwellings), and four residential apartment buildings with 760 units. The current as-of-right zoning on the Subject Lands permits 7 apartment buildings ranging in height from 8 to 12-storeys, a total of 1,040 units, and a maximum Floor Space Index ("FSI") of 2.75 times the area of the Subject Lands. These land use permissions are recognized by VOP 2010.

The proposed Development, if approved, would reduce the number of apartment units permitted on the Subject Lands from 1,040 to 895 units, the number of apartment buildings from 7 to 4, and the FSI from 2.75 to 2.2 times the area of the lot calculated over the entirety of the Subject Lands. The Development adds

to the variety of built forms and housing options and reduces the overall number of units permitted on the site.

The Subject Lands are bounded by the valleylands and an existing York Region pumping station to the west, the Canadian National Railway (“CNR”) and Canadian Pacific Railway (“CPR”) rail lines to the north, Islington Avenue to the east, and mixed-uses and including a dwelling, a gas station, retail store, and the Steeles Avenue West right-of-way to the south. The proposed building heights are considered appropriate and compatible with the area in consideration of the immediate surrounding land use context and including existing residential apartment buildings with similar heights to the west of the Subject Lands (south-east corner of Steeles Avenue and Kipling Avenue). There are also existing commercial buildings, a 7-storey nursing home, and 9-storey residential apartment on Friuli Court, located on the east side of Islington Avenue. The appropriateness of the building height increase is further discussed in the Analysis section of this report.

c) The Development will increase additional traffic onto Islington Avenue

Comments were provided regarding the potential for increased traffic onto Islington Avenue. The Owner has submitted a Transportation Study (“TIS”) and an Addendum Letter (dated June 13, 2015, and March 13, 2017), which concludes that the Development can be adequately accommodated by the existing transportation network with minimal traffic impact onto adjacent public roadways. York Region has reviewed the preliminary findings of the TIS, which concludes that there are no increased safety risks to the residents in the community, but advises that the TIS must be finalized to the satisfaction York Region. Should any traffic calming measures be warranted, the Owner is required to sign and construct traffic calming/management measures to the satisfaction of York Region. In addition, the proposed Development for a total of 895 units is less than the number of units (1,040) permitted by the current in-effect zoning for the Subject Lands.

d) The Development will inhibit proper access for emergency vehicles

The public provided comments regarding the primary access onto Islington Avenue and having an appropriate access for emergency vehicles. The Development includes one full-movements access from Islington Avenue, and will be served by private common element roads. A widened driveway access on Islington Avenue is proposed, which provides a median between the full movement access, and presents itself with the two-way traffic access. The driveway accesses have been designed to accommodate two-way traffic accesses in the event of an emergency.

The proposed plan includes a minimum 8 m wide common element road, which will allow for emergency vehicle access. Internal laneways are designed with a 6 m wide road width. The proposed configuration of the common element private

road and the intersection design at Islington Avenue will be finalized through the review of the related Site Development Application.

The Development Planning Department, on May 11, 2018, mailed a courtesy notice of this Committee of the Whole meeting to all individuals who made deputation at the Public Hearing, or who requested notification regarding the Applications.

### **Previous Reports/Authority**

[Vaughan Council, April 20, 2009, Item 25, Committee of the Whole, Report No. 23](#)

### **Analysis and Options**

#### ***Official Plan and Zoning By-law Amendment Applications have been submitted to permit the proposed Development***

The Owner has submitted the following applications (the “Applications”) to permit the proposed Development (the “Development”) consisting of 4 apartment buildings (760 units) and 135 Back-to-Back Townhouse units, as shown on Attachments #3 to #10:

1. Official Plan Amendment File OP.15.007 to amend the Vaughan Official Plan 2010 (“VOP 2010”) to:
  - i) redesignate the Subject Lands from “Mid-Rise Mixed-Use” with a maximum building height of 12-storeys and an FSI of 2.75 times the area of the Subject Lands, to “Low-Rise Residential” (Phase 1) to permit Back-to-Back Townhouse dwellings, and “High-Rise Residential” (Phase 2) to permit apartment buildings with an FSI of 4.7, and a maximum building height of 19 to 22-storeys, on the portion of the Subject Lands designated “High-Rise Residential; and,
  - ii) to amend various Townhouse and High-Rise development criteria as described in this report.
2. Zoning By-law Amendment File Z.15.030 to rezone the Subject Lands from “RA3(H) Apartment Residential Zone” with the Holding Symbol “(H)”, subject to site-specific Exception 9(1232), “OS1 Open Space Conservation Zone”, and “OS2 Private Park Zone”, as shown on Attachment #2, to “RT1(H) Residential Townhouse Zone”, “RA3(H) Apartment Residential Zone” both with the Holding Symbol “(H)”, and the “OS1 Open Space Conservation Zone”, as shown on Attachment #4, together with site-specific zoning exceptions identified in Table 1 of this report; and,
3. Draft Plan of Subdivision File 19T-17V006 to create a residential draft plan of subdivision, as shown on Attachment #5 which includes a residential block, a trail connection block, open space buffer block, and reserves.

### ***The Development is consistent with the Provincial Policy Statement (the “PPS”)***

The PPS 2014 provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong communities, a strong economy and a clean and healthy environment.

The PPS includes policies on key issues that affect communities including:

- The efficient use and management of land and infrastructure
- Protection of environment and resources
- Ensuring appropriate opportunities for employment and residential development, including support for a mix of uses

Part V - “Policies” of the PPS states (in part) the following:

Settlement Areas:

*1.1.3.2 “Land use patterns within settlement areas shall be based on:*

*a) Densities and a mix of land uses which:*

- *Efficiently use land and resources;*
- *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- *Support active transportation; and,*
- *Are transit-supportive, where transit is planned, exists or may be developed.*

*b) A range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”*

*1.1.3.3. “Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated considering existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”*

*1.1.3.4 “Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”*

## Housing:

*1.4.3 “Planning Authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by (in part):*

- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) Promoting densities for new housing which efficient use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) Establishing development standards for residential intensification, redevelopment and new residential development which will minimize the cost of housing and facilitate compact form, while mainlining appropriate levels of public health and safety.”*

## Natural Heritage:

*2.1.1 “Natural features and areas shall be protected for the long term.”*

*2.1.2 “The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”*

*2.1.8 “Development and site-alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5 and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.”*

The Development is consistent with the intent of the settlement areas and housing policies of the PPS, which promote the efficient use of land and support a healthy community. The valleyland portion of the Subject Lands are immediately adjacent to the Steeles Avenue West right-of-way. The Subject Lands are located between approximately 50 m to 325 m from the Steeles Avenue West right-of-way, which is a Regional Rapid Transit Corridor, and is also served by the Toronto Transit Commission (“TTC”), and are located within proximity to existing retail and service commercial uses. The location of the Subject Lands supports alternate modes of transportation such as transit, cycling and walking. The Development minimizes land consumption, proposes housing typologies (Back-to-Back and Street Townhouses, and residential apartments) that will help meet projected housing needs, add to the variety of housing units available, and utilizes existing servicing and infrastructure. The Development will help to provide for the long-term protection of the surrounding natural environment by bringing

the proposed 4.5 m wide trail connection, 7 m wide open space buffer and subsequently, as part of the Site Development Application (File DA.18.015), the valleyland portion identified as “Other Lands Owned by the Applicant”, which are not part of these Applications, into public ownership.

***The Development conforms to the Places to Grow Act – The Growth Plan for the Greater Golden Horseshoe 2017 (the “Growth Plan”)***

The Growth Plan came into effect in May of 2017, and is intended to guide decision making on the development of land by encouraging a compact built form, transit supportive communities, diverse land uses, and a range and mix of housing types. The Growth Plan encourages the concentration of population and employment growth within the settlement areas, and promotes the development of complete communities that offer a mix of housing types, access to local amenities, and connections to municipal water and wastewater systems.

Part 2.2 Policies on Where and How To Grow states (in part) the following:

***Section 2.2.1 Managing Growth***

***“2. Forecasted growth to the horizon of this Plan will be allocated based on the following: c) within settlement areas, growth will be focused on:***

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and,*
- iv. areas with existing or planned public service facilities;”*

***“4. Applying the policies of this Plan will support the achievement of complete communities that:***

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to (in part):*
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*

- ii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,*
- e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) *mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) *integrate green infrastructure and low impact development.”*

#### Section 2.2.6 Housing

- “2. *Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
  - a) *planning to accommodate forecasted growth to the horizon of this Plan;*
  - b) *planning to achieve the minimum intensification and density targets in this Plan;*
  - c) *considering the range and mix of housing options and densities of the existing housing stock; and,*
  - d) *planning to diversity their overall housing stock across the municipality.”*
- “4. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”*

#### Section 4.2.2 – Natural Heritage System

- “3. *Within the Natural Heritage System: a) new development or site alteration will demonstrate that: there are no negative impacts on key natural heritage features or key hydrologic features or their functions”.*
- “6. *The municipality shall continue to protect any other natural heritage features in manner that is consistent with the PPS.”*

The Subject Lands are located within a Built-Up Area where the Growth Plan encourages intensification to contribute to the establishment of complete communities where existing infrastructure and municipal services are available. The Development is consistent with the policy framework as envisioned by the Growth Plan by making a more efficient use of the Subject Lands, incorporating a more compact built-form, low-

impact development and efficient form of ground related residential development (i.e. Back-to-Back Townhouses) within a Built-Up Area at a density that is transit-supportive, ensures the protection of the valleyland features. The Development also includes apartment units, which together with the Street Townhouse and Back-to-Back Townhouse units provides a range of housing options on the Subject Lands.

***The Applications to permit the Development conform to the York Region Official Plan (“YROP 2010”)***

The Subject Lands are designated “Urban Area” by the YROP 2010, which permits a range of residential, industrial, commercial and institutional uses. Access to the Subject Lands is proposed from Islington Avenue, a Regional Road with a planned 36 m right-of-way, and a planned regional cycling connection (Map 10 - “Regional Cycling Network”), and Steeles Avenue West is a Regional Rapid Transit Corridor also served by the TTC.

Chapter 5 - “Policies” of the YROP 2010 states (in part) the following:

High-Quality, Sustainable Communities

*“Section 5.2.3 That communities be designed to ensure walkability through interconnected and accessible mobility systems”.*

*“Section 5.2.4 That development requiring Regional approval shall be supported by a transportation study that assesses impacts on the Region’s transportation system and surrounding land uses. Significant development shall prioritize walking, cycling and transit.”*

*“Section 5.2.8 to employ the highest standard of urban design, which:*

- a) provides pedestrian scale, safety, comfort, accessibility and connectivity;*
- b) complements the character of existing areas and fosters each community’s unique sense of place;*
- c) promotes sustainable and attractive buildings that minimize energy use;*
- d) promotes landscaping public spaces and streetscapes;*
- e) ensures compatibility with and transition to surrounding land uses;*
- f) emphasizes walkability and accessibility through strategic building placement and orientation;*
- g) follows the York Region Transit-Oriented Development Guidelines, and,*
- h) creates well-defined, centrally-located urban public spaces.”*



## Natural Areas - Regional Greenlands System

*Section 5.3.8 - “That the Regional Greenlands System shall be protected and enhanced and include pedestrian-accessible green spaces and passive parks, where appropriate.”*

The YROP 2010 encourages a broad range of housing types within efficient and mixed-use compact communities at an overall transit-supportive density. The range of housing includes different forms, types and tenures to satisfy the needs of the Region’s residents. YROP 2010 identifies that the housing stock in the Region is primarily comprised of detached units, and recognizes that the housing market is faced with demands for a broader variety of housing forms to meet the needs of different households. YROP 2010 also encourages pedestrian scale, safety, comfort and mobility, and the enrichment of the existing area with attractive buildings, landscaping and public streetscapes.

The Development offers a variety of housing types including Back-to-Back Townhouse, Block Townhouse, and residential apartment units at a density that is transit-supportive, and is located on and in proximity to existing public transit networks. The Development would diversify the range of housing typologies found within the community, and create an urban interface with pedestrian connectivity to Islington Avenue. The Development is located outside the valleylands system identified as “Other Lands Owned by Applicant”, which are not part of these Applications, which is located within the Regional Greenlands System, and its protection will be ensured through the dedication of these lands into public ownership.

York Region on April 24, 2018, exempted Official Plan Amendment File OP.15.007 (Islington Steeles Ventures Inc.) from approval by the Regional Planning Committee of the Whole and Council. This allows the amendment to come into effect following its adoption by the City and the expiration of the required appeal period, should the Applications be approved. York Region provided additional comments which required the submission of a final Traffic Impact Study (“TIS”) as a condition of draft approval for the related Draft Plan of Subdivision File 19T-17V006. A condition to this effect is included in the Attachment #1 of this report. York Region has indicated they have no objection to the Applications, subject to their conditions of approval in Attachment #1b) of this report.

### ***Amendments to Vaughan Official Plan 2010 (VOP 2010) are required to permit the Development***

The Subject Lands are designated “Mid-Rise Mixed Use” and “Natural Areas” by VOP 2010, and are located within a “Community Area” by Schedule 1 - Urban Structure. Schedule 13 - Land Use Plan of VOP 2010, which permits a maximum building height of 12-stories and an FSI of 2.75 on the Subject Lands.

The “Mid-Rise Mixed-Use” designation permits a mix of residential, retail, community and institutional uses. Stacked Townhouses, Townhouses, Low and Mid-Rise Buildings

are permitted provided they are located within 70 m of an area designated “Low-Rise Residential”. The Subject Lands are not located within 70 m of a “Low-Rise Residential” designation. Stacked Townhouses, Townhouses and Low-Rise Buildings are therefore, not permitted building types in this designation. Townhouses generally should not exceed 3-storeys in building height. A High-Rise Building exceeding 12-storeys in building height is not permitted within the designation.

An Official Plan Amendment is required to redesignate the Subject Lands from “Mid-Rise Mixed-Use” and “Natural Areas” to “Low-Rise Residential”, “High-Rise Residential” and “Natural Areas” to permit Back-to-Back Townhouse, and Block Townhouse Dwellings with a maximum building height of 4-storeys, and High-Rise Buildings with a maximum building height of 22-storeys.

The Owner has submitted an Official Plan Amendment to address the requested amendments to VOP 2010 as follows:

i) Permitted Building Types and Maximum Building Height

Sections 9.2.2.1.a) and 9.2.2.1.c) of VOP 2010 permits the following Building Types: detached house; semi-detached house; Townhouse and Public and Private Institutional Buildings up to a maximum of 3-storeys in height. Pursuant to Section 9.2.3.2.a) of VOP 2010, a Townhouse is defined, in part, as *“a Low-Rise Residential Building with up to a maximum of 3-storeys in height, situated on a single parcel and part of a row of at least three but no more than six attached residential units, and shall generally front on a public street.”* Back-to-Back Townhouses are not defined by VOP 2010.

Phase 1 of the Development consists of 37, Street Townhouse dwellings within 6 residential blocks, and 98 Back-to-Back Townhouse dwellings within 8 residential blocks, for a total of 135 Townhouse units, which are accessed by common element private roads. A Back-to-Back Townhouse is not identified as a permitted building type within the “Low-Rise Residential” designation.

Townhouses are permitted building types within the “Low-Rise Residential” and “High-Rise Residential” designation. Back-to-Back Townhouses are not identified as a permitted uses or building types by VOP 2010. The Development represents a compact built-form, includes private roof-top terraces, and additional livable area within the dwelling to accommodate larger family households. For design and built-form purposes, a 4-storey building height is also proposed for the Street Townhouse dwellings, which will also provide additional livable area for larger households.

The proposed Back-to-Back Townhouse Dwellings will establish a residential Development which offers consistency in scale and building setbacks. The variety of building and unit types will not adversely impact the surrounding community as the Subject Lands are bound to the west by valleylands, Islington Avenue to the east, a rail line to the north, and a mix of residential and

commercial uses and the Steeles Avenue West right-of-way to the south, as shown on Attachment #3. The proposed building height and low-rise built form is consistent with the objective to accommodate low-rise residential housing stock in community areas while still achieving intensification within the built-up areas of the City and offering an appropriate range and mix of housing units.

The proposed Back-to-Back Townhouse Dwellings are also consistent with the “Low-Rise Building” typology, which are permitted building types within the “Low-Rise Residential” designation by VOP 2010. The proposed Back-to-Back Townhouse Dwellings are consistent with the built-form, and satisfies the intent of the development criteria in Section 9.2.3.4 of VOP 2010 for Low-Rise Buildings, in that the Back-to-Back Townhouse Dwellings will not exceed 4-storeys in height, have been adequately set back from all lot lines with an appropriate amount of front yard landscaping, roof top amenity space, and private driveways. Based on this analysis of the development criteria, the proposed Back-to-Back Townhouse Dwellings are consistent with the Low-Rise Building Type and meets the development criteria within the “Low-Rise Residential” designation.

Section 9.2.3.6.a) of VOP 2010 defines a High-Rise Building, (in part) as:

*“a building over 12-storeys in height, up to a maximum building height as permitted through policy 9.2.1.4 and Schedule 13.”*

However, Schedule 13 of VOP 2010 permits a maximum building height of 9 to 12-storeys on the Subject Lands.

The Development includes 4, apartment buildings with a maximum height of 22-storeys (75 m), containing 760 residential apartment units which will form part of Phase 2 of the overall Development. The in-effect Official Plan policies and zoning on the Subject Lands permit 7 apartment buildings with 1,040 residential units with a maximum building height of 12-storeys. Since the number of apartment buildings on the Subject Lands have been reduced (from 7 to 4), some of the remaining balance of residential units have been redistributed into taller buildings, thereby, increasing the density only on the portions of lands proposed to be designated “High-Rise Residential”. Although the Development will have an FSI of 2.2 calculated over the entirety of the Subject Lands an FSI of 4.7 is proposed on the “High-Rise Residential” portion of the Subject Lands only. The proposed FSI is appropriate for the Development. The apartment buildings will include studio, 1-bedroom and 2-bedroom units.

The in-effect Official Plan and Zoning By-law permits retail uses on the Subject Lands as-of-right. The Owner proposes to redesignate the Subject Lands to “Low-Rise Residential” and “High-Rise Residential” designation on the Subject Lands, which would not permit the existing retail permissions. However, the Subject Lands are located within proximity to existing retail uses in the area. The

proposal to remove the existing retail uses is therefore considered to be appropriate given the surrounding area.

ii) Development criteria respecting “Townhouse” and “High-Rise” Buildings

The proposed amendments address the “Townhouse” and “High-Rise Buildings” development criteria with respect to the number of units within a block/row, minimum facing distances between the apartment buildings, minimum setbacks from any property line, and frontage onto a private common element road. An Urban Design and Sustainability Brief prepared by RN Design, Architectural Site Plan, Townhouse Elevations, and Perspective Renderings prepared by Quadrangle Architects Limited have been submitted which illustrates how the Development addresses the built form, urban design and public realm policies of VOP 2010, specifically to address policies within Section 9.2.3.2 of VOP 2010.

Sections 9.2.3.2.a) and Section 9.2.3.2.d) permits Townhouses to be (in part):

*“situated on a single parcel and part of a row of at least three but no more than six attached residential units... and that townhouses shall generally front on a public street.”*

Section 9.2.3.2.e) also states (in part):

*“the facing distance between blocks of Townhouses that are not separated by a public street, should generally be 18 m”.*

VOP 2010 does not specifically identify the Back-to-Back Townhouse dwelling as a permitted building type. The site plan includes a range of 10 to 16 residential units within each block of Back-to-Back Townhouse, as shown on Attachment #4. The configurations of the Back-to-Back Townhouse units appear as 5 to 8 units fronting on a street, maintaining the intent of the VOP 2010 to reduce the overall length of the building.

The proposed Street Townhouse dwellings contain up to a maximum of 7 units in a row, whereas 6 in a row are permitted. The additional unit occurs only within Blocks 13 and 14, as shown on Attachment #4, and therefore, maintains the intent of VOP 2010.

The Development represents a compact Low-Rise built form, which offers a transitional built-form between the proposed “High-Rise Residential” and “Low-Rise Residential” portions of the Subject Lands.

A future Part Lot Control application will be submitted to establish parcels of tied-land (“POTLS”) for individual ownership, and thus each Townhouse dwelling will be situated on its own lot, should the Applications be approved. The future lots in the Development will have frontage on common element private roads, which are comprised of 6 m wide internal laneways, and an 8 m wide main ring road, which

will have access from Islington Avenue. A median is proposed between the widened driveway entrance at Islington Avenue and will provide a secondary access in the event of an emergency. As the Townhouse Blocks will be separated by a 6 m internal laneway, the proposed 16.5 m facing distance between units is considered appropriate, given there are walkways and landscaping treatments along the street to provide privacy for these units.

Section 9.2.3.6.d) ii) and iii) provides the following development criteria (in part):

*ii) “the portions of High-Rise Buildings shall be setback a minimum of 15 m away from any property line; and;*

*iii) where more than one High-Rise Building is located on the same lot, the distance between any portions of the High-Rise Buildings above 12-storeys should generally be at least 30 m.”*

The Owner has submitted a Sun and Shadow Impact Study prepared by Quadrangle Architects Limited, which supports the Development. In consideration of reducing shadow impacts, the apartment buildings include reduced floor plates, and greater separation distances between the podium of each buildings. The Development achieves the objective of successfully maintaining intensification within the built-up area of the City.

The Development includes a 2 m building setback to the residential apartment buildings (Towers “2” and “3”), from the property line abutting Islington Avenue, whereas Section 9.3.2.6.d) ii) requires a 7.5 m setback from a property line. The 2 m setback has been designed to provide a pedestrian-oriented scale street presence along Islington Avenue. A 6-storey podium includes a double height private amenity area which serves the apartment buildings, and through the micro-climate design, the shading, landscaping and placement will provide for a comfortable pedestrian experience.

A minimum distance of 20 m between the portions of High-Rise Buildings above 12-storeys (Towers “1” and “2”, and Towers “3” and “4”) is proposed. The minimum facing distance between Towers “2” and “3” is 28 m. VOP 2010 provides for a minimum distance of 30 m between the portions High-Rise Buildings above 12-storeys. Towers “1” and “2”, and, Towers “3” and “4” are oriented in a manner to avoid full building walls facing each other. The proposed separation distances and building orientations will provide resident privacy, and where separation distances are less than 25 m, the Owner has indicated that bedroom units will not be located where there are facing towers. The Development therefore meets the intent of the development criteria for High-Rise Buildings.

***The Urban Design Guidelines for Infill Development do not apply to the Subject Lands***

Vaughan Council on October 19, 2016, approved the Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods (the “Guidelines”), which help to clarify VOP 2010 policy that apply to low-rise neighbourhoods. The guidelines are typically applied to Detached, Semi-Detached and Townhouses, which are located in a stable Community Area. In accordance with Map 1 of the Guidelines, the Subject Lands are located within a Community Area, but outside of the established Community Areas where the Guidelines apply.

The Applications were submitted to the City and deemed complete on December 15, 2015, which therefore, pre-dates the applicability of the Guidelines. However, the intent of the Guidelines has been considered, and the Development has respect for the following provisions within the Guidelines:

- The front entrances to the Street Townhouse dwellings are oriented to face the common element private road;
- Consistent front yard setbacks are proposed for the “Low-Rise Residential” portion of the Subject Lands;
- Townhouse Blocks provide a 1.5 m minimum interior side yard setback;
- Townhouse Blocks are separated by a minimum of 3 m;
- Townhouse Blocks (Blocks 9 to 14) have private backyards;
- The existing healthy, mature trees within the OS1 Zone buffer block, as shown on Attachment #3, will be retained;
- The centralized 1,180 m<sup>2</sup> amenity area, as shown on Attachment #3, is in a prominent visible and easily accessible location;
- Visitor parking spaces are located along the main ring road, and can be easily and universally accessed via pedestrian landscaped walkways; and,
- A minimum 1.5 m wide landscaping buffer is provided to buffer laneways and driveways from side lot lines.

***The Development represents good planning. The Owner will provide community benefits in exchange for an increase in the permitted building height, pursuant to Section 37 of the Planning Act***

To facilitate the Development, the Owner proposes to amend VOP 2010 to increase the maximum building height from 12-storeys to 22-storeys and establish a permitted density (“FSI”) of 4.7 times the area of Phase 2 of the Subject Lands. Pursuant to Section 37 of the *Planning Act*, the policies of VOP 2010, and the “City of Vaughan Guidelines for the Implementation of Section 37 of the *Planning Act*”, Vaughan Council may authorize an increase in building height and/or density in return for the provision of community benefits. The Owner has agreed to provide community benefits in exchange for increased building height.

Section 10.1.2.9 of VOP 2010 includes policies to permit bonusing for increased building height and/or density in return for the provision of community benefits in the form of facilities, services or other matters provided that the following criteria are met:

a) Good Planning

The Development must represent good planning, be consistent with the other objectives of VOP 2010 and be consistent with the applicable built form and neighbourhood compatibility objectives.

In Section 3 of the City's *Guidelines for the Implementation of Section 37 of the Planning Act*, "good planning" includes addressing all other policies contained in VOP 2010, including urban design policies and objectives; the relationship of the Development to its context; the adjacent streets; the creation of a good public realm; improvements to the public realm adjacent to the site, and including off-site improvements and adequate infrastructure. Following a series of discussions with the Owner to ensure that the objectives were met, the Development as shown in Attachments #4 to #11, is considered to represent good planning.

The Development is located on a unique parcel of land that is bounded by rail lines, valleylands, and a major arterial road. The surrounding area is comprised of low and mid-rise buildings with mixed-uses. The Development respects the neighbouring context by offering a wider range of housing typologies within the low and high-rise built forms. The siting of the towers along Islington Avenue offers an enhanced streetscape experience with the location of the amenity areas at ground level.

The Development provides opportunities to improve the public realm by offering a localized trail connection into the valleylands system and ensures the protection of all naturalized areas, by providing a 7 m wide open space buffer to the adjacent valleylands, which has been approved by the TRCA. The Development also conforms to the policies of VOP 2010 regarding the natural environment.

The design of the buildings will accommodate townhouse and apartment built-forms that conform to the applicable urban design policies, given the unique topography of the Subject Lands. The Development is consistent with the PPS, conforms to the Growth Plan, and the YROP 2010. The Development represents good planning in consideration of the overall context of the Subject Lands. Therefore, the proposed increase to the maximum building height in return for the provision of community benefits is appropriate.

b) Community Benefits

The community benefits must bear a reasonable planning relationship to the increase in building height and/or density of the Development. In accordance with Section 37 of the *Planning Act*, Vaughan Council may authorize an increase in

building height and/or density of Development, in return for the provision of community benefits. VOP 2010 identifies the following benefits that may qualify:

- Upgrades to community facilities that are above the City's standard level of service;
- Enhanced public access to natural heritage features, ravines and valleylands supported by the "TRCA" involving off-site improvements/upgrades; and,
- Parkland and/or parkland improvements, or cash-in-lieu of parkland or parkland improvements that are over and above the City's standard levels of service.

In discussion with the Parks Development Department the following community benefits, which would benefit from a Section 37 contribution on and off site have been identified:

- City-wide trail improvements and/or development relating to the Vaughan Super Trail;
- Development of playground facilities on-site; and,
- Off-site sports facilities including soccer and basketball.

Further discussions will be required to determine the most appropriate allocation of the Section 37 benefit with respect to the Subject Lands. The Owner has agreed to provide a cash-contribution in the amount of \$330,000.00 towards, but not limited to, upgrades to community facilities that are above the City's standard level of service, enhanced public access to natural heritage features, ravines and valleylands supported by the TRCA, involving off-site improvements/upgrades. The potential for developing playground facilities and off-site sports facilities will also be explored. The finalization of the allocation of the Section 37 contribution will be determined to the satisfaction of the Development Planning Department. This contribution may be prioritized for the improvements to the local City-wide trail to connect to the Vaughan Super Trail located on the valleylands portion of the Subject Lands.

c) Adequate Infrastructure

It is the City's intent to deliver the planned and orderly development of this phased Development through the provisions for adequate infrastructure. The capacity for a sanitary sewage can be accommodated through a public owned sanitary connection to the Regional Pine Valley Sanitary Trunk Sewer. The water servicing connection can also be accommodated by way of a connection to the City's watermain located on the east side of Islington Avenue. The allocation of servicing capacity from the York Sewage Servicing/Water Supply System for Phase 2 will be determined upon submission of a future Site Development application.



The Owner's Section 37 contribution will benefit all future residents of the Development. Should the Applications be approved, the Owner and the City shall execute a Section 37 Density Bonusing Agreement to permit an increase to the maximum permitted building height from 12-storeys to 22-storeys, prior to the enactment of the implementing site-specific Zoning By-law. The Owner shall pay to the City the Section 37 Agreement surcharge fee, in accordance with the Tariff of Fees By-law 018-2018 for Planning Applications. A condition to this effect is included in the Recommendations of this report.

***The proposed site-specific zoning exceptions would permit a Development that is compatible with the existing and surrounding land-uses and represents good planning***

The Subject Lands are currently zoned "RA3(H) Apartment Residential Zone", with the Holding Symbol "(H)", subject to site-specific Exception 9(1323), and "OS1 Open Space Conservation Zone", which permits the following on the Subject Lands:

- 7 apartment buildings
- A maximum building height of 12-storeys
- 1,040 residential units (including live/work units)
- A minimum amenity area of 30,500 m<sup>2</sup>
- A minimum landscape area of 20,000 m<sup>2</sup>
- A combined 5,562 m<sup>2</sup> of commercial uses on the ground, main and second floors of two apartment buildings that front onto Islington Avenue.

The Owner is proposing to rezone the subject lands from "RA3(H) Apartment Residential Zone" with the Holding Symbol "(H)", subject to site-specific Exception 9(1323), and "OS1 Open Space Conservation Zone", to "RT1(H) Residential Townhouse Zone" and "OS1 Open Space Conservation Zone", in the manner shown on Attachment #4, and to permit the following site-specific zoning exceptions:

Table 1

	<b>Zoning By-law 1-88 Standard</b>	<b>OS1 Open Space Conservation Zone Requirements</b>	<b>Proposed Exceptions to the OS1 Open Space Conservation Zone</b>
a.	Permitted Uses and Structures Within the OS1 Zone	No building or structure other than for conservation or flood control projects is permitted	To permit the following uses in the OS1 Open Space Conservation Zone (OS1 Zone abutting the Rail Line) only: <ul style="list-style-type: none"> <li>• Conservation Uses - Conservation Project and Forestry Project;</li> </ul>

	<b>Zoning By-law 1-88 Standard</b>	<b>OS1 Open Space Conservation Zone Requirements</b>	<b>Proposed Exceptions to the OS1 Open Space Conservation Zone</b>
			<ul style="list-style-type: none"> <li>• A portion of an underground parking garage (Tower “1”);</li> <li>• At-grade visitor parking only;</li> <li>• Bicycle parking; and,</li> <li>• Hard and soft landscaping;</li> </ul> <p>To permit the following use in the OS1 Open Space Conservation Zone (OS1 Zone for 4.5 m wide trail connection) only:</p> <ul style="list-style-type: none"> <li>• A portion of the underground parking garage for Tower “4” only.</li> </ul>
b.	Minimum Interior Side Yard Setback for Below-Grade Structures	No requirements for below-grade structures in the OS1 Zone	<p>Permit a below-grade structure to encroach into the OS1 Zone as follows:</p> <ul style="list-style-type: none"> <li>• 3 m (north interior side lot line)</li> <li>• 1 m (south interior side lot line)</li> <li>• 0 m (front lot line)</li> </ul>
	<b>Zoning By-law 1-88 Standard</b>	<b>OS2 Open Space Park Zone Requirements</b>	<b>Proposed Exceptions to the OS2 Open Space Park Zone Requirements</b>
a.	Permitted Uses and Structures Within the OS1 Zone	No building or structure other than for conservation or flood control projects is permitted	<p>To permit the following uses only within the OS2 Open Space Park Zone:</p> <ul style="list-style-type: none"> <li>• An amenity area of 1,180 m<sup>2</sup>;</li> <li>• Bicycle racks; and,</li> </ul>

	<b>Zoning By-law 1-88 Standard</b>	<b>OS2 Open Space Park Zone Requirements</b>	<b>Proposed Exceptions to the OS2 Open Space Park Zone Requirements</b>
			<ul style="list-style-type: none"> <li>• A portion of the underground parking garage for Towers “1” and “2” only.</li> </ul>
b.	Minimum Interior Side Yard Setback for Below-Grade Structures	No requirements for below-grade structures in the OS2 Zone	<p>Permit a below-grade structure to encroach into the OS2 Zone as follows:</p> <ul style="list-style-type: none"> <li>• 0 m (rear lot line abutting Towers “1” and “2”)</li> </ul>
	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone</b>
a.	Definition	Zoning By-law 1-88 does not include a definition for “Back-to-Back Townhouse Dwelling units”	<p>Back-to-Back Townhouse Dwelling “means a Low-Rise Residential building, up to a maximum of 4-storeys in height, and part of a row or block of residential units. A block of back-to-back townhouse units shall consist of two rows sharing a common back wall. Each back-to-back townhouse dwelling shall have its own at-grade entrance with frontage on a common element private road”</p>
b.	Definition “Dwelling Street Townhouse”	Means “a townhouse dwelling in which each dwelling unit is situated on its own lot, which abuts a public street”.	Means “a townhouse dwelling in which each dwelling unit is situated on its own lot or parcel of tied land (“POTL”), which abuts a public street or private common element road”.
c.	Definition - “Lot”	Means “a parcel of land fronting on a public street”.	Means “a parcel of land fronting on a public road or private common element road.”

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone</b>
d.	Definition - "Street Line"	Means "the dividing line between a lot and a street or the dividing line between a lot and a reserve abutting the street".	Means "the dividing line between a lot and a street or a private common element road."
e.	Permitted Encroachments (Exterior Stairs, porches and balconies)	A maximum encroachment of 3 m is permitted for front or exterior side yard porch steps, a minimum 1.5 m no encroachment zone shall be maintained inside the property line	To permit a maximum encroachment of 3.5 m into a required front yard, exterior side yard, and to permit an minimum encroachment of 0.5 m for steps located in the exterior side yard; and a minimum 0.5 m no encroachment zone shall be maintained inside the property line
f.	Interior Steps Within a Garage	Not permitted	To permit one step within the interior of a garage
g.	Minimum Landscaping within Front or Exterior Side Yard	i) Minimum 33% front yard landscaping  ii) Minimum 60% soft landscaping	i) Minimum 30% front landscaping  ii) Minimum 50% soft landscaping
h.	Minimum Landscape Strip Width Abutting Outdoor Parking Areas	3 m	0 m
i.	Minimum Height of Outdoor	1.2 m	0 m

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone</b>
	Screening Abutting Parking Areas		
j.	Minimum Lot Frontage	6 m	5.49 m for Blocks 9 to 14 only
k.	Minimum Lot Area	162 m <sup>2</sup> /unit	93.9 m <sup>2</sup> /unit: for Lots 4 to 6 (Block 14); Lots 9 to 13 (Block 13); Lots 16 to 19 (Block 12); Lots 28 to 31 (Block 10); Lots 34 (Block 9); Lots 38 to 52 (Block 8) and Lots 54 to 135, (Blocks 1 to 7), excluding Lot 77
l.	Minimum Front Yard Setback	4.5 m	3 m (Blocks 1, 2, 3, 5, 6, 7, 8 and 9)
m.	Maximum Interior Garage Width	i) 3.048 m maximum interior garage width  ii) 5 m maximum interior garage width	i) 3.18 m (for all lots, except Lots 32, 33, and 53)  ii) 5.61 m (Lot 33 only - Block 9)
n.	Minimum Exterior Side Yard Setback	4.5 m	2.5 m (Block 1) 2.7 m (Block 2) 1.4 m (Block 3) 1.9 m (Block 5) 2 m (Block 6) 1.5 m (Blocks 7 and 8)
o.	Minimum Rear Yard Setback	7.5 m	0 m (Blocks 1 to 8) 2.7 m (Block 9 only)

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone</b>
			2.2 m (Block 10 only) 6.5 m (Block 11 only) 6 m (Block 12 only)
p.	Minimum Lot Depth	27 m	12.5 m (Blocks 1 to 8)
q.	Maximum Building Height	11 m	13.6 m (4-storeys) (Blocks 1 to 8)  12.5 m (Blocks 9 to 14)
r.	Minimum Visitor Parking Requirement	Not Required	0.2 visitor spaces per dwelling  27 spaces for Phase 1
s.	Minimum Parking Space Dimension	2.7 m x 6 m (parallel parking spaces)	2 m x 6.7 m (parallel parking spaces)
t.	Minimum Driveway Width	Zoning By-law 1-88 does not provide minimum driveway width requirements for lots with frontages less than 6 m	2.7 m
u.	Maximum Number of Townhouses in a Block	A maximum of 6 townhouse units shall be constructed in a row	Permit a maximum of 16 units within a block of back-to-back townhouse dwellings
	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Apartment Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Apartment Residential Zone</b>
a.	Definition - "Lot"	Means "a parcel of land fronting on a public street".	Means "a parcel of land fronting on a public road or private common element road."

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Apartment Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Apartment Residential Zone</b>
b.	Definition - "Street Line"	Means "the dividing line between a lot and a street or the dividing line between a lot and a reserve abutting the street".	Means "the dividing line between a lot and a street or a private common element road."
c.	Minimum Lot Area	67 m <sup>2</sup> /unit	50 m <sup>2</sup> /unit
d.	Minimum Front Yard Setback	7.5 m	2 m (Towers 2 and 3)
e.	Minimum Interior Side Yard Setback	11 m	2 m (Towers 2 and 3) 0 m (Tower 4)
f.	Minimum Rear Yard Setback	7.5 m	3 m (Tower 1) 0 m (Tower 4)
g.	Maximum Building Height	44 m	65 m (19-storeys) for Towers 1 and 4 75 m (22-storeys) for Towers 2 and 3
h.	Maximum Driveway Width	7.5 m	15 m (at Islington Avenue)
i.	Minimum Landscape Strip width	6 m	2 m (abutting Islington Avenue)

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Apartment Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Apartment Residential Zone</b>
j.	Minimum Landscaping Abutting an Outdoor Parking Area	Landscape plantings with a minimum height of 1.2 m is required	0 m
k.	Minimum Residential Parking and Visitor Parking	<u>Towers 1 and 2</u> 383 units @ 1.5 residential spaces/unit = 575 spaces 383 units @ 0.25 visitor spaces/unit =96 spaces  <u>Towers 3 and 4</u> 377 units @ 1.5 residential spaces/unit = 566 spaces  377 units at 0.25 visitor spaces/unit = 95 spaces Total: 1,332 spaces	<u>Towers 1 and 2</u> 383 units @ 1 residential spaces/unit =383 spaces 383 units @ 0.2 visitor spaces/unit = 77 spaces  <u>Towers 3 and 4</u> 377 units @ 1 residential spaces/unit = 377 spaces  377 units at 0.2 visitor spaces/unit = 76 spaces Total: 913 spaces
l.	Minimum Amenity Area	11 m <sup>2</sup> / unit	10 m <sup>2</sup> /unit

The proposed phasing will facilitate a Development which accommodates the Owner's construction schedule for Phase 1. The Development Planning Department can support the zoning exceptions in Table 1 on the following basis:

#### Permitted Uses

An amendment to the OS1 Open Space Conservation Zone is required to permit portions of the underground parking structure for Towers "1" and "4", the safety berm, the 4.5 m wide trail connection at Islington Avenue, at-grade visitor parking, hard and soft landscaping, and any future playground areas. The portion of lands to be zoned OS1 along the northerly limit (abutting the rail line) of the Subject Lands, do not contain any natural heritage features, and will be privately maintained as an amenity area by the future condominium corporation. The amendment to permit the underground garage (below-grade) for Phase 2, to encroach beneath the proposed amenity area and the pedestrian walkway would not impact the development above-grade. The uses



proposed within the OS1 Zone, abutting the rail line and within the walkway blocks, and the amenity area contained within the OS2 Zone are required to facilitate this compact Development and can be supported.

### Definitions

The proposed Back-to-Back Townhouse dwellings located a private common element road are not specifically defined in Zoning By-law 1-88. The proposed definition will permit the proposed use on a lot with frontage on a private common element road and for the creation POTLs for individual ownership. The proposed amendments to these definitions are required to implement the Development on a private common element road.

### Building Height

The proposed building height and number of units within the Development are considered to be appropriate to accommodate a compact Development, and will offer a variety in housing type options. Given the unique shape of the lot, the proposed building height for the Townhouse dwellings will maximize the efficient use of the Subject Lands by providing additional liveable area. Staff have assessed the transitional relationship between the Development (Townhouse Block 2 and Tower “1”) to determine any potential impacts associated with height, shadow and privacy concerns. The proposed Back-to-Back Townhouses will be separated by a 6 m wide private road, a 3.5 m wide landscape strip, and a 2 m wide lay-by parking space. This provides for a minimum facing separation distance of 16.5 m to the podium of Tower “1”, which allows for pedestrian or vehicular connection between buildings with appropriate separation between habitable windows to eliminate privacy concerns. The portions of the Tower above the 3 to 6-storey podium also maintains a minimum setback of 3 m. The proposed distances and setbacks will provide appropriate privacy and microclimate conditions for the adjacent Townhouse blocks.

The proposed building height for the residential towers is also suitable given the location of the Subject Lands. Staff have assessed the relationship of the building heights between all 4 residential towers to ensure any potential impacts associated with privacy concerns. A minimum distance of 20 m between each facing tower, between Towers “1” and “2” and between Towers “3” and “4” will be provided, and the staggering of the tower locations on either side of the road will mitigate privacy concerns. The additional building height for the towers is suitable and is appropriate in consideration of the area context where high-rise buildings are existing in other areas along Steeles Avenue West. Based on the existing surrounding lands, staff can support the proposed building heights.

Minimum Yard Setbacks, Lot Frontage, Lot Area, Lot Depth, Amenity Areas, Encroachments, Minimum and Maximum Interior Garage Widths, Landscape Strip Widths, and Driveway Widths

The amendments to the lot frontage, lot area, and lot depth requirements recognize the creation of the Development blocks and POTLs for the Back-to-Back and Block Townhouses, and the residential apartment buildings, which are suitable building types that will facilitate a compact built form. The proposed driveway width from Islington Avenue (frontage) has been widened to accommodate a median between 4 lanes, which will provide a secondary access for emergency access purposes.

The proposed building setbacks for Towers “1” and “2” along Islington Avenue are appropriate and will create an active streetscape, as indoor amenity areas for the towers are proposed at ground-level, and will maximize the efficient use of the Subject Lands. The towers are appropriately set back from Islington Avenue and from all other lot lines, including the safety berm required for from the CNR and CPR right-of-way to the north of the Subject Lands.

The Development includes a 1,180 m<sup>2</sup> amenity area, which is intended to serve the Phase 2 development, and is to be zoned “OS2 Open Space Park Zone” as shown on Attachments #5 and #7. The Development Planning Department recommends that the 1,180 m<sup>2</sup> amenity area be constructed, to a temporary condition to the satisfaction of the City, as part of Phase 1 to serve the future residents of the low-rise portion of the Development. The Owner shall also provide a programming plan which shall identify the interim condition and ultimate condition (as part of Phase 2), which will be determined through the review of the related Site Development Application(s), to the satisfaction of the Urban Design and Cultural Heritage Division.

In consideration of the conceptual design of Phase 2, portions of the underground parking garage may extend into the amenity area below-grade. The implementing Zoning By-law will include and identify the requirement for the 1,180 m<sup>2</sup> amenity area within Phase 1, will not be used for any other purpose other than amenity area, but may include portions of an underground parking garage beneath the amenity area (below-grade). A condition to this effect is included in the Recommendations of this report.

The proposed Back-to-Back Townhouse dwellings are compact in built-form and will not have a rear yard setback. The proposed minimum front yard, lot area, lot frontages setbacks to the garages, covered porches and porch steps, will maximize the efficient use of the Subject Lands. The reduced lot frontage for Blocks 9 to 14 are also appropriate for this compact Development, and can be supported as front yard landscaping can still be accommodated.

The proposed landscape/amenity area will create a comfortable built form and pedestrian realm that is appropriate for this Development. The landscape width along Islington Avenue is appropriate in consideration of the additional municipal right-of-way and walkway that exists between the privately-owned lands and Islington Avenue. A common element amenity area is proposed, as shown on Attachment #4, and roof top amenity areas are also proposed for the Back-to-Back Townhouse dwellings. The front yard landscaping for the Townhouse blocks will permit paired driveways, resulting in a more attractive streetscape.

Landscaping within all other areas including the OS1 Zone buffer areas will include enhanced buffer plantings and provide an appropriate buffer to the valleylands. Continuous landscape pedestrian walkways and pedestrian cross-intersections are proposed throughout the Subject Lands and provide a pedestrian linkage to the common private outdoor amenity area.

The amendments required to permit increased driveway widths, and maximum and minimum interior garage widths are considered minor and accommodate a compact built-form.

#### Minimum Visitor and Residential Parking Space Requirements and Dimensions

The proposed visitor parking spaces located on the private common element road abut enhanced landscaped strips/buffers. Only slight variations are required to the minimum parking space dimensions to the lay-by parking spaces located along the main private common element ring road.

The residential parking spaces for the RT1 Zone complies with the requirements of Zoning By-law 1-88 at 2 spaces/unit for Phase 1 for a total of 270 residential parking spaces. A total of 27 visitor parking spaces (0.2 spaces per unit) are proposed to serve Phase 1, whereas visitor parking is not required in an RT1 Zone by Zoning By-law 1-88. However, typical visitor parking rates for a Townhouse development in Zoning By-law 1-88 is 0.25 spaces per unit. The Development includes a total of 913 parking spaces to serve the Phase 2 Development. A total 760 residential parking spaces and 153 visitor parking spaces for the residential apartment buildings, will be provided at a rate of 1 residential space per unit, respectively. In accordance with the Parking Study, the proposed parking supply for the Development can accommodate the expected parking demand. The Transportation Division of the Development Engineering "DE" Department supports the proposed parking supply.

It is also noted that Zoning By-law 1-88 does not include zoning categories to implement common element Street Townhouse or Back-to-Back Townhouse development. As a result, outdated zone categories with provisions intended to implement more traditional forms of townhouse development are used to implement this form of Development. Similarly, for the apartment building (Phase 2) portion of the Development of the Subject

Lands, the high density and zoning categories available in Zoning By-law 1-88 (i.e. RA3 Zone), contemplate apartment buildings utilizing an “apartment in the park” traditional design rather than contemporary zoning which provides for built-form close to the street and more modern development standards. This results in the large number of zoning exceptions identified in Table 1.

### ***The Development was considered by the Design Review Panel (the “DRP”)***

The Design Review Panel (the “DRP”) considered the proposed Development on March 30, 2017, and provided the following comments on the overall site:

#### Organization:

- Reconsider the street and mews system to create a street hierarchy with front entrances facing the street;
- Public amenity space should be anchored to the street;
- The relationship to the surrounding open space should be improved with attention to views and vistas from the public circulation network;
- Create a pedestrian friendly frontage along Islington Avenue with a better distribution of visitor parking internally and relocate loading within the buildings;
- The design concept should have a better transition and spatial relationship to the existing church.

#### Architecture and Massing

- A greater mix of units and building types, including mid rise, should be pursued to act as a transition between the townhouse blocks and the towers;
- A stronger built form relationship to Islington Avenue should be established, and the proposed 45 degree angled residential apartment towers should be redesigned to address the street.

#### Open Space and Pedestrian Connections

- Explore a possible trail connection/boardwalk to the Humber River valley lands to the west and connecting it to the amenity scape.

The Owner has responded to the DRP’s comments by reorienting the townhouse units to face the streets, eliminating the stacked townhouse typology and replacing it with both back-to-back and traditional townhouse units. The towers and the podium have been redesigned to provide a stronger address to Islington Avenue. The visitor parking and loading bays have been relocated internal to the site and buildings to provide a better pedestrian environment. The trail connection to the future Humber trail has been incorporated as per the recommendation of the Parks Development Department.

The architectural comments will be addressed through the Site Plan process for Phase 1 and 2. Phase 2 will be required to be presented for further consideration at a future DRP meeting.

Staff are satisfied that the Owner has addressed the comments by DRP through the current proposed Development, subject to the Recommendations of this report.

***The Planning Act, permits Vaughan Council to pass a resolution to apply for future Minor Variance application(s), if required, within 2 years of a Zoning By-law coming into full force and effect***

Section 29(2) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application to the Committee of Adjustment within two years of the day on which a Zoning By-law comes into effect. It also permits Council to pass a resolution to allow an applicant to apply for a minor variance(s) within 2 years of the passing of a by-law.

The Owner has demonstrated to the satisfaction of this Department how Phase 2 of the Development, which includes the 4 residential apartment buildings underground parking structure will function in the context of the Subject Lands. The Development Planning Department has no objection to the proposal. However, additional zoning exceptions may be required through the finalization of the Applications.

Should Council approve Zoning By-law Amendment File Z.15.030, the Development Planning Department has included a Recommendation to permit the Owner to apply for a Minor Variance application(s), if required, prior to the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the subject Development. For any relief that is not considered minor, the Owner is may be permitted to apply for a Zoning By-law Amendment to obtain Committee of the Whole approval.

***The Development Planning Department has no objection to the approval of the proposed Draft Plan of Subdivision File 19T-17V006, subject to the Conditions of Approval of this report***

The proposed Draft Plan of Subdivision, as shown on Attachment #5 includes:

Townhouse and Apartment Block (Block 1)	4.639 ha
Buffer Block (Block 2)	0.275 ha
0.3 m Reserves (Blocks 3, 4, and 5)	0.005 ha
4.5 m wide Trail Connection (Block 6)	0.019 ha
<u>3.5 m wide Trail Connection (Blocks 7)</u>	<u>0.015 ha</u>
Total	4.953 ha

The Development Planning Department has no objection to the approval of the proposed Draft Plan of Subdivision shown on Attachment #5, subject to the Conditions of Draft Approval included in Attachment #1. The primary purpose of the Draft Plan of Subdivision is to create a residential development Block (Block 1) for the overall Development.

In order to facilitate the creation of the individual townhouse lots, the Owner must submit a Part Lot Control Exemption application for Blocks 1 to 14, and for the residential Towers “1”, “2”, “3” and “4” to create the future Parcels of Tied Land (“POTLs”), should the Applications be approved.

The Owner has provided written confirmation to the City regarding their intention to dedicate to the TRCA or the City, the valleylands, shown as “Other Lands Owned by Applicant, Not part of these Applications”, as shown on Attachments #2 and #5. As further discussions are required to delineate the location of the private sanitary connections, which are proposed to traverse through the valleylands, the Owner is required to enter into an Agreement with the City, prior to the execution of the Site Plan Agreement for Phase 1 of the Development, agreeing to dedicate the valleylands. The Agreement shall identify a date for when the lands must be dedicated, and shall acknowledge that privately-owned services will be provided through these lands, which shall be owned and solely maintained by the Condominium Corporation(s), and that any required easements (i.e. Blanket Easements) be identified and included as an amendment to the Draft Plan. A condition is included in the conditions of Draft Plan approval in Attachment #1.

***The Owner must submit a Draft Plan of Condominium application to establish the condominium tenure of the Development***

Should Council approve the Applications, the proposed condominium tenure for the Development will be created through a future Draft Plan of Condominium application(s), which is subject to approval by Council. The future condominium corporation(s) will be responsible for the maintenance of all common element areas in the development, including but not limited to, underground parking, private road, landscaping, below-grade (strata) arrangements for the trail connection, sanitary and storm water connections, and amenity areas.

***The Development Engineering (“DE”) Department has no objection to the Development, subject to conditions of approval***

The DE Department has reviewed the Draft Plan of Subdivision and advises that further details respecting the storm water management, site servicing and grading are required. The DE Department has indicated that approval from York Region and the Toronto and Region Conservation Authority (“TRCA”) are required for service connections through the valleylands (“Other Lands Owned by Applicant Not part of this Application”) to the west. The DE Department advises that a Subdivision/Servicing Agreement is required prior to issuance of final approval at the site plan stage and/or the construction of any external servicing. The DE Department also advises that the following studies are required prior to approval of a Site Development Application for the Subject Lands or portion (phase) thereof:

- a Record of Site Condition (the “RSC”);
- a revised Traffic Impact Study (the “TIS”);

- a final Parking Study;
- a final Noise and Vibration Feasibility Study; and,
- a final Functional Servicing and Stormwater Management Report (the “FSR”)

a) Environmental

The Owner submitted a Phase One and Two Environmental Site Assessment, Remedial Action Plan, Reliance Letter, and Soil Investigation, which has reviewed by the City’s Peer Reviewer, given the complexity of the site. Staff advise that the Owner will be required to obtain a Ministry of Environment and Climate Change (“MOECC”) Record of Site Condition (the “RSC”) due to the change to a more sensitive land use. The City shall rely on the MOECC’s RSC process to ensure the reports and ultimately the lands are deemed to be suitable for the proposed development.

As remediation is required for the Subject Lands, and in accordance with the City’s contaminated site policies, a Holding Symbol (“H”) is required and will be included in the implementing Zoning By-law, and removal of the Holding Symbol for the Subject Lands, on portion thereof, is contingent upon the submission of a MOECC RSC registered on the Environmental Site Registry. Environmental Engineering staff have no objection to the Development. A condition to this effect is included in the Recommendations of this report, and is to be included within the implementing Zoning By-law, should the Applications be approved.

b) Transportation

The Owner has submitted a Parking Study prepared by CGE Transportation Consulting, dated March 29, 2018. The Transportation Division is working with the Owner to finalize the Parking Study, which must be approved to the satisfaction of the Development Engineering Department. A condition to this effect is included in the conditions of approval in Attachment #1.

c) Water Distribution

The proposed water connection will be provided through the existing 250 mm diameter City of Vaughan watermain located along the east side of Islington Avenue. Internally, the Development is to be serviced by a single 250 mm diameter looped domestic and fire line via the connection above with a water meter chamber internal to the property line. The DE Department advises that given the number of units proposed within the apartment buildings, a Water Supply Analysis Report will be required to demonstrate adequate water supply. A revised water service connection scheme may also require separate connections for the Towers.

d) Storm Water Management

A storm connection and outlet is proposed via a controlled release to a proposed outlet to the valleylands, via a proposed headwall. An external 675 mm diameter concrete storm sewer is proposed to the north-easterly portion of the Subject Lands to capture and pipe drainage along the future safety earth berm adjacent to the CPR railway, and of which all drainage will be redirected to the Humber River valleylands.

Further discussions are required to determine the ownership of the proposed 675mm diameter storm sewer, the two proposed headwall outlets and the requirement of a possible conveyance easement on behalf of the City over this storm sewer. Additional details regarding rainfall runoff and on-site retention are required for the proposed cistern tanks located in the proposed apartment buildings on the Phase 2 portion. Confirmation of the ownership of the step-pool channels from the proposed outlets will be required. Should the City assume ownership of these stepped channels, further review and approval will be required from the Environmental Services Department.

The proposed storm connection, and details regarding stormwater quantity, quality, erosion, and infiltration design is subject to review and approval by the TRCA. Quality control will be met through the implementation of an oil-grit separator and various low-impact development ("LID") measures, which is also subject to review and approval by the TRCA. The Owner is required to satisfy all requirements of the TRCA, prior to Site Plan approval.

e) Sanitary Servicing

The Owner has submitted an FSR prepared by Urbantech West, dated February 9, 2018, to illustrate the proposed servicing scheme to service the Development.

The sanitary service connection will be provided through an existing 300 m diameter gravity sewer within the Humber River Valleylands portion of the Subject Lands, which outlets to an existing 825 mm diameter Pine Valley Trunk Sewer. A proposed 250 mm diameter sanitary sewer will extend from the extent of the Regional Pine Valley Trunk Sewer and traverse the valleylands with a connection to the existing 300 mm diameter sewer to the tableland portion of the Subject Lands.

The Owner is required to demonstrate to the City staff that the extension of the sanitary sewer service through the valleylands is acceptable, subject to review/comments from York Region, and the TRCA. The ownership of the leg of the sanitary sewer within the valleylands must also be determined. York Region



has advised that the proposed sanitary sewer within the valleylands be placed in the ownership of the City. The DE Department is not prepared to accept the ownership of the leg of the sanitary sewer. However, the DE Department advises that the City may accept the ownership of the existing 15.7 m length, and 300mm diameter stub and future control manhole. However, the Owner and future Condominium Corporation(s) will be responsible for the ownership and maintenance of the sanitary sewer through the valleylands. The Owner will be required to enter into a Development Agreement with the City to satisfy all conditions, financial or otherwise from the City, and specifically the construction of any proposed municipal services external to the developable portion of the site.

The Owner is required to finalize all sanitary sewer, water, and stormwater connections to the satisfaction of the DE Department, as a condition of Draft Plan approval. Given the conceptual nature of the proposed downstream sanitary connection, it is recommended that a Holding Symbol (“H”) be applied to the Subject Lands until such time as the proposed sanitary sewer extension and connection is resolved to the satisfaction of the City. A condition to this effect is included in the Recommendations of this report.

f) Allocation of Sewage and Water Capacity

Vaughan Council on February 21, 2018, endorsed the City’s latest annual servicing capacity allocation strategy report. The report confirmed servicing capacity is available to support continued urban growth throughout the City. The subject Official Plan and Zoning By-law Amendment Files OP.15.007 and Z.15.030 were reserved servicing capacity for 161 residential townhouse units (493 persons equivalent) in the report. The unit count for the ground-related portion (Phase 1) has changed from 161 residential townhouse units to 135 residential townhouse units. Accordingly, servicing capacity for the related Site Development File DA.18.015 is available and unrestricted. Therefore, the following resolution to allocate capacity to the subject developments may be recommended for Council approval:

“IT IS HEREBY RESOLVED THAT Site Development File DA.18.015 (Islington Steeles Ventures Inc.) be allocated servicing from the York Sewage Servicing/Water Supply System for a total of 135 residential units (413 persons equivalent).”

Water and sewer allocation will be required for Phase 2 of the overall Development, which is subject to a future Site Development application. This is included as a condition of approval for the removal of the Holding Symbol (“H”) on the Phase 2 portion of the Subject Lands, in the Recommendations of this report.

g) Environmental Noise & Vibration Report

The Owner has submitted a preliminary Noise and Vibration Feasibility Study prepared by HGC Engineering, dated September 2015, along with an addendum letter dated December 14, 2017. A detailed Noise Study is to be conducted upon submission of a Site Development application. Potential road and railway noise analysis and mitigation must adhere to the current MOECC Guidelines to the satisfaction of the City of Vaughan.

The final Noise and Vibration Feasibility Report must be reviewed and approved to the satisfaction of the City. The report shall include all appropriate and necessary warning clauses for future purchasers/occupants within the corresponding Subdivision/Servicing Agreement. Warning clauses included in a schedule in all Offers of Purchase and Sale or Lease for all lots/units must be included to the satisfaction of the City. The report should also include all structural detail and design of any noise mitigation measures, if required, which shall be certified by a Professional Engineer licensed in the Province of Ontario.

The DE Department has no objection to the Applications subject to the conditions of Draft Plan approval in Attachment #1.

***The Parks Development Department has no objection to the Development, subject to conditions in this report, and requires a blanket easement across the private valleylands and a 4.5 m wide trail connection***

The Parks Development Department has no objection to the Applications and have identified the following, which require further discussion and additional details to be provided prior to the approval of the Phase 1 Site Development Application (File DA.18.015) for the Subject Lands or portion (phase) thereof:

Pedestrian Path/Walkway (the “trail connection”)

Parks Development staff have identified the requirement for a 5 or 6 m wide pedestrian pathway/walkway connection (the “trail connection”) from Islington Avenue through the Subject Lands and connecting to the adjacent valleyland system. The City has agreed to accept a minimum 4.5 m wide trail connection, which must be free and clear of all charges and encumbrances above and below-grade. This 4.5 m wide trail will be zoned “OS1 Open Space Conservation Zone”, as shown on Attachment #4, and will be publicly owned.

However, the City recognizes that the underground garage for Phase 2, as currently conceptually designed, encroaches (below-grade) into the minimum 4.5 m wide lands to be dedicated to the City. As a result, Block 7, as shown on Attachment #5, has been created to recognize a maximum encroachment of 4.5 m. The portion of Block 7 that may be subject to an encroachment by the future underground garage, will be solely

owned by the future Condominium Corporation(s). Should the ultimate underground garage design result in a lesser encroachment into Block 7, the balance of the lands below-grade will be dedicated to the City.

Block 6, as shown on Attachment #5, located within the 4.5 m wide trail connection, will be dedicated to the City, which is free and clear of any encumbrances above and below-grade. In order for the 4.5 m wide trail connection to be publicly accessible at-grade, the Owner is required to convey an easement to the City (for public access, construction and maintenance) over Block 7.

A Site Development Application for Phase 2 of the Development has not been submitted to the City. The Owner has advised that the encroachment of the underground parking garage may potentially be improved within Block 7, or relocated entirely outside of the 4.5 m trail connection below-grade. Prior to approval of a Site Development Application for the Phase 2, or portion thereof (i.e. Tower "4"), the Owner has agreed to enter into an Agreement with the City to dedicate any unencumbered portion of Block 7 (below-grade) to the City. A condition to this effect is included in the Recommendations of this report, and included as a condition of Draft Plan approval.

The Owner is required to construct this trail connection (lit to the edge of the pathway entering the valleylands), in accordance with City standards and requirements. A complete trail must be constructed as part of the Phase 1, and shall be built in an interim condition consisting of limestone screening and hardscaping. A 1.5 m high black vinyl chain-link fence must also be installed to delineate the boundary of the proposed trail connection. The City recognizes that in order to accommodate the Phase 2 works, the trail connection may be altered and/or removed in its entirety, which shall be at no cost to the City. The Owner is required to re-construct the trail connection to its ultimate design in accordance with the approved Trail Feasibility Report, to the satisfaction and at no cost to the City. A condition to this effect is included as a condition of Draft Plan approval.

A Letter of Credit (the "LC") in favour of the City for the full cost (interim and ultimate condition) of the trail connection along and the remainder of the local valleyland trail will be required. Should the Owner fail to construct the trail connection, the City will draw upon the LC to develop the trail connection as part of Phase 1 of the Development. The LC will be released upon full completion of the trail connection. A condition to this effect is included in the conditions of Draft Plan approval in Attachment #1.

#### Blanket Easement ("the Blanket Easement") and Trail Feasibility Study

The Parks Development Department has identified a requirement for a Blanket Easement in favour of the City of Vaughan on the valleyland portion (identified as "Other Lands Owned by Applicant"), which are not part of these Applications, and the buffer block on the Subject Lands for the purposes of constructing and maintaining a publicly accessible trail in the valleyland system, which will connect to an existing York Region service road. A Blanket Easement will not be required if the valleylands are dedicated to

the City. However, a Blanket Easement will be required should the valleylands be in the ownership of the TRCA.

The Owner must continue to work with the Parks Development Department to determine the final alignment and construction of this local trail. The Owner is required to finalize the Trail Feasibility Study, prepared by Nak Design Strategies, dated April 4, 2018, which shall include cost estimates for all proposed alignments for this future trail. A condition to this effect is included in the Recommendations of this report, as a condition of Draft Plan of Subdivision approval.

The Parks Development Department has provided a list of potential Section 37 benefits, as previously identified in this report. The Parks Development Department has no objection to the Applications subject to the conditions identified in the Recommendations of this report, and the conditions of Draft Plan approval identified in Attachment #1 of this report.

***Cash-in-lieu of parkland is required for this Development***

The Office of the City Solicitor, Real Estate Department has advised that for residential high-density development, the Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, 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 to this effect is included in the Recommendations of this report.

***The Toronto and Region Conservation Authority (the "TRCA") has no objection to the Development, subject to the conditions of approval in this report***

The TRCA has reviewed the Applications, and has no objection to the proposal in-principle. The TRCA advises that additional design details are to be provided from the Owner, to the satisfaction of the TRCA. The TRCA recommends that the Holding Symbol ("H") be applied, until such time as these details have been provided to the satisfaction of the TRCA. A condition to this effect is included in the Recommendations of this report. The TRCA has identified outstanding items which may be addressed through the fulfillment of conditions of Draft Plan approval:

a) Open Space Buffer (7 m)

As part of the previous approval, the TRCA agreed to reduce the environmental buffer on the Subject Lands from 10 m to 7 m as the valley does not contain a mature vegetation community and based on the building setbacks. A fence enclosure must be added along the development side of the buffer to protect the valleylands. A condition to this effect is included in Attachment #1 of this report.

b) Stormwater Outfall

The TRCA has identified concerns regarding proposed outfall into the valleylands system. Additional details regarding the stormwater management system, pertaining to water discharge as it leaves an outlet pipe is required. The Owner is required to work with the TRCA to establish an appropriate stormwater management design, to the satisfaction of the TRCA. The TRCA acknowledges that privately owned water and sanitary service connections are proposed through the privately owned valleylands. The Owner is required to grant the TRCA and/or the City an easement over the future block to be created for the proposed water and sanitary service connections through the valleylands, which are to be privately maintained by a future Condominium Corporations.

c) Valleylands

The “Other Lands Owned by the Applicant”, which are not part of these applications, are identified as the valleylands and are zoned “PB1 Parkway Belt West Zone” by Zoning By-law 1-88, as shown on Attachment #3, which contains features including natural features, natural hazards and buffers. The TRCA recommends that these lands be conveyed into public ownership for their long term protection and management. The TRCA recommends that all-natural areas be dedicated to the TRCA, or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of the TRCA, inclusive of the “Other Lands Owned by the Applicant”, save and except the lands containing privately owned infrastructure, and any easements required for maintaining such infrastructure.

As discussed previously, the Owner intends to dedicate the “Other Lands Owned by Applicant” to the appropriate authority, prior to final approval and execution of the related Site Development Agreement. In consideration that the related Site Development File DA.18.015 has not been finalized to establish the final location of the private servicing connections traversing through the valleylands, the Owner has agreed to enter into an Agreement with the City to dedicate the portions of the valleylands, prior to the execution of the related Site Plan Agreement, which will not be privately owned for the sanitary services. A condition is included in the conditions of Draft Plan approval in Attachment #1.

***The Environmental Services Department - Solid Waste Management has no objection to the proposed Development, subject to the conditions of this report***

The Environmental Services Department Solid Waste Management has no objection to the proposed waste collection on the site. Upon a successfully completed Application, site inspection and executed Agreement as determined by the City, the Condominium Corporation(s) will be eligible for municipal waste collection services. Should the Condominium Corporation(s) be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection

services shall be privately administered and shall be the responsibility of the Condominium Corporation(s). The following clause shall be included within the future Condominium Agreement:

“Prior to final approval, upon a successfully completed application, site inspection and executed registration of an Agreement with the Vaughan Environmental Services Department, Solid Waste Management Division, as determined by the City, the Condominium Corporation(s) will be eligible for municipal waste collection services. Should the Condominium Corporation(s) be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation(s).”

***The Ministry of Transportation (the “MTO”) has no objection to the Draft Plan of Subdivision, subject to the conditions of this report***

The MTO advises that Ministry permits are required for all buildings located within 46 m from Highway 407 and the future Highway 407 Transitway property line and the radius of 396 m measured from the intersecting centre point of Highway 407 and Islington Avenue, prior to any construction being undertaken. The MTO advises that the 407 Transitway Environmental Assessment (“EA”) assignment is still evaluating alignment options around Islington Avenue. The Ministry 14 m setback will be required from the future Highway 407 Transitway right-of-way. An access from Pine Valley Transitway station will be investigated for both Islington Avenue and Pine Valley Drive. The MTO has no objection to the proposed Draft Plan of Subdivision, subject to conditions of Draft Plan approval in Attachment #1. The Owner shall satisfy all requirements of the MTO. A condition to this effect is included in the Recommendations of this report.

***The Canadian Pacific Railway (the “CPR”) Corporation and the Canadian National Railway (the “CNR”) Corporation have no objection to the proposed development, subject to the conditions in this report***

The CNR has reviewed the Development and has indicated they have no objection to the proposal. The Owner has submitted a Derailment Plan, which includes a 3 m high safety earth berm, and a minimum building setback of 25 m to the safety earth berm. A 1.83 m high chain-link fence will also be installed along the northerly interior lot line abutting the railway right-of-way. A condition to this effect is included in the conditions of Draft Plan approval in Attachment #1.

The CNR advises that the Owner must register on title of the Subject Lands, an agreement and environmental easement with appropriate covenants for the maintenance of mitigation measures, to the satisfaction of the CNR. The Owner is required to contact CNR directly to satisfy this condition. A condition of Draft Plan approval is included in Attachment #1.

***The City of Toronto has no objection to the proposed Development***

The City of Toronto Engineering and Construction Services Department has reviewed the proposed development and has no objection to the proposal in principle. The current development proposes a single access from Islington Avenue, which is outside the City of Toronto's jurisdiction, and no water or sanitary connections are to any City of Toronto infrastructure.

***All school boards have no objection to the proposed Development***

The York Region District School Board and York Region Catholic District School Board have reviewed the Applications and have no objection to the Development.

***The Canada Post Corporation has no objection to the Development***

The Canada Post Corporation has no objection to the Development. The Owner is requested to contact Canada Post Corporation in advance of any construction to discuss a suitable mailbox/mailroom location. A condition to this effect is included in the Recommendations of this report.

***All utility companies have no objection to the Development***

Enbridge Gas, Hydro One, Bell Canada and Alectra Utilities Corporation (formerly PowerStream Inc.) have no objection to the approval of the proposed development, subject to the Owner coordinating servicing, connections, easements and locates with the above noted utilities prior to commencement of site works.

**Financial Impact**

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

**Broader Regional Impacts/Considerations**

York Region has reviewed the Applications and has determined that the proposed amendments are a matter of local significance, and does not adversely affect Regional planning policies or interest. On April 24, 2018, York Region exempted the Official Plan Amendment Application from approval by the Regional Committee of the Whole and Council.

York Region has provided the following comments regarding the Draft Plan of Subdivision:

a) **Waste Water Servicing**

York Region advises the preferred sanitary connection from the proposed Development to the Regional Pine Valley Sanitary Trunk Sewer, should be owned by the City of Vaughan. As the sewer traverses through the valleyland portion of the Subject Lands, the valleylands should be conveyed to the TRCA.

b) Water Servicing

York Region has identified a 600 mm diameter Islington Avenue watermain located on the west side of Islington Avenue, which may provide a potential connection from the water main stub. Should the Owner wish to connect to the Regional watermain at this location, the Owner is to provide additional documentation to the Regional Environmental Services Department, Infrastructure Asset Management Branch for review and approval.

c) Transportation

York Region advises that the Traffic Impact Study ("TIS") must be submitted to ensure consistency with the Region Transportation Mobility Plan Guidelines for Development Applications (November 2016) to the satisfaction of York Region. A condition to this effect is included in the conditions of Draft Plan approval in Attachment #1.

The Owner is required to satisfy all York Region requirements subject to the above comments and subject to their conditions of approval contained in Attachment #1.

**Conclusion**

The Development Planning Department has reviewed Official Plan Amendment File OP.15.007, Zoning By-law Amendment File Z.15.030, and Draft Plan of Subdivision File 19T-17V006 in consideration of the applicable Provincial Policies, Regional and City Official Plan policies, the requirements of Zoning By-law 1-88, the comments received from City Departments and external public agencies, the public, and the surrounding area context. The Development Planning Department is satisfied that the proposed Development is appropriate and compatible with the existing and permitted uses in the surrounding area for the reasons set out in this report.

On this basis, the Development Planning Department can support the approval of the Official Plan Amendment File OP.15.007, Zoning By-law Amendment File Z.15.030, and Draft Plan of Subdivision File 19T-17V006 applications subject to the Recommendations in this report, and the Conditions of Draft Approval set out in Attachment #1.

**For more information**, please contact Natalie Wong, Planner, Extension 8866.



**Attachments**

1. Conditions of Draft Plan of Subdivision Approval File 19T-17V006
2. Context Location Map
3. Location Map
4. Proposed Site Plan & Zoning
5. Proposed Draft Plan of Subdivision File 19T-17V006
6. Landscape Master Plan
7. Phasing Plan
8. Proposed Typical Back-to-Back Townhouse Dwelling Elevations
9. Proposed Typical Townhouse Dwelling Elevations
10. Townhouse Rendering
11. Conceptual Tower Elevations

**Prepared by**

Natalie Wong, Planner, ext. 8866

Mary Caputo, Senior Planner, ext. 8635

Carmella Marrelli, Interim Senior Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning ext. 8407

/LG

**ATTACHMENT NO. 1**

**STANDARD CONDITIONS OF DRAFT APPROVAL**

**DRAFT PLAN OF SUBDIVISION 19T-17V006 ("THE PLAN")  
ISLINGTON STEELES VENTURES INC. ("THE OWNER")  
PART OF LOT 20, CONCESSION 6, CITY OF VAUGHAN ("THE CITY")**

**THE CONDITIONS OF THE COUNCIL OF THE CITY OF VAUGHAN THAT SHALL  
BE SATISFIED PRIOR TO THE RELEASE FOR REGISTRATION OF PLAN OF  
SUBDIVISION 19T-17V006 ("THE PLAN"), ARE AS FOLLOWS:**

The Owner shall satisfy the following Conditions of Approval:

1. The Conditions of Approval of the City of Vaughan as set out on Attachment No. 1a).
2. The Conditions of Approval of York Region as set out on Attachment No. 1b) and dated April 24, 2018.
3. The Conditions of Approval of the Toronto and Region Conservation Authority as set out on Attachment No. 1c) and dated April 23, 2018.
4. The Conditions of Approval of Canada Post as set out on Attachment No. 1d) and dated July 20, 2017.
5. The Conditions of Approval of Ministry of Transportation as set out on Attachment No. 1e) and dated June 22, 2017.
6. The Conditions of Approval of Alectra Utilities Corporation. as set out on Attachment No. 1f) and dated June 22, 2017.
7. The Conditions of Approval of Enbridge Gas Distribution. as set out on Attachment No. 1g) and dated June 20, 2017.
8. The Conditions of Approval of Canadian Pacific Railway, as set out in Attachment No. 1h) and dated February 7, 2018.
9. The Conditions of Approval of Canadian National Railway Properties, as set out in Attachment No. 1i) and dated July 27, 2017.

**Clearances**

1. Final approval for registration may be issued in phases to the satisfaction of the City, subject to all applicable fees provided that:

- a. phasing is proposed in an orderly progression, in consideration of such matters as the timing of road improvements, infrastructure, schools and other essential services; and,
  - b. all commenting agencies agree to registration by phases and provide clearances, as required in the Conditions in Attachment Nos. 1a), 1b), 1c), 1d), 1e), 1f), 1g), 1h), and 1i) for each phase proposed for registration; and furthermore, the required clearances may relate to lands not located within the phase sought to be registered.
2. The City shall advise that the Conditions on Attachment No. 1a) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
3. York Region shall advise that the Conditions on Attachment No. 1b) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
4. The Toronto and Region Conservation Authority shall advise that the Conditions on Attachment No. 1c) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
5. Canada Post shall advise that the Conditions on Attachment No. 1d) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
6. The Ministry of Transportation shall advise that the Conditions on Attachment No. 1e) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
7. Alectra Utilities Corporation (formerly PowerStream Inc.) shall advise that the Conditions on Attachment No. 1f) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
8. Enbridge Gas Distribution Inc. shall advise that the Conditions on Attachment No. 1g) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
9. Canadian Pacific Railway shall advise that the Conditions on Attachment No. 1h) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.
10. Canadian National Railway Properties shall advise that the Conditions in Attachment No. 1i) have been satisfied and the clearance letter shall include a brief statement detailing how each condition has been met.

## **ATTACHMENT NO. 1a)**

### **CITY OF VAUGHAN**

#### **City of Vaughan Conditions**

1. The Plan shall relate to the Draft Plan of Subdivision, prepared by Weston Consulting., File Number: 6923, dated May 3, 2018.
2. The lands within this Plan shall be appropriately zoned by a Zoning By-law which has come into effect in accordance with the provisions of the *Planning Act*.
3. The Owner shall pay any and all outstanding application fees to the Vaughan Development Planning Department, in accordance with the in-effect Tariff of Fees By-law.
4. The Owner shall enter into a Subdivision Agreement with the City to satisfy all conditions, financial or otherwise of the City, with regard to such matters as the City may consider necessary, including payment of development levies, the provision of roads and municipal services, landscaping and fencing. The said agreement shall be registered against the lands to which it applies.
5. A Holding Symbol ('H') shall be applied to the Plan until such time as the proposed sanitary sewer extension and connection is resolved to the satisfaction of the City.
6. The Owner may be required to enter into a conveyance easement agreement with the City and/or TRCA for the portion of the storm sewer traversing the valleylands to the south for the discharging of storm flow from the existing development.
7. The Owner may be required to enter into a conveyance easement agreement with the City and/or TRCA, and subject to approval from the York Region, for the sanitary sewer extension which will extend from the developable portion of the site and traverse the valleylands to the south and connect to the existing sanitary sewer located within the valley adjacent to the existing wastewater pumping station.
8. Prior to final approval of the Plan, the City and York Region shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the Plan.
9. Prior to final approval of the Plan, the City and York Region shall confirm that adequate water supply and sewage treatment capacity are available and have been allocated to accommodate the Plan.
10. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) will be applied for or issued until the City is satisfied that adequate road access, municipal water supply, sanitary sewers, and storm drainage facilities are available to service the Plan.

11. The proposed development cannot be developed until adequate access and municipal services are available to service the subject lands or demonstrated that alternative arrangements have been made for their completion to the satisfaction of the City.
12. Prior to final approval of the Plan, the Owner shall pay its proportionate share of the cost of any external municipal services, temporary and/or permanently built or proposed, that have been designed and oversized by others to accommodate the development of the Plan.
13. The Owner shall agree in the subdivision agreement to design, purchase material and install a streetlighting system in the Plan in accordance with City Standards and specifications. The Plan shall be provided with decorative streetlighting to the satisfaction of the City.
14. The Owner acknowledges that the final engineering design(s) may result in minor variations to the Plan (e.g. in the configuration of road allowances and lotting, number of lots etc.), which may be reflected in the final Plan to the satisfaction of the City.
15. Prior to final approval of the Plan, the Owner shall submit to the satisfaction of the City, a listing prepared by an Ontario Land Surveyor of all the lot and block areas, frontages and depths in accordance with the approved Zoning By-law for all the lots and blocks within the Plan.
16. The Owner shall convey the following lands to the City or the Toronto and Region Conservation Authority ("TRCA"), where appropriate, free of all charge and encumbrances:
  - Block 2 for open space purposes
  - Block 6 for trail connection purposes
17. Prior to the execution of the related Site Development Agreement for Phase 1 (File DA.18.015), the Owner shall enter into an Agreement with the City to dedicate the valleylands identified as "Other Lands Owned by Applicant", identified on the Plan, to the City or the Toronto and Region Conservation Authority ("TRCA"), at no expense to the City or TRCA, free and clear of all charges and encumbrances. The Agreement shall identify a date for when the lands must be dedicated, and shall acknowledge that privately-owned services will be provided through these lands, which shall be owned and solely maintained by the Condominium Corporation, and that any required easements must be identified and included as an amendment to the Draft Plan, to the satisfaction of the City.
18. For park/open space block(s)/buffer blocks that are being conveyed to the City, prior to final approval of the Plan, and/or conveyance, and/or release of applicable portion

of Municipal Services Letter of Credit, the Owner shall implement the following to the satisfaction of the City.

- a) Submit a Phase Two Environmental Site Assessment ("ESA") report in accordance with Ontario Regulation ("O. Reg") 153/04, as amended, assessing all park/open space/buffer block(s) in the Plan for contaminants of concern to the satisfaction of the City. On-site sampling of park/open space/buffer block(s) shall be conducted only after the City has certified the rough grading of the park/open space/buffer block(s), but prior to the placement of topsoil and landscaping. The sampling and analysis plan prepared as part of the Phase Two ESA shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
  - b) Should remediation of any portions of the park/open space/buffer block(s) within the Plan be required to meet applicable standards set out in the Ministry of Environment and Climate Change ("MOECC") document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended, submit a Remedial Act Plan ("RAP") and a complete copy of the satisfactory registration of the Record of Site Condition ("RSC") filed on the Environmental Site Registry including the acknowledge letter from MOECC, covering the remediated park/open space/buffer block(s) within the Plan.
  - c) Submit a signed and stamped certificate letter prepared by the Owner's Environmental Qualified Person/Professional ("QP") stating that they covenant and agree that the park/open space/buffer block(s) to be dedicated to the City were remediated in accordance with O. Reg. 153/04, as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in MOECC document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended.
  - d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable
19. That the portion of the lands zoned OS1 Open Space Conservation Zone containing the 7 m wide open space buffer (Block 2), shall be dedicated into public ownership, either to the TRCA or the City of Vaughan, free of all charges and encumbrances.
20. That the portion of the lands zoned OS1 Open Space Conservation Zone containing the trail connection block (Block 6) running from Islington Avenue westwards to the eastern edge of the valleyland block, be dedicated into public ownership, to the City of Vaughan, free of all charges and encumbrances.

21. Prior to Plan registration, the Owner shall grant an easement to the City over the above-grade portion of the trail connection block (Block 7), for the purposes of public access and the construction and maintenance of a future trail connection over the portion of the easement lands.
22. Prior to the approval of a Site Development Application for Phase 2, or portion thereof (Tower “4”), and for the lands to be zoned “RA3(H) Apartment Residential Zone” with the Holding Symbol (“H”) only, the Owner shall enter into an Agreement with the City to dedicate any unencumbered portion of Block 7 (below-grade) of the 4.5 m wide trail connection to the City.
23. Prior to the Plan registration, the Owner agrees to convey a Blanket Easement (the “Blanket Easement”) on the whole of the valleylands (“Other Lands Owned by Applicant”) and buffer, for the purposes of public access and the construction and maintenance of a future trail connection over the portion of the blanket easement lands. Prior to Plan registration, the Owner agrees to convey a Blanket Easement over the whole of the valleylands, in favour of the City of Vaughan for the purposes of public access and the construction and maintenance of a future trail connection and associated structures (the “trail connection”) over a portion of the valleylands. The Owner and City agree that the Blanket Easement remain on the valleylands all to the satisfaction of the City, until the following items are addressed:
  - i) A reference plan showing the location of the trail connection and associated structures on a portion of the Blanket Easement Lands, is prepared by the City and deposited on title;
  - ii) The trail connection is constructed; and,
  - iii) An easement for the trail connection has been registered on title. Upon occurrence of the items i) and ii), the City shall register a Transfer, Release and Abandonment of the Blanket Easement.

All costs associated with the works as noted above as it relates to the Blanket Easement, and Transfer, Release and Abandonment of the Blanket Easement shall be borne by the Owner.
24. The Owner is to submit a revised trail feasibility report including cost estimates and other associated details regarding the proposed trail alignment including grading plans and associated landscaping details.
25. Prior to the registration of the Plan, the Owner shall design and agree to construct a 4.5 m wide pedestrian lit path from Islington Avenue to the valleyland buffer and off-road pedestrian trail into the valleyland and connecting to the existing servicing road/easement in accordance with the approved Trail Feasibility Report, to the

satisfaction of and at no cost to the City. The Owner will be responsible for obtaining approvals, including any associated application fees from any applicable regulatory bodies including but not limited to the Toronto and Region Conservation Authority ("TRCA"), and the Ministry of Natural Resources and Forestry ("MNRF") for the development and construction of said trail. If required, and to accommodate the Phase 2 works, the trail connection, as referenced above, may be altered and/or removed in its entirety at no cost to the City. The Owner will re-construct the trail to its ultimate condition in accordance with the approved Trail Feasibility Report, to the satisfaction of and at no cost to the City.

26. The Owner is to provide the City with a Letter of Credit totaling the complete costs to build the lit trail connection on City property and the valleyland trail connection, which shall be held for the estimate construction costs for the proposed site works, which shall include but is not limited to all required geotechnical reports, construction testing, surveying, and all required construction costs to build said lit path and trail. The Owner is responsible for the total cost of the design and construction of all works to complete the lit pedestrian pathway, off-road pedestrian trail and associated landscape works, including but is not limited to any works of a temporary nature. Portions or the total sum of the Letter of Credit may be drawn upon by the City as necessary, to complete the above noted pedestrian path and trail works, in the case where the Owner does not fulfill Condition #25 above and/or if deemed necessary by the City.
27. The Owner is required to erect a 1.5 m high black vinyl chain link fence on both sides of the trail connection abutting the walkway boundary with all fencing material, including foundations, wholly on the lot as per City Walkway Standard to delineate the boundary of the walkway.
28. The Owner shall agree in the subdivision agreement that construction access shall be provided only in a location approved by the City and York Region.
29. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued until the Owner has provided proof that a restriction has been registered that prevents the transfer of the lot and/or block without the consent of the City where such transfer is to be restricted by any other provision of the Subdivision Agreement.
30. The Owner shall agree in the Subdivision Agreement to convey any lands and/or easements, free of all costs and encumbrances, to the City that are necessary to construct the municipal services for the Plan, which may include any required easements and/or additional lands within and/or external to the Plan, to the satisfaction of the City.
31. The Owner shall pay to Vaughan by way of certified cheque, cash-in-lieu of the



dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the Planning Act and the City's Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the Planning Act, 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.

32. Prior to final approval of the Plan, the Owner shall provide easements as may be required for utility, drainage or construction purposes, which shall be granted to the appropriate authority(ies), free of all charges and encumbrances.
33. The Owner shall agree to create easements for maintenance purposes for all lots providing less than 1.2 m side yards, or having roof encroachments, prior to the transfer of the land.
34. The Owner shall agree to remove any driveways and buildings on site, which are not approved to be maintained as part of the Plan; any modification to off-site driveways required to accommodate this Plan shall be co-ordinated and completed at the cost of the Owner.
35. The Owner shall agree in the Subdivision Agreement that no Building Permit(s) shall be issued for any lots and/or blocks until the Owner's consulting engineer certifies, to the satisfaction of the City, that the lot grading complies with the City of Vaughan lot grading criteria and the driveway(s) as shown on the Plan submitted for the construction of the building(s) on the subject lots and/or blocks conform in terms of location and geometry (i.e. width, etc.) with the approved or amended and subsequently approved Construction Drawings.
36. The Owner shall agree that all lots or blocks to be left vacant shall be graded, seeded, fenced with temporary fencing maintained and signed to the satisfaction of the City to prohibit dumping and trespassing.
37. Prior to the initiation of grading or stripping of topsoil and prior to final approval of the Plan, the Owner shall prepare and implement a detailed erosion and sedimentation control plan(s) addressing all phases of the construction of the municipal services and house building program including stabilization methods, topsoil storage locations and control measures to the satisfaction of the City. The Owner shall prepare the erosion and sediment control plan(s) for each stage of construction (pre-stripping/earthworks, pre-servicing, post-servicing) in accordance with the Toronto and Region Conservation Authority (TRCA) Erosion and Sediment Control Guidelines for Urban Construction, dated December 2006 and implement a monitoring and reporting program to the satisfaction of the City.

38. Prior to the initiation of the grading or stripping of top soil and final approval, the Owner shall submit a top soil storage plan detailing the location, size, slopes stabilization methods and time period, for approval by the City. Top soil storage shall be limited to the amount required for final grading, with the excess removed from the site, and shall not occur on either the park, open space and/or buffer block(s).
39. Prior to final approval of the Plan, and/or conveyance of land, and/or any initiation of grading or construction, the Owner shall implement the following to the satisfaction of the City:
- a) Submit a Phase One Environmental Site Assessment (ESA) report and, if required and as applicable, a Phase Two ESA, Remedial Action Plan (RAP), Phase Three ESA Report in accordance with O. Reg. 153/04, as amended, for the lands within the Plan. The sampling and analysis plan prepared as part of the Phase Two ESA, Phase Three ESA, and RAP shall be developed in consultation with the City, implemented, and completed to the satisfaction of the City.
  - b) Should a change to a more sensitive land use as defined under O. Reg. 153/04, as amended, or remediation of any portions of lands within the Plan be required to meet the applicable Standards set out in the MOECC document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended, submit a complete copy of the satisfactory registration of the Record of Site Condition (RSC) filed on the Environmental Site Registry including the acknowledgement letter from the MOECC, covering all lands within the Plan.
  - c) Submit a signed and stamped certificate letter prepared by the Owner's Environmental Qualified Person/Professional (QP) stating that they covenant and agree that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the City and the Region were remediated in accordance with O. Reg. 153/04, as amended, and the accepted RAP, if applicable, are suitable for the intended land use, and meet the applicable standards set out in the MOECC document "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the *Environmental Protection Act*", as amended.
  - d) Reimburse the City for the cost of the peer review of the ESA reports and RAP, as may be applicable.
40. Prior to final approval of the Plan, a soils report prepared at the Owner's expense shall be submitted to the City for review and approval. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations of the report including pavement design structure for ideal and non-ideal conditions to

the satisfaction of the City.

41. Prior to the initiation of grading, and prior to the registration of the Plan, or any phase thereof, the Owner shall submit to the City for review and approval a detailed engineering report(s) that describes the storm drainage system for the proposed development within the Plan, which shall include:
  - a) plans illustrating how this drainage system will tie into the surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, how external flows will be accommodated, and the design capacity of the receiving system;
  - b) the location and description of all outlets and other facilities;
  - c) stormwater management techniques which may be required to control minor and major flows; and,
  - d) proposed methods of controlling or minimizing erosion and siltation onsite and in downstream areas during and after construction.

The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in any and all of the aforementioned report(s) to the satisfaction of the City.

42. All proposed watercourse-roadway crossings/culverts shall be constructed in conjunction with each corresponding development. The timing for construction of these works shall be to the satisfaction of the City.
43. Prior to final approval of the Plan and/or commencement of construction within the Plan, the Owner shall submit a detailed hydrogeological impact study that identifies, if any, local wells that may be influenced by construction and if necessary, outline a monitoring program to be undertaken before, during and after construction of the subdivision.
44. The Owner shall agree in the Subdivision Agreement to decommission any existing wells and driveways on the Plan in accordance with all applicable provincial legislation and guidelines and to the satisfaction of the City.
45. The Owner shall agree in the Subdivision Agreement to maintain adequate chlorine residuals in the watermains within the Plan after successful testing and connection to the potable municipal water system and continue until such time as determined by the City or until assumption of the Plan. In order to maintain adequate chlorine

residuals, the Owner will be required to retain a licensed water operator to flush the water system and sample for chlorine residuals on a regular basis as determined by the City. The Owner shall be responsible for the costs associated with these activities including the metered consumption of water used in the program.

46. Prior to final approval of the Plan, a Water Supply Analysis Report shall be submitted to the satisfaction of the City, which shall include a comprehensive water network analysis of the water distribution system and shall demonstrate that adequate water supply for the fire flow demands is available for the Plan and each phase thereof.
47. The Owner shall agree to provide the following for the purpose of fire safety and firefighting operations:
  - a) hydrants for firefighting, municipal or private, as identified in the plans and code requirements to be installed;
  - b) hydrants shall be unobstructed and ready for use at all times;
  - c) access roadways shall be maintained and suitable for large heavy vehicles and kept unobstructed at all times during construction; and,
  - d) ensure designated firebreaks are identified on permit drawings;
  - e) on private roadways which are identified as a fire route, parking on the street is prohibited with exceptions of designated locations for visitor parking;
  - f) fire route to be posted prior to construction
  - g) consideration for sprinklers in residential dwellings;
  - h) placement of fire hydrants to be identified on all drawings; and,
  - i) temporary municipal address to be posted and visible for responding emergency vehicles satisfactory to the City.
48. The road allowances included within the Plan shall be dedicated as public highways without monetary consideration and free of all encumbrances.
49. The road allowances within this Plan shall be named to the satisfaction of the City and York Region. Proposed street names shall be submitted by the Owner for approval by Vaughan Council and shall be included on the first engineering drawings.
50. The road allowances included in the Plan shall be designed in accordance with the City's standards for road and intersection design, temporary turning circles, daylighting triangles, and 0.3 m reserves. The pattern of streets and the layout of lots and blocks shall be designed to correspond and coincide with the pattern and layout of abutting developments.
51. Any dead end or open side of a road allowance created by this Plan shall be terminated in 0.3 m reserves, to be conveyed to the City without monetary consideration and free of all encumbrances, to be held by the City until required for future road allowances or development of adjacent lands.

52. Prior to final approval of the Plan, the Owner shall retain the services of a qualified Transportation Consultant to provide an updated transportation report/plan outlining the required York Region and City road improvements. The report/plan submitted to the City and York Region for review and approval, shall demonstrate that adequate road capacity is available for the proposed development, and shall explain all transportation issues and recommend mitigative measures for these issues. An updated transportation report shall include a traffic management/roadway detour plan for the proposed roadway improvements. The Owner shall agree in the Subdivision Agreement to implement the recommendations of the updated transportation report/plan and traffic management master plan to the satisfaction of the City.
53. Prior to final approval of the Plan, the Owner shall agree that any additional lands required for public highway purposes, where daylight triangles do not conform to the City Standard Design Criteria, will be conveyed to the City, free of all costs and encumbrances.
54. Prior to final approval of the Plan, the Owner shall provide drawings for the location and design of proposed bicycle parking at transit stops, school campuses, commercial sites, and other destinations within the Plan such as retail/entertainment, to the satisfaction of the Development Engineering Department.
55. The Owner shall agree in the Subdivision Agreement to provide information on sustainable transportation, via various media, to all purchasers and/or tenants within the Plan, including pedestrian, cycling facilities, transit routes, roundabouts, and carpooling and park-and-ride facilities (if applicable) to the satisfaction of the Development Engineering Department.
56. Prior to final approval of the Plan, the Owner shall submit an environmental noise and/or vibration report to the City for review and approval. The preparation of the noise/vibration report shall include the ultimate traffic volumes associated with the surrounding road network and railway according to the Ministry of Environment Guidelines. The Owner shall convey any required buffer block(s) for acoustic barrier purposes, free of all costs and encumbrances, to the satisfaction of the City. The Owner shall agree in the Subdivision Agreement to carry out, or cause to carry out, the recommendations set out in the approved noise/vibration report to the satisfaction of the City.
57. The Owner shall agree in the Subdivision Agreement to design, purchase material and install a street lighting system in the Plan in accordance with City standards and specifications. The Plan shall be provided with decorative street lighting to the satisfaction of the City.

58. Prior to final approval, the Owner shall provide a detailed tree preservation study to the satisfaction of the City. The study shall include an inventory of all existing trees, assessment of significant trees to be preserved and proposed methods of tree preservation based on the arborist report recommendations.
- a) In addition, the study shall quantify the value of the tree replacements using the Urban Design Tree Replacement Valuation.
  - b) The Owner shall not remove trees without written approval by the City.
  - c) The Owner shall enter into a tree protection agreement which will form a condition of the draft plan approval.
59. Prior to final approval, the Owner shall prepare an urban design brief in accordance with the City- Wide Urban Design Guidelines.
- a) The urban design brief is required to demonstrate an ability to achieve the performance standards outlined in the City-Wide Urban Design Guidelines with an overall master plan.
  - b) Deviations from the applicable standards are to be summarized with justification in the urban design brief. Acceptance of these deviations shall be at the discretion of the City.
60. Prior to the landscape plan review by Urban Design staff, a fee shall be provided by the owner to the Development Planning Department in accordance with recent council approved fee by-laws (commencing January 31, 2018); i.e. Tariff of Fees for Vaughan Planning Applications – Landscape Plan Review.
- a) This fee will include staff's review and approval of proposed streetscaping/landscaping within the development (including but not limited to urban design guidelines, landscape master plan, architectural design guidelines, perfect submission landscape architectural drawings, stormwater management pond planting plans, natural feature edge restoration/management plans), and tree inventory/preservation/removals plans.
  - b) In addition, a fee will be applied for each subsequent inspection for the start of the guaranteed maintenance period and assumption of the development by the City of Vaughan.

61. Prior to final approval, the owner shall prepare a landscape master plan. The document shall address but not be limited to the following issues:
- Co-ordination of the urban design/streetscape elements including built form, fencing, and street tree planting.
  - The appropriate community edge treatment along Islington Avenue, including landscaping with low-maintenance plant material.
  - The appropriate edge restoration along the natural feature lands.
  - The appropriate landscaping for the CNR noise berm with low-maintenance plant material.
  - The pedestrian urban connections between streets, built forms, park lands, and natural feature lands.
  - Environmental report for the natural feature lands.
  - Sustainability design practices/guidelines.
62. Prior to the landscape plan review by Urban Design staff, a fee shall be provided by the owner to the Development Planning Department in accordance with recent council approved fee by-laws (commencing January 31, 2018); i.e. Tariff of Fees for Vaughan Planning Applications – Landscape Plan Review.
63. Prior to final approval, the Owner shall prepare architectural control design guidelines, including appropriate flankage elevations along Islington Avenue.
64. Prior to final approval, the Owner shall provide a buffer block abutting the natural feature lands in accordance with TRCA policies.
65. Prior to final approval, the Owner shall prepare a detailed edge management plan study for the perimeter of the natural feature lands. The study shall include an inventory of all existing trees within an 8 metre zone inside the staked edges, and areas where the natural feature land edges are disturbed, assessment of significant trees to be preserved and proposed methods of edge management and/or remedial planting shall be included. The owner shall not remove any vegetation without written approval by the City.
- The Owner shall provide a report for a 20 metre zone within all staked natural feature land edges to the satisfaction of the TRCA and City, which identifies liability and issues of public safety and recommends woodlot/forestry management practices and removal of hazardous and all other trees as identified to be removed prior to assumption of the subdivision.
66. The Owner shall agree in the subdivision agreement to warranty the landscape vegetation screen on the CN Railway landscape buffer for a period of five (5) years following the date of assumption of the Plan.

67. The Owner shall agree in the subdivision agreement to erect an appropriate fence barrier along the limits of the CN Railway lands, to the satisfaction of the City.
68. The Owner shall agree in the subdivision agreement to erect a permanent 1.5 metre high black vinyl chain-link fence or approved equal along the limits of the natural feature lands and associated buffer blocks.
69. The Owner shall agree in the subdivision agreement to erect permanent wood fence treatments for flanking residential blocks; to be co-ordinated with the environmental noise report and architectural control design guidelines.
70. The Owner acknowledges that the City of Vaughan has species at risk within its jurisdiction which are protected under the *Endangered Species Act*, 2007, S.O. 2007, c. 6., The Owner is required to comply with Ministry of Natural Resources and Forestry regulations and guides to protect these species at risk and their habitat. The Owner acknowledges that, notwithstanding any approvals made or provided by the City in respect to the Plan or the Subdivision Agreement, the Owner must comply with the provisions of the Act.
71. The Owner shall agree that should archaeological resources be found on the property during construction activities, all work must cease and both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department (Urban Design and Cultural Heritage Division) shall be notified immediately.
72. The Owner shall agree that in the event human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The proponent shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.
73. The Owner shall include the following warning clauses as a schedule in all Offers of Purchase and Sale, or Lease for all lots/blocks within the entire Plan:
- a) "Purchasers and/or tenants are advised that the planting of trees on City boulevards in front of residential units is a requirement of the City and a conceptual location Plan is included in the Subdivision Agreement. While every attempt will be made to plant trees as shown, the City reserves the right to relocate or delete any boulevard tree without further notice.
- The City has NOT imposed an amount for a tree fee, or any other fee, which may be charged as a condition of purchase for the planting of trees. Any tree fee paid by purchasers for boulevard trees does not guarantee that a tree will be planted on the boulevard in front or on the side of a residential dwelling."
- b) "Purchasers and/or tenants are advised that proper grading of all lots in



conformity with the subdivision grading plans is a requirement of this Subdivision Agreement. The City has taken a Letter of Credit from the Owner (Subdivision Developer) as a security to ensure all municipal services including, but not limited to lot grading, are constructed to the satisfaction of the City. Direct cash deposits from the Purchasers to the City and/or Owner, for lot grading purposes is NOT a requirement of this Subdivision Agreement. The City of Vaughan does not control the return of such deposits and purchasers/tenants must direct inquiries regarding this return to their vendor/landlord.”

- c) “Purchasers and/or tenants are hereby put on notice that the Telecommunications Act and the CRTC authorize telephone and telecommunication facilities and services to be provided by telecommunication carriers other than traditional carriers for such services and that purchasers and tenants are advised to satisfy themselves that such carriers servicing the lands provide sufficient service and facilities to meet their needs.”
- d) “Purchasers and/or tenants are advised that driveway widths and curb cut widths are governed by City of Vaughan Zoning By-law 1-88, as amended, as follows:

The maximum width of a driveway shall be 6.0 metres measured at the street curb, provided circular driveways shall have a maximum combined width of 9.0 metres measured at the street curb.

Driveways in either front or exterior side yards shall be constructed in accordance with the following requirements:

Lot Frontage (metres)	Maximum Width of Driveway (metres)
6.0 – 6.99 <sup>1</sup>	3.5
7.0 – 8.99 <sup>1</sup>	3.75
9.0 – 11.99 <sup>1</sup>	6.0
12.0 and greater <sup>2</sup>	9.0

<sup>1</sup> The Lot Frontage for Lots between 6.0 – 11.99 m shall be comprised of a Minimum of 33% Landscaped Front or Exterior Side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior Side yard shall be soft landscaping in accordance with Paragraph 4.1.2.

<sup>2</sup> The Lot Frontages for Lots 12.0 m and greater shall be comprised of a Minimum of 50% Landscaped Front or Exterior Side yard and a minimum sixty percent (60%) of the Minimum Landscaped Front or Exterior Side yard shall be soft landscaping in accordance with Paragraph 4.1.2.”

- e) "Purchasers and/tenants are advised that mail delivery will be from a designated community mailbox as per requirements dictated by Canada Post. The location of the mailbox shall be shown on the community information plan provided by the Owner in its sales office."
- f) "Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including those from construction activities, may be of concern and occasionally interfere with some activities of the dwelling occupants."
- g) "Purchasers and/or tenants are advised that fencing and/or noise attenuation features along the lot lines of lots and blocks abutting public lands, including public highways, walkways or other similar public spaces, is a requirement of this Subdivision Agreement and that all required fencing and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3 m reserve, as shown on the Construction Drawings."
- h) "Purchasers and/or tenants are advised that the City has taken a Letter of Credit from the Owner as a security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposits from the purchaser and/ or tenant to the City and/or Owner, for fencing, is NOT a requirement of this Subdivision Agreement."
- i) "Purchasers and/or tenants are advised that fencing along the lot lines of lots and blocks abutting public lands is a requirement of this Subdivision Agreement and that all required fencing, noise attenuation features and barriers shall be constructed with all fencing materials, including foundations, completely on private lands and totally clear of any 0.3m reserve, as shown on the Construction Drawings."

The City has taken a Letter of Credit from the Owner as a security to ensure all fencing including, but not limited to privacy fencing, chain link fencing and acoustic fencing, are constructed to the satisfaction of the City. Direct cash deposits from the purchasers to the City and/or Owner for fencing is NOT a requirement of this Subdivision Agreement.

The maintenance of the noise attenuation features or fencing shall not be the responsibility of the City or York Region, and shall be maintained by the Owner until assumption of the services of the Plan. Thereafter the maintenance of the noise attenuation features or fencing shall be the sole responsibility of the lot owner. Landscaping provided on Regional Road rights-of-way by the Owner or the City for aesthetic purposes shall be approved by York Region and maintained by the City with the exception of usual grass maintenance."

- j) "Purchasers and/or tenants are advised that this Plan is designed to include rear lot catchbasins. The rear lot catchbasin is designed to receive and carry only clean stormwater. It is the homeowner's responsibility to maintain the rear lot catchbasin in proper working condition by ensuring that the grate is kept clear of ice, leaves and other debris that would prevent stormwater from entering the catchbasin. The rear lot catchbasins are shown on the Construction Drawings and the location is subject to change without notice."
- k) "Purchasers and/or tenants are advised that the Owner has made a contribution towards recycling containers for each residential unit as a requirement of this Subdivision Agreement. The City has taken this contribution from the Owner to off-set the cost for recycling containers, therefore, direct cash deposits from the purchasers and/or tenants to the Owner for recycling container purposes is NOT a requirement of the City of Vaughan. The intent of this initiative is to encourage the purchasers and/or tenants to participate in the City's waste diversion programs and obtain their recycling containers from the Joint Operations Centre (JOC), 2800 Rutherford Road, Vaughan, Ontario, L4K 2N9, (905) 832-8562; the JOC is located on the north side of Rutherford Road just west of Melville Avenue."
- l) "Purchasers and/or tenants are advised that despite the inclusion of a landscape vegetation screen along the CN Railway safety berm, railway traffic will be visible. A screen wall will not be erected on the CN Railway berm. The landscape vegetation screen has been designed with a combination of mature deciduous and coniferous plant material intended to partially screen the view of passing trains. Despite the vegetative screen, portions of passing trains will still be visible to residents in the abutting neighbourhood. This landscape vegetation screen is not intended to mitigate railway noise in public outdoor areas within the residential neighbourhood. Noise mitigation features for dwelling units and the associated dwelling unit outdoor living areas have been implemented on the individual affected Blocks within the Plan of Subdivision in order to achieve sound levels within the limits recommended by the Ministry of the Environment."

Any additional warning clause as noted in the Subdivision Agreement shall be included in all Offers of Purchase and Sale or Lease for all lots and/or blocks within the Plan to the satisfaction of the City.

74. The Owner shall include the following warning clauses as a schedule in all Offers of Purchase and Sale, or Lease within the Plan:

- a) abutting or in proximity of any open space, buffers, valleylands, woodlots or stormwater facility:

- "Purchasers and/or tenants are advised that the adjacent open space, woodlot or stormwater management facility may be left in a naturally vegetated condition and receive minimal maintenance."
- b) abutting or in proximity of any parkland or walkway:
- "Purchasers and/or tenants are advised that the trail connection, open space and/or buffer may be a concern due to the noise and lighting generated by the active recreation nature of the park."
- c) encroachment and/or dumping:
- "Purchasers and/or tenants are advised that any encroachments and/or dumping from the lot to the park, open space, buffer block, woodlot, and/or stormwater management facility are prohibited."
- d) gate of access point:
- "Purchasers and/or tenants are advised that the installation of any gate of access point from the lot to the park, open space, buffer block, stormwater management facility, watercourse corridor, and/or woodlot is prohibited."
- e) Canadian National Railway:
- "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as foresaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
- f) Canadian Pacific Railway:
- "Purchasers and/or tenants are advised that each dwelling affected by any noise and vibration attenuation measures, that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the Owner shall have the sole responsibility for and shall maintain these features."
  - "Purchasers and/or tenants are advised that where Canadian Pacific Railway (CPR) company, or its assigns or successors in interest, has a

right-of-way within 300 m from the subject lands, and there may be future alterations or expansions to the rail facilities or operations which may affect the living environment of the residents in the vicinity, notwithstanding any noise and vibration attenuating measures included in the development and individual dwelling(s); CPR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."

75. Prior to the transfer of any lot or block on the Plan, the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses required by the Subdivision Agreement have been included in the Offers of Purchase and Sale or Lease for such lot or block.

76. The Owner shall cause the following to be displayed on the interior wall of the sales office, information approved by the City of Vaughan, prior to offering any units for sale, to be monitored periodically by the City. No Building Permit(s) shall be issued for a sales office or model home, or a residential unit until such information is approved by the City of Vaughan.

- the plan for the broader area, showing surrounding land uses, arterials/highways, railways and hydro lines, etc.;
- the location of street utilities, community mailboxes, entrance features, fencing and noise attenuation features, together with the sidewalk plan approved in conjunction with draft plan approval;
- the location of parks, open space, buffer blocks, stormwater management facilities and trails;
- the location of institutional uses, including schools, places of worship, and community facilities;
- the location and type of commercial sites;
- colour-coded residential for singles, semis, multiples, and apartment units; and,
- the following notes in BOLD CAPITAL TYPE on the map:

"For further information, on proposed and existing land uses, please call or visit the City of Vaughan, Development Planning Department, at 2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1; (905)832-8585."

"For detailed grading and berming information, please call the developer's engineering consultant, (name) at \_\_\_\_\_".

"This map is based on information available as of (date of map), and may be revised or updated without notification to purchasers."

*[In such circumstances, the Owner is responsible for updating the map and forwarding it to the City for verification.]*

77. Notwithstanding the provisions generally included within the Subdivision Agreement, the City may issue model home Building Permit(s) provided that the land is zoned to the satisfaction of the City and the relevant conditions of the Subdivision Agreement are fulfilled.
78. Notwithstanding the provisions generally included within the Subdivision Agreement, the City may issue model home Building Permit(s) provided that the land is zoned to the satisfaction of the City and the relevant conditions of the Subdivision Agreement are fulfilled.
79. Where the Owner proposes to proceed with the construction of a model home(s) prior to registration of the Plan, the Owner shall enter into an agreement with the City, setting out the conditions, and shall fulfill relevant conditions of that agreement prior to issuance of a Building Permit(s).
80. Prior to final approval of the Plan, the Owner shall make the necessary arrangements at the expense of the Owner for the relocation of any utilities required by the development of the Plan to the satisfaction of the City.
81. Prior to final approval of the Plan, the Owner shall provide confirmation that satisfactory arrangements have been made with a suitable telecommunication provider to provide their services underground at the approved locations and to the satisfaction of the City. The Owner shall provide a copy of the fully executed Subdivision Agreement to the appropriate telecommunication provider.
82. Prior to final approval of the Plan, the Owner shall permit any telephone or telecommunications service provider to locate its plant in a common trench within the proposed Plan of Subdivision prior to release of the Plan for registration, provided such service provider has executed a Municipal Access Agreement with the City. The Owner shall ensure that any such service provider will be permitted to install its plant so as to permit connection to individual dwelling units within the subdivision as and when each dwelling unit is constructed.
83. Prior to final approval, the Owner shall satisfy all technical, financial and other requirements of Alectra Utilities Corporation. (formerly PowerStream Inc.), its successors and assigns, regarding the design, installation, connection and/or expansion of electric distribution services, or any other related matters; the Owner shall enter into a development agreement with Alectra Utilities Corporation which addresses the foregoing requirements.

The Owner shall agree to design, purchase materials, and install a buried hydro distribution system, compatible with the existing and/or proposed systems in surrounding Plans, all in accordance with the latest standards and specifications of Alectra Utilities Corporation. and the City.

**Schedule of Conditions**  
**19T-17V06 (SUBP.17.V.0032)**  
**Part of Lot 26, Registrar's Compiled Plan 9691**  
**7082 Islington Avenue**  
**(Islington Steeles Ventures Inc.)**  
**City of Vaughan**

Re: Weston Consulting, File No. 6923, dated December 21, 2017

**Conditions to be Included in the Subdivision Agreement**

1. The Owner shall save harmless the City of Vaughan and York Region from any claim or action as a result of water or sanitary sewer service not being available when anticipated.
2. The Owner shall protect and provide interconnections with adjacent properties for vehicular, pedestrian and cyclist access.

**Conditions to be Satisfied Prior to Final Approval**

3. The road allowances included within the draft plan of subdivision shall be named to the satisfaction of the City of Vaughan and York Region.
4. York Region shall confirm that adequate water supply and sewage capacity are available and have been allocated by the City of Vaughan for the development proposed within this draft plan of subdivision or any phase thereof.
5. The Owner shall provide a revised Transportation Study consistent with the Region Transportation Mobility Plan Guidelines for Development Applications (November 2016) to the satisfaction of the Region.
6. The Owner shall provide direct shared pedestrian and cycling connections to Islington Avenue to support active transportation and transit.
7. The Owner shall provide a comprehensive Transportation Demand Management Plan including a TDM checklist that summarizes the programs and measures, estimated costs and responsibility of the applicant to implement TDM recommendations. Estimated costs for any items that are provided by the Region shall be identified as "TBD" (To be determined).
8. The Owner shall provide a TDM communication strategy, to assist the Region to effectively deliver the Information Packages and pre-loaded PRESTO Cards to residents. This strategy shall also include a physical location for distribution of the Information Packages and pre-loaded PRESTO Cards. The applicant is responsible for the coordination and for providing a venue for the distribution of PRESTO cards. Each event, approximately 4 hours of staff time, can serve approximately 100 residential units. The applicant shall coordinate specific event details with York Region/York Region Transit Staff allowing a minimum of 2 months' notice.

9. The Owner shall convey the following lands to York Region, free of all costs and encumbrances, to the satisfaction of the Regional Environmental Services Department, Capital Planning & Delivery Branch:
  - a) Part of Lot 26, Registrar's Compiled Plan 9691, in the City of Vaughan, in the Regional Municipality of York, more particularly described as Parts 1 to 8 on Reference Plan 65R-36250
10. The Owner shall convey the following lands to York Region for public highway purposes, free of all costs and encumbrances, to the satisfaction of York Region Solicitor:
  - a) A widening across the full frontage of the site where it abuts Islington Avenue of sufficient width to provide a minimum of 18 metres from the centreline of construction of Islington Avenue, and
  - b) A 10 metre by 10 metre daylight triangle at the north-west and south-west corners of Islington Avenue and the proposed access to the Subdivision, and
  - c) A 0.3 metre reserve across the full frontage of the site, except at the approved access location, adjacent to the above noted widening, where it abuts Islington Avenue and adjacent to the above noted widening(s), and
  - d) Additional required widening for the construction of the tapers and storages for the southbound right turn lane, and northbound left turn lane, at the intersection of Islington Avenue and the access to the subdivision.
11. The Owner shall provide a solicitor's certificate of title in a form satisfactory to York Region Solicitor, at no cost to York Region with respect to the conveyance of the above noted lands to York Region.
12. The Region requires the Owner submit a Phase One Environmental Site Assessment ("ESA") in general accordance with the requirements of the Environmental Protection Act and O. Reg. 153/04 Records of Site Condition, as amended ("O. Reg. 153/04"). The Phase One ESA must be for the Owner's property that is the subject of the application and include the lands to be conveyed to the Region (the "Conveyance Lands"). The Phase One ESA cannot be more than two (2) years old at: (a) the date of submission to the Region; and (b) the date title to the Conveyance Lands is transferred to the Region. If the originally submitted Phase One ESA is or would be more than two (2) years old at the actual date title of the Conveyance Lands is transferred to the Region, the Phase One ESA will need to be either updated or a new Phase One ESA submitted by the Owner. Any update or new Phase One ESA must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. The Region, at its discretion, may require further study, investigation, assessment, delineation and preparation of reports to determine whether any action is required regardless of the findings or conclusions of the submitted Phase One ESA. The further study, investigation, assessment, delineation and subsequent reports or documentation must be prepared to the satisfaction of the Region and in general accordance with the requirements of O. Reg. 153/04. Reliance on the Phase One ESA and any subsequent reports



or documentation must be provided to the Region in the Region's standard format and/or contain terms and conditions satisfactory to the Region.

The Region requires a certified written statement from the Owner that, as of the date title to the Conveyance Lands is transferred to the Region: (i) there are no contaminants of concern, within the meaning of O. Reg. 153/04, which are present at, in, on, or under the property, or emanating or migrating from the property to the Conveyance Lands at levels that exceed the MOECC full depth site condition standards applicable to the property; (ii) no pollutant, waste of any nature, hazardous substance, toxic substance, dangerous goods, or other substance or material defined or regulated under applicable environmental laws is present at, in, on or under the Conveyance Lands; and (iii) there are no underground or aboveground tanks, related piping, equipment and appurtenances located at, in, on or under the Conveyance Lands.

The Owner shall be responsible for all costs associated with the preparation and delivery of the Phase One ESA, any subsequent environmental work, reports or other documentation, reliance and the Owner's certified written statement.

13. The Owner shall provide a copy of the Subdivision Agreement to the Regional Corporate Services Department, outlining all requirements of the Corporate Services Department.
14. The Owner shall enter into an agreement with York Region, agreeing to satisfy all conditions, financial and otherwise, of the Regional Corporation; Regional Development Charges are payable in accordance with Regional Development Charges By-law in effect at the time that Regional development charges, or any part thereof, are payable.
15. The Regional Corporate Services Department shall advise that Conditions 1 to 14 inclusive, have been satisfied.



## MEMORANDUM – PRELIMINARY TECHNICAL COMMENTS

**RE: Revised Official Plan Amendment OP.15.007 (LOPA.17.V.0028)  
Zoning By-law Amendment Z.15.030  
Draft Plan of Subdivision 19T-17V06 (SUBP.17.V.0032)  
Part of Lot 26, Registrar's Compiled Plan 9691  
7082 Islington Avenue  
(Islington Steeles Ventures Inc.)  
City of Vaughan**

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Regional Transportation and Infrastructure Planning, Traffic Signal Operations, Development Engineering and YRT/Viva staff have reviewed the above noted Official Plan Amendment (OPA), zoning by-law amendment and draft plan of subdivision application, as well as the supporting documents and offer the following comments for these applications and any subsequent development applications. These comments are not an approval and are subject to modification. It is intended to provide information to the applicant regarding the Regional requirements that have been identified to date.

### **1. Transportation and Infrastructure Planning**

a) The Traffic Impact Study shall be revised to the satisfaction of the Region to be consistent with the Region's Transportation Mobility Plan Guidelines for Development Applications (November 2016) and address the following comments:

- Consolidating private accesses on the east side of Islington Avenue with the proposed access
- Proposed access should be consistent with the Access Guidelines for Regional Road and intersection design shall be consistent with Regional design standards.
- The number of proposed accesses onto Regional road should be consolidated, in accordance with Policy 7.2.53 of the Regional Official Plan.
- Conduct sight distance analysis to confirm available sight for stopping and turning in and out of the proposed access
- Provide a detailed design of the proposed access location demonstrating Regional design standards are satisfied, including taper and storage for turning lanes and radius
- Conduct a traffic signal warrant analysis at the proposed access location in accordance with OTM book 12 and to the satisfaction of York Region. The signal warrant analysis shall be conducted for a 10-year horizon beyond the built year of the development.
- Provide/obtain rail authority comments on access location in proximity to rail crossing

- If traffic signals are justified, review the need for auxiliary signal heads, active warning signs, and rail pre-emption
- Demonstrate that the proposed access satisfies the Region's access guidelines

## **2. Preliminary Comments for Subsequent Development Applications**

- a) Prior to Site Plan Approval, the Owner shall have prepared, by a qualified professional transportation consultant, a functional transportation report/plan outlining the required road improvements for this subdivision. The report/plan, submitted to Development Engineering for review and approval, shall explain all transportation issues and shall recommend mitigative measures for these issues.
- b) Prior to Site Plan Approval, the location and design of the construction access for the subdivision work shall be completed to the satisfaction of Development Engineering and illustrated on the Engineering Drawings.
- c) Prior to Site Plan Approval, the Owner shall demonstrate, to the satisfaction of Development Engineering, that all existing driveway(s) along the Regional road frontage of this subdivision will be removed as part of the subdivision work, at no cost to York Region.
- d) Prior to Site Plan Approval, the Owner shall demonstrate, to the satisfaction of Development Engineering that elevations along the streetline shall be 0.1 to 0.2 metres above the centreline elevations of the York Region roadway, unless otherwise specified by Development Engineering.
- e) Prior to Site Plan Approval, the Owner shall submit drawings depicting the following to the satisfaction of York Region staff:
  - i. All existing woody vegetation within the York Region road right of way,
  - ii. Tree protection measures to be implemented on and off the York Region road right of way to protect right of way vegetation to be preserved,
  - iii. Any woody vegetation within the York Region road right of way that is proposed to be removed or relocated. However, it is to be noted that tree removal within York Region road right's of way shall be avoided to the extent possible/practical. Financial or other compensation may be sought based on the value of trees proposed for removal.
  - iv. A planting plan for all new and relocated vegetation to be planted within the York Region road right of way, based on the following general guideline:

“Tree planting shall be undertaken in accordance with York Region standards as articulated in Streetscaping Policy and using species from the York Region Street Tree Planting List. These documents may be obtained from the Forestry Section. If any landscaping or features other than tree planting (e.g. flower beds, shrubs) are proposed in

the York Region right-of-way by the Owner or the area municipality for aesthetic purposes they must be approved by Development Engineering and shall be maintained by the area municipality with the exception of the usual grass maintenance”,

- v. For landscape features not maintained to York Region’s satisfaction, the area municipality will be responsible for the cost of maintenance or removal undertaken by the Region.
- f) Prior to Site Plan Approval, the Owner shall engage the services of a consultant to prepare and submit for review and approval, a noise study to the satisfaction of Development Engineering recommending noise attenuation features.
- g) Prior to Site Plan Approval, the intersection of Islington Avenue and the access to the Subdivision shall be designed to the satisfaction of Development Engineering with any interim or permanent intersection works including turning lanes, profile adjustments, illumination and/or signalization as deemed necessary by Development Engineering.
- h) Prior to Site Plan Approval, the Owner shall demonstrate, to the satisfaction of Development Engineering, that all local underground services will be installed within the area of the development lands and not within York Region’s road allowance. If a buffer or easement is needed to accommodate the local services adjacent to York Region’s Right of Way, then the Owner shall provide a satisfactory buffer or easement to the Area Municipality, at no cost to the Region.
- i) The draft plan of subdivision is potentially affected by the West Vaughan Sewage Servicing Class Environmental Assessment, which works are intended to commence in 2024. Please contact Alvaro Baca, Project Manager at 1-877-464-9675, extension 75091, to coordinate the construction of the works along Islington Avenue.
- j) The Owner acknowledges and agrees that revisions to the draft plan of subdivision may be required to incorporate the recommendations of the approved Environmental Assessment for the West Vaughan Sewage Servicing and the proposed alignment of the sanitary sewer trunk. These revisions shall be in conformity with the recommendations of the approved environmental assessment.

**Appendix 'A': TRCA's Conditions of Draft Plan Approval and Comments on the Zoning By-law Amendment and Official Plan Amendment Applications**

**TRCA's Conditions of Draft Plan Approval**

TRCA staff recommends approval of Draft Plan of Subdivision 19T-17V006, Part of Lot 26, Concession 7, Compiled Plan 9691, City of Vaughan, Regional Municipality of York, prepared by Weston Consulting, revised December 21, 2017, subject to the following conditions:

1. That prior to site alteration and prior to the registration of this plan or any phase thereof, the Owner shall submit a detailed engineering report (or reports) and plans to the satisfaction of TRCA in accordance with the Functional Servicing and Stormwater Management Report (prepared by Urbantech West, dated February, 2018), as may be amended to the satisfaction of TRCA and the City of Vaughan. This submission shall include:
  - i. A description of the storm drainage system (quantity and quality) for the proposed development;
  - ii. Plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., identifying if it is part of an overall drainage scheme, how external flows will be accommodated, the design capacity of the receiving system;
  - iii. Appropriate stormwater management techniques which may be required to control minor and major flows;
  - iv. Appropriate Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to the natural system, both aquatic and terrestrial;
  - v. Detailed plans and calculations for the proposed lot-level, conveyance, and end-of-pipe controls to be implemented on the site;
  - vi. Proposed measures to promote infiltration and maintain water balance for the plan area;
  - vii. Proposed measures to maintain feature-based water balance and to mitigate impacts to those natural features that have been assessed to be potentially impacted by the development;
  - i. A subsurface investigation (including assessment of groundwater levels) for the final design of site grading, underground structures and infrastructure, and low impact development measures. The recommendations of the subsurface assessment will be used to inform the final design and construction plans;
  - viii. An evaluation that addresses the need for groundwater dewatering during construction, including but not limited to details for its disposal, potential impacts to natural features due to groundwater withdrawal, mitigation and any permitting requirements;
  - ix. Grading plans for the subject lands;
  - x. Cross-sections and details regarding areas where grading and filling is proposed in or adjacent to the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant'), including detailed cross sections for any proposed retaining walls adjacent to the Buffer (Block 2). The cross-sections and details shall include, but shall not be limited to, existing and proposed grades; limits of the natural features, hazards and buffers; transition to the adjacent tableland areas; interim and permanent stabilization of the slopes/disturbed areas; soil remediation; mitigation; tree protection; sediment and erosion controls; supporting geotechnical/soils analyses; and, compensation to the satisfaction of TRCA;

- xi. An erosion and sediment control report and plans for the subject lands that includes proposed measures for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction; and
  - xii. The location and description of all outlets and other facilities or works which may require permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended.
- 2. That prior to site alteration and prior to the registration of this plan or any phase thereof, the Owner prepare a tree protection and preservation plan for the site to the satisfaction of TRCA.
- 3. That prior to site alteration and prior to the registration of this plan or any phase thereof, the Owner prepare an updated/addendum Natural Heritage Evaluation / Environmental Impact Study that includes the valley lands ('Other Lands Owned by the Applicant') and all intended uses in those lands to the satisfaction of TRCA.
- 4. That prior to the registration of this plan or any phase thereof, the Owner prepare comprehensive edge management plans/restoration planting plans to the satisfaction of TRCA for the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant').
- 5. That prior to the registration of this plan or any phase thereof, the Owner prepare a plan that addresses the removal and restoration of historical, man-made intrusions in the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') to the satisfaction of TRCA, which must include but is not limited to the removal of paths, culverts, structures, fences, debris, etc. and the restoration of these areas to a natural state.
- 6. That prior to the registration of this plan or any phase thereof, the Owner shall prepare trail plans and details to the satisfaction of TRCA for areas within and adjacent to the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant').
- 7. That prior to the registration of this plan or any phase thereof, the Owner obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA.
- 8. That the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') be dedicated to TRCA or the City of Vaughan, free of all charges and encumbrances, to the satisfaction of TRCA. It is TRCA's preference that there be an easement over all proposed public infrastructure within the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') and that all private infrastructure be retained in private ownership. Further discussions and arrangements to accommodate TRCA's concerns should occur to the satisfaction of TRCA.
- 9. That the implementing zoning by-law recognize the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') in an open space, environmental protection, or other suitable environmental zoning category, which has the effect of prohibiting development, to the satisfaction of TRCA.
- 10. That the implementing zoning by-law be prepared to the satisfaction of TRCA.
- 11. That the Owner provide a copy of the approved implementing zoning by-law to TRCA, when available, to facilitate the clearance of conditions of draft plan approval.
- 12. That the Owner agrees in the subdivision agreement, in wording acceptable to TRCA:
  - i. To carry out, or cause to be carried out, to the satisfaction of TRCA, the recommendations of the reports/strategies and details of the plans referenced in TRCA's conditions of draft plan approval;

- ii. To install and maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to TRCA;
  - iii. To obtain all necessary permits from TRCA pursuant to the *Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation* (Ontario Regulation 166/06), as may be amended, to the satisfaction of TRCA;
  - iv. To comply with the permits approved under Ontario Regulation 166/06, as may be amended, including the approved plans, reports and conditions to the satisfaction of TRCA;
  - v. To erect a permanent fence along all residential lots and blocks that abut the Buffer (Block 2), the valley lands ('Other Lands Owned by the Applicant') and in other areas as may be required to protect existing and future open space lands from unauthorized/non-programmed entry to the satisfaction of TRCA;
  - vi. To prohibit grading works within the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') unless approved by TRCA; and
  - vii. To prohibit retaining walls in or adjacent to the Buffer (Block 2) and the valley lands ('Other Lands Owned by the Applicant') unless approved by TRCA.
13. That this draft plan of subdivision be subject to red-line revision(s) in order to meet the requirements of TRCA's conditions of draft plan approval, if necessary, to the satisfaction of TRCA.
14. That the Owner provide a copy of the fully executed subdivision agreement to TRCA, when available, in order to expedite the clearance of conditions of draft plan approval.

**TRCA's Comments on the Zoning By-law Amendment Application**

TRCA's comments on Zoning By-law Amendment Application Z.15.030 can be found above within the conditions of draft plan approval for Draft Plan of Subdivision Application 19T-17V006.

DELIVERY PLANNING  
1860 MIDLAND AVE 2<sup>ND</sup> FL  
SCARBOROUGH ON M1P  
e-mail: patrick.brown@canadapost.ca



(416) 751-0160 X 2019  
(416)-755-9800 (fax)  
5A1

**ATTACHMENT NO. 1d)  
CANADA POST**

**July 20, 2017  
Page 1 of 2**

July 20, 2017

THE CITY OF VAUGHAN  
2141 MAJOR MACKENZIE DRIVE  
VAUGHAN ON L6A 1T1

Attention: Natalie Wong - Planning Department

Dear Sir/Madam:

**Re: 19T-17V006**  
**RELATED FILES: OP.15.007 & Z.15.030**  
**PAUL FEDERICO, ISLINGTON STEELES VENTURES INC.**  
**7082 ISLINGTON AVENUE**  
**CITY OF VAUGHAN WARD 2 POSTAL DELIVERY AREA WOODBRIDGE.**

Thank you for the opportunity to comment on the above noted project. Canada Post requires the following, once the development proposal advances to either Site Plan of Application/Condominium or Subdivision.

**BACK-TO-BACK TOWNHOUSE UNITS:**

Canada Post requires that the owner/developer comply with the following conditions:

- The owner/developer agrees to include on all offers of purchase and sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
- The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.



The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:

- An appropriately sized sidewalk section (concrete pad) as per municipal standards, to place the Community Mailboxes on.
- Any required walkway across the boulevard, as per municipal standards.
- Any required curb depressions for wheelchair access.

The owner/developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

**CONDOMINIUM MULTI-UNIT BUILDING:**

As the building(s) in this project consist of more than two adjoining units, sharing a common indoor entrance, the developer/owner must supply, install and maintain a centralized mailbox facility to Canada Post's specifications. I have included a link below to our Delivery Standards Manual, to assist with the design of the mailroom/mailbox.

<http://www.canadapost.ca/cpo/mc/business/productsservices/atoz/standardsmanual.jsf>

I am requesting the developer/owner contact me well in advance of the construction start date, to discuss a suitable mailbox/mailroom location.

I trust that this information is sufficient, however, should you require further information, please do not hesitate to contact me at the above mailing address or telephone number.

Sincerely,

*Patrick Brown*

---

Patrick Brown  
Delivery Planner  
York Region

**Wong, Natalie**

---

**From:** Mikolajczak, Margaret (MTO) <Margaret.Mikolajczak@ontario.ca>  
**Sent:** Tuesday, September 12, 2017 3:54 PM  
**To:** Wong, Natalie  
**Cc:** Nunes, Paul (MTO)  
**Subject:** Draft Plan of Subdivision application 19T-17V006 , 7082 Islington Ave. in the City of Vaughan  
**Attachments:** 20170726155100307.pdf; 407 TW3 - alignment-H.jpg

Hi Natalie,

we have reviewed the above noted Draft Plan of Subdivision application and have following comments:

The owner must be made aware that Ministry permits are required for all buildings located within 46m from Highway 407 and future Hwy 407 Transitway property line and the radius of 396m measured from the intersecting centre point of Highway 407 and Islington Ave. prior to any construction being undertaken. Permits must be obtained from our office. Applications are also available on our web site at:

[www.mto.gov.on.ca/english/engineering/management/corridor](http://www.mto.gov.on.ca/english/engineering/management/corridor)

**As a Conditions of Draft Plan Approval, we will require the following:**

1. Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a copy of Stormwater Management Report, Site Grading and Servicing Plan, addressing the intended treatment of the calculated runoff (the Stormwater Management Report was already submitted and is approved)
2. Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a copy of a detailed Traffic Impact Study prepared in accordance to the Ministry guidelines, addressing the anticipated traffic volumes and their impact on Hwy 407 interchange. How is the site traffic going to be distributed? Is there going to be only one access serving the development?
3. The 407 Transitway EA assignment is still evaluating alignment options around Islington Ave. Please see attached alignment options. It appears that option # 2 could have a small impact to the north side of the Draft Plan of Subdivision land. If option # 2 is selected than the Ministry 14m setback from the future Hwy 407 Transitway right of way, will be required. Please note that access from the Pine Valley Transitway station will be investigated for both: Islington Ave. and Pine Valley Drive.
4. If the development is constructed in phases, each phase will require a separate clearance letter from the Ministry.
5. Once the above conditions are addressed to the Ministry satisfaction, the Clearance Letter will be issued to the City and then the owner can register the Draft Plan of Subdivision and apply for Ministry permits. Ministry also request the approved copy of the M-Plan for our file.

Please forward a copy of this letter to the proponent.

Thank you

**Margaret Mikolajczak, C.E.T.**  
**Senior Project Manager**  
Ministry of Transportation  
Corridor Management Section



COMMENTS:

☐

We have reviewed the Proposal and have no comments or objections to its approval.

☒

We have reviewed the proposal and have no objections to its approval, subject to the following comments (attached below).

☐

We are unable to respond within the allotted time for the following reasons (attached) you can expect our comments by \_\_\_\_\_.

☐

We have reviewed the proposal and have the following concerns (attached below)

☐

We have reviewed the proposal and our previous comments to the Town/City, dated \_\_\_\_\_, are still valid.

Alectra Utilities (formerly PowerStream) has received and reviewed the submitted plan proposal. This review, however, does not imply any approval of the project or plan.

The owner, or his agent, for this plan is required to contact Alectra to discuss all aspects of the above project. Alectra will require site plan drawings, draft m-plans, legal plans, architectural design drawings, electrical consultant's drawings, number of units/lots in the subdivision/development and type of the subdivision/development (i.e., single family residential, town homes, condominium town homes, industrial etc.), square footage of the buildings, the required voltage, amperage and building loads, along with the completed and signed Subdivision Application Information Form (SAIF). Alectra will then use this information to determine the type of available service in the area to supply this project and determine the design fee for the subdivision or development.

Once Alectra has received the design fee and requested information, Alectra will prepare the hydro design, obtain the owner's /developer's approval of the design and obtain the required approvals from the local municipality and prepare the cost of the electrical distribution system (EDS) installation.

Alectra will provide the owner/developer with an "Offer to Connect" (OTC) agreement which will specify all the details and the responsibilities of each party.

The information on the SAIF must be as accurate as possible to reduce unnecessary customer costs, and to provide a realistic in-service date. The information from the SAIF is also used to allocate/order materials, to assign a technician to the project, and to place the project in the appropriate queue.

All proposed buildings, billboards, signs, and other structures associated with the development must maintain minimum clearances to the existing overhead or underground electrical distribution system as specified by the Ontario Electrical Safety Code and the Occupational Health and Safety Act.

If there are any existing components of Alectra's electrical distribution system on the proposed project site, they will have to be relocated by Alectra at the Developer's cost. Any conflicts due to driveway locations or clearances to the existing overhead or underground distribution system will have to be relocated by Alectra at the Developer's cost.

We trust this information is adequate for your files.

Regards,  
Mr. Tony D'Onofrio  
Supervisor, Subdivisions & New Services  
**Phone:** 1-877-963-6900 ext. 24419  
**Fax:** 905-532-4401  
**E-mail:** [tony.donofrio@alectrautilities.com](mailto:tony.donofrio@alectrautilities.com)

Subdivision Application Information Form is available by calling 1-877-963-6900 ext. 31297



June 20, 2017

Natalie Wong, BES  
Planner  
City of Vaughan  
Development Planning Division  
2141 Major Mackenzie Drive  
Vaughan, ON L6A 1T1

Dear Natalie Wong,

Re: Draft Plan of Subdivision  
Islington Steeles Ventures Inc. (c/o Paul Federico)  
7082 Islington Avenue  
City of Vaughan  
File No.: 19T-17V006      Related: OP-15-007 & Z-15-030

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing [SalesArea30@enbridge.com](mailto:SalesArea30@enbridge.com) for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost.

In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact [SalesArea30@enbridge.com](mailto:SalesArea30@enbridge.com).

The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,



**Allison Sadler**

Municipal Planning Advisor  
Long Range Distribution Planning

**ENBRIDGE GAS DISTRIBUTION**

TEL: 416-495-5763

[MunicipalPlanning@enbridge.com](mailto:MunicipalPlanning@enbridge.com)

500 Consumers Rd, North York, ON, M2J 1P8

[enbridgegas.com](http://enbridgegas.com)

**Integrity. Safety. Respect.**

AS/jh



## PRINCIPAL MAIN LINE REQUIREMENTS

1. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:
  - a) Minimum total height 5.5 metres above top-of-rail;
  - b) Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.
  - c) Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area.

No part of the berm/noise barrier is to be constructed on railway property.

A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for and shall maintain these features.

Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.

2. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.
3. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
  - a) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
  - b) Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
  - c) Other suitable measures that will retain their effectiveness over time.
4. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
5. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
6. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
7. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.



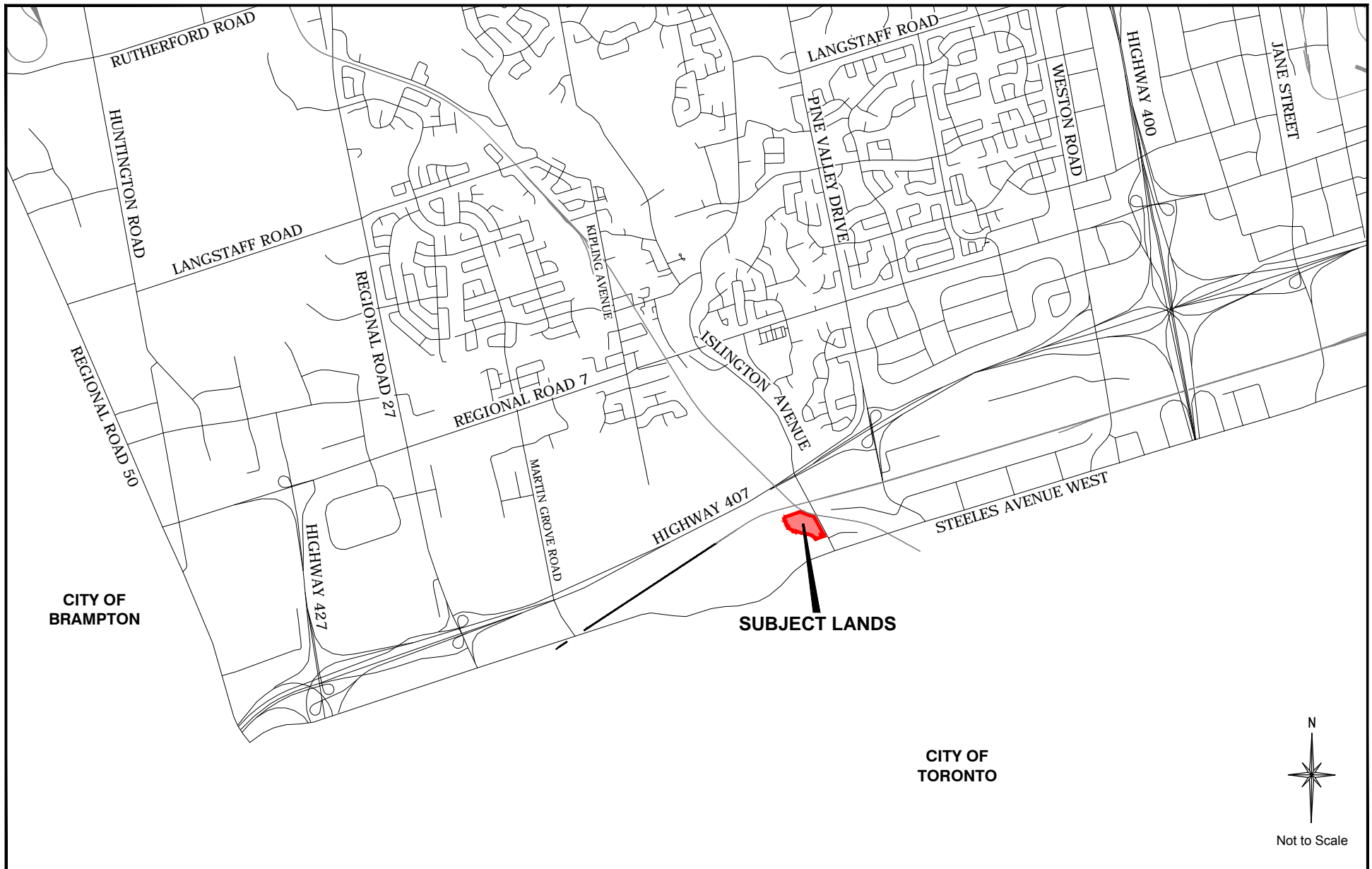
**Railway Properties**

1 Administration Rd  
Concord, ON L4K 1B9  
Telephone: 514-399-7627  
Fax: 514-399-4296

**PRINCIPAL MAIN LINE REQUIREMENTS**

- A.** Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.
- B.** The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
- C.** Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz,  $\pm 3$  dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
- D.** The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.
- E.** The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
- F.** Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
- G.** The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
- H.** The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
- I.** The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.





## Context Location Map

Location: Part of Lot 1,  
Concession 7

Applicant:  
Islington Steeles Ventures Inc.

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## Attachment

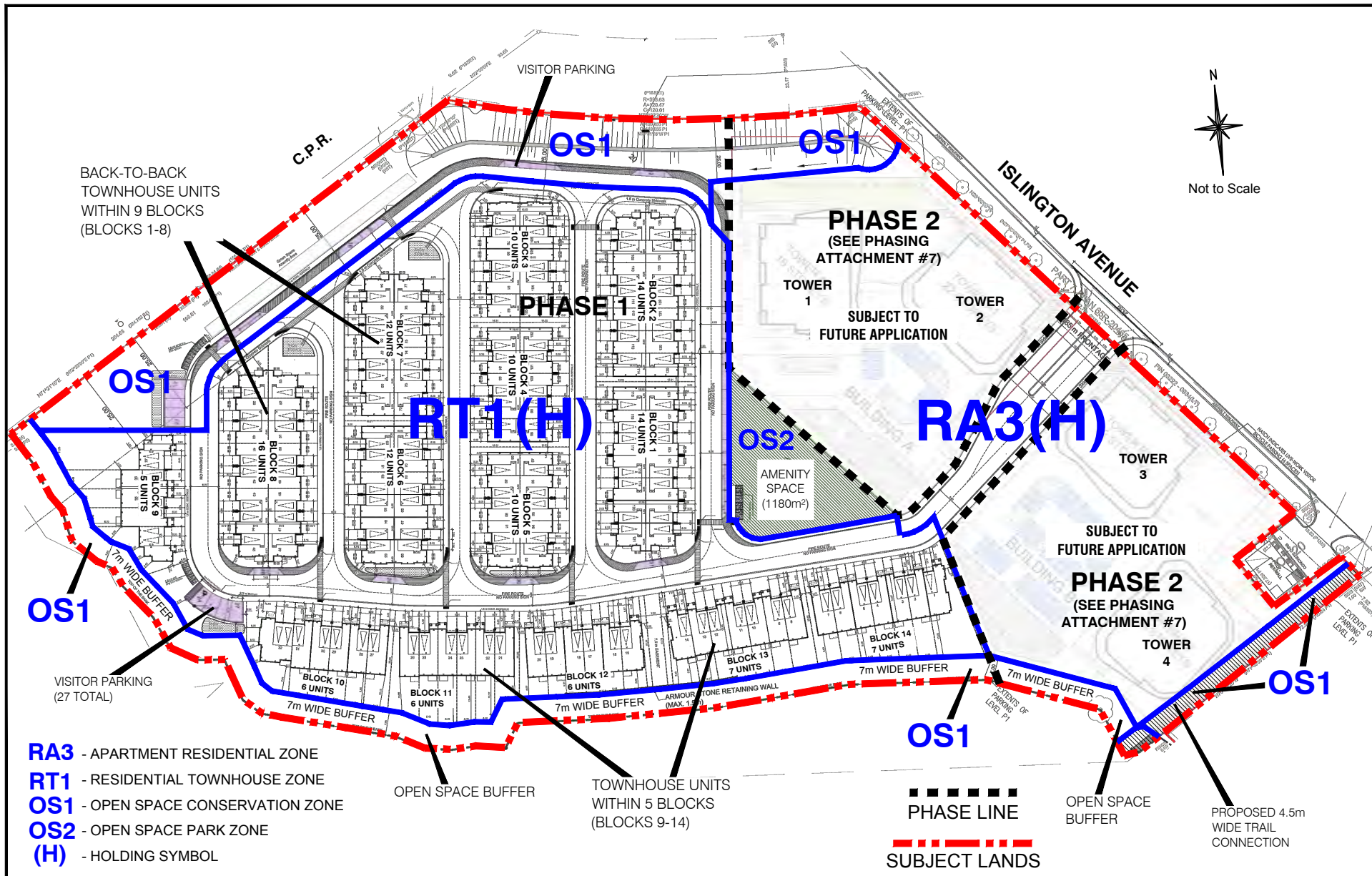
Files: OP.15.007, Z.15.030, &  
19T-17V006

Date:  
June 5, 2018

2







## Proposed Site Plan & Zoning

Location: Part of Lot 1,  
Concession 7

Applicant:  
Islington Steeles Ventures Inc.

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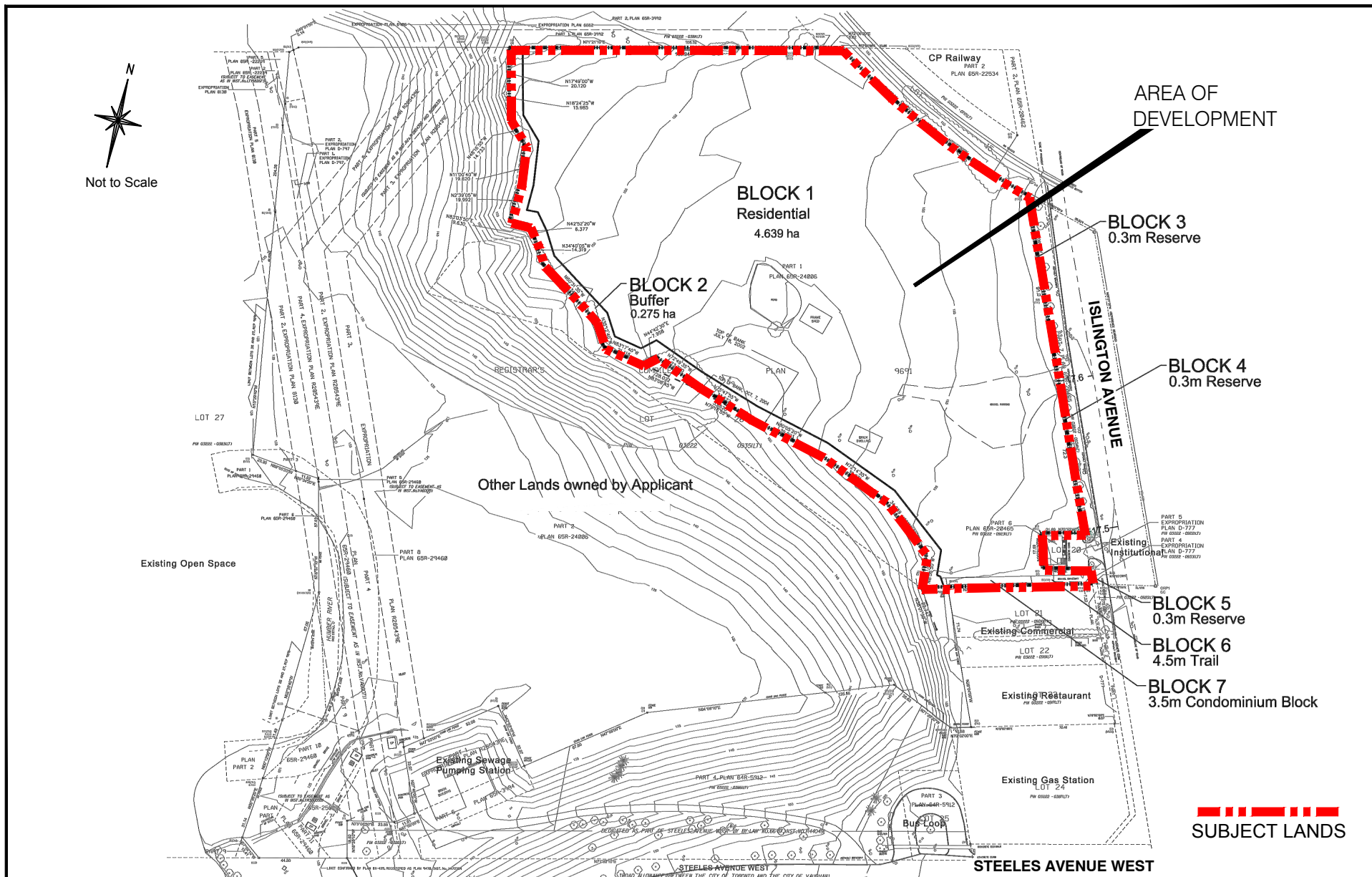


## Attachment

Files: OP.15.007, Z.15.030, &  
19T-17V006

Date:  
June 5, 2018

4



# Proposed Draft Plan of Subdivision File 19T-17V006

Applicant: Islington  
Steels Ventures Inc.

Location: Part of Lot 1,  
Concession 7



Attachment  
5

Files: OP.15.007, Z.15.030, &  
19T-17V006

Date:  
June 5, 2018





## Landscape Master Plan

Location: Part of Lot 1,  
Concession 7

Applicant:  
Islington Steeles Ventures Inc.

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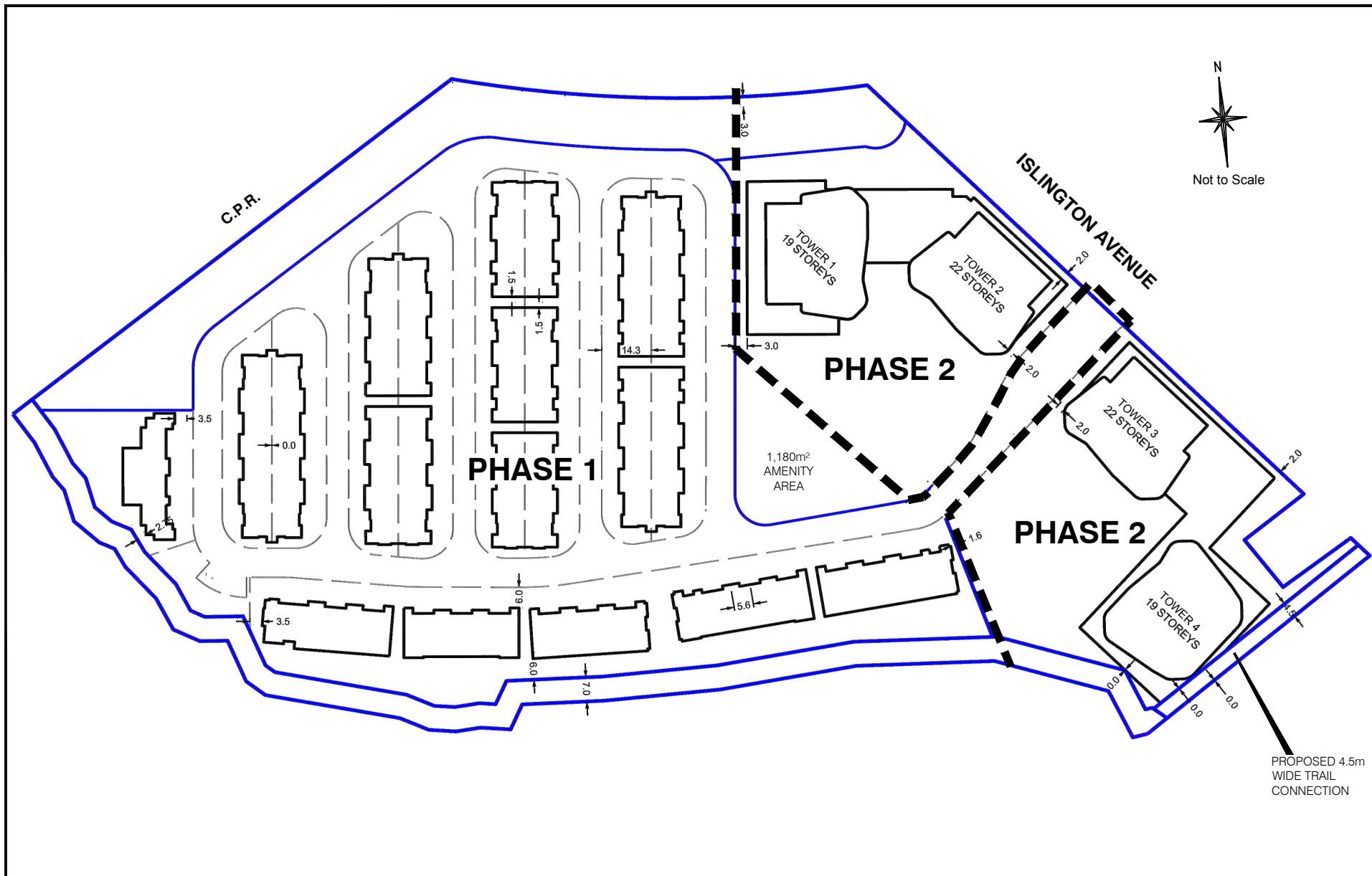


## Attachment

Files: OP.15.007, Z.15.030, &  
19T-17V006

Date:  
June 5, 2018

6



## Phasing Plan

Location: Part of Lot 1,  
Concession 7

Applicant:  
Islington Steeles Ventures Inc.

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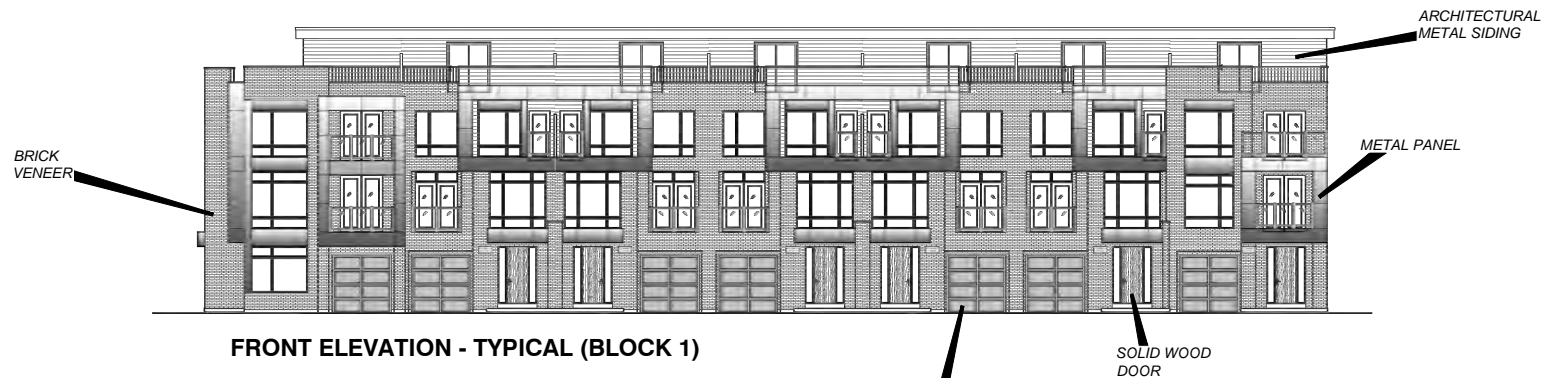


## Attachment

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19T-17V006

Date:  
June 5, 2018

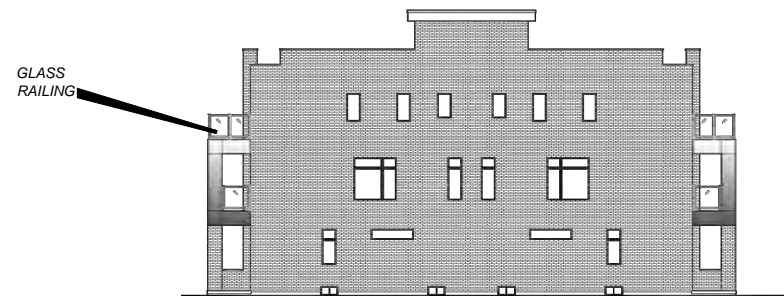
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FRONT ELEVATION - TYPICAL (BLOCK 1)



LEFT SIDE ELEVATION - TYPICAL (BLOCK 1)



RIGHT SIDE ELEVATION - TYPICAL (BLOCK 1)



REAR ELEVATION - TYPICAL (BLOCK 1)

Not to Scale

## Proposed Typical Back-to-Back Townhouse Dwelling Elevations

Applicant: Islington Location: Part of Lot 1,  
Steeles Ventures Inc. Concession 7



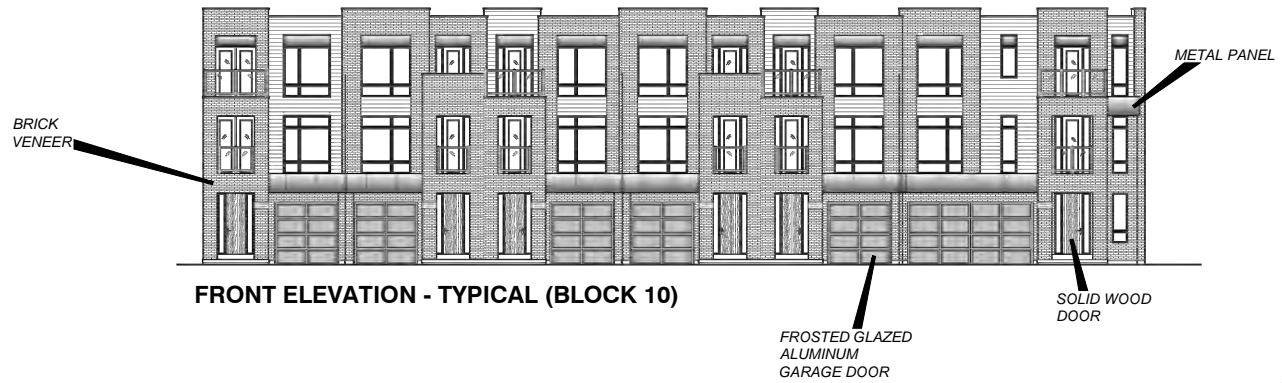
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19T-17V006

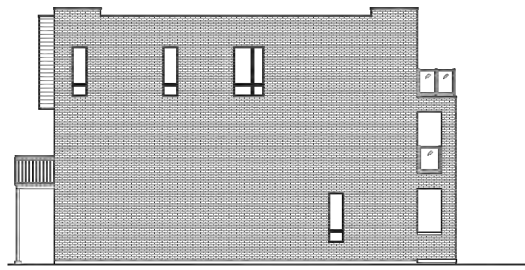
Date:  
June 5, 2018

# 8

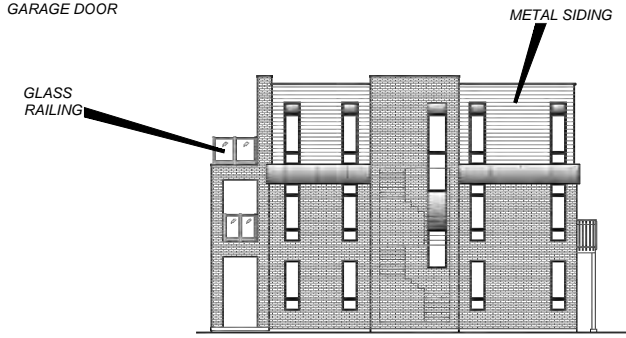




FRONT ELEVATION - TYPICAL (BLOCK 10)



LEFT SIDE ELEVATION - TYPICAL (BLOCK 10)



RIGHT SIDE ELEVATION - TYPICAL (BLOCK 10)



REAR ELEVATION - TYPICAL (BLOCK 10)

Not to Scale

## Proposed Typical Townhouse Dwelling Elevations

Applicant: Islington Location: Part of Lot 1,  
Steeles Ventures Inc. Concession 7





## Townhouse Rendering

Location: Part of Lot 1,  
Concession 7

Applicant:  
Islington Steeles Ventures Inc.

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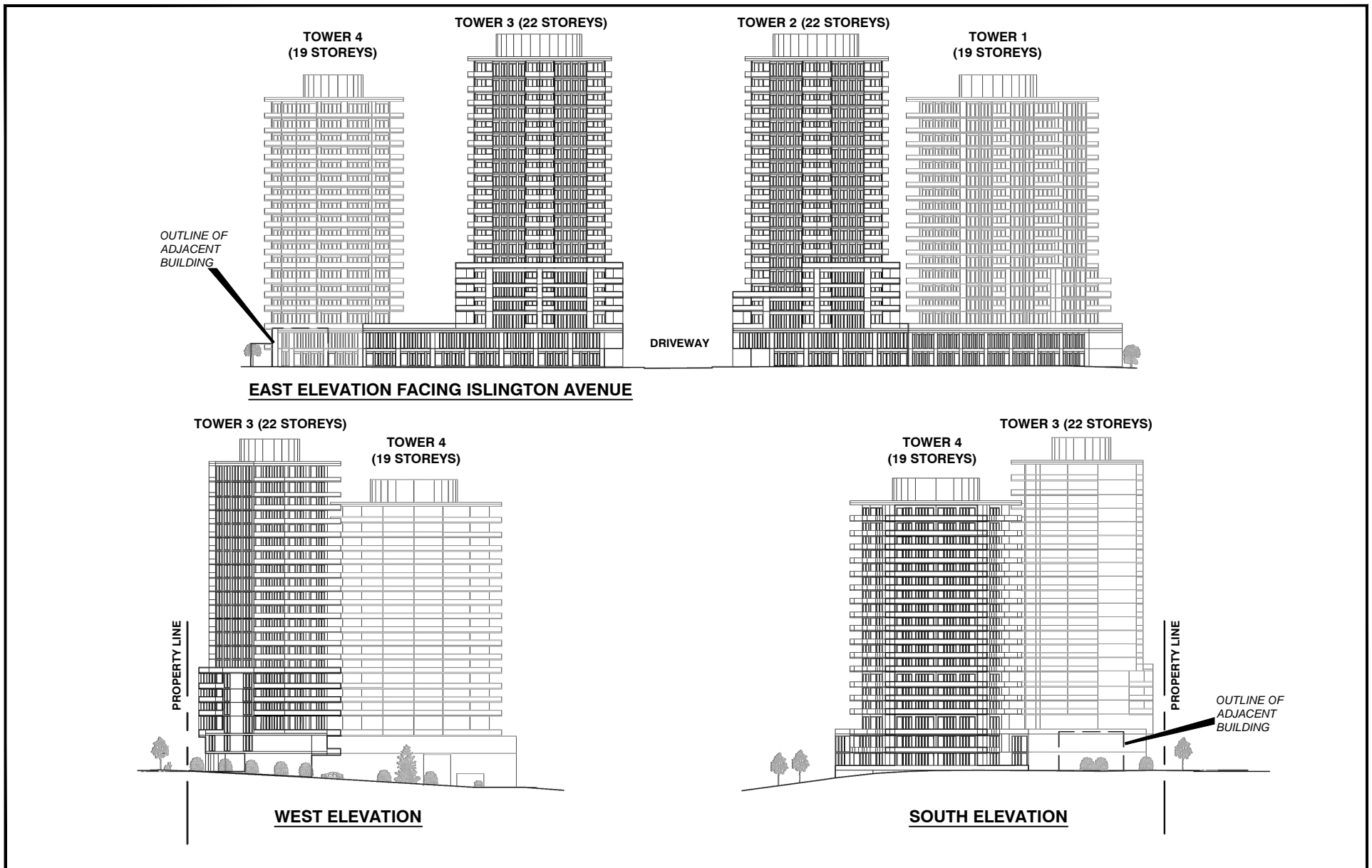
Attachment

Files: OP.15.007, Z.15.030, &  
19T-17V006

Date:  
June 5, 2018

10





## Conceptual Tower Elevations

Location: Part of Lot 1,  
Concession 7

Applicant:  
Islington Steeles Ventures Inc.

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## Attachment

Files: OP.15.007, Z.15.030, &  
19T-17V006

Date:  
June 5, 2018

11

Item:



## Committee of the Whole Report

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

**WARD:** 3

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.17.042  
SITE DEVELOPMENT FILE DA.17.109  
VEDETTE WAY HOMES LIMITED  
VICINITY OF WESTON ROAD AND CANADA DRIVE**

**FROM:**

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

**ACTION:** DECISION

---

### **Purpose**

To seek approval from the Committee of the Whole for Zoning Bylaw Amendment File Z.17.042 and Site Development File DA.17.109 to rezone the Subject lands shown on Attachments #1 and #2 from RD4 Residential Detached Zone Four to RT1 Residential Townhouse Zone, together with the site-specific zoning exceptions identified in Table 1 of this report, to permit the development of five, three-storey street townhouse dwellings, as shown on Attachments #3 and #4.

### **Report Highlights**

- The Owner proposes five, three-storey street townhouse dwellings with frontages on Vedette Way.
- The Development Planning Department supports the approval of the development as it is consistent with the *Provincial Policy Statement* and conforms to the Growth Plan, the York Region Official Plan and Vaughan Official Plan 2010. The development is considered to be consistent with the existing and planned land uses in the surrounding area.

## **Recommendations**

1. THAT Zoning By-law Amendment File Z.17.042 (Vedette Way Homes Limited) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands from “RD4 Residential Detached Zone Four”, subject to Exception 9(1934), to “RT1 Residential Townhouse Zone” in the manner shown on Attachments #3, together with the site-specific zoning exceptions identified in Table 1 of this report.
2. THAT Site Development File DA.17.109 (Vedette Way Homes Limited) BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS, to permit the development of five, three-storey townhouse dwellings with frontage on Vedette Way, as shown on Attachments #3 to #5:
  - a) That prior to the execution of the Site Plan Letter of Undertaking:
    - i) the Development Engineering Department shall approve the final site servicing plan, site grading plan, erosion and sediment control plan, functional servicing and stormwater management report;
    - ii) the Owner shall submit a letter from the Block 33 West Block Trustee indicating that they are in good standing with the Block 33 West Block Trustee, and to confirm that all financial obligations are fulfilled for the payment of its proportionate share for all cost sharing for the provision of parks, cash-in-lieu of parkland, roads and municipal services within Block 33 West, to the satisfaction of the Development Engineering Department; and
    - iii) the Owner shall satisfy all requirements of the Toronto and Region Conservation Authority.
3. “THAT Site Development File DA.17.109 be allocated servicing capacity from the York Region Sewage Servicing/Water Supply System for a total of 5 residential units (15 persons equivalent).”

## **Background**

The subject lands (the “Subject Lands”) are located east of Weston Road, on the south side of Canada Drive, and are municipally known as 79 and 85 Vedette Way, shown as Subject Lands on Attachments #1 and #2. The surrounding land uses are shown on Attachment #2.

In December 2012, Phase 2 of Draft Plan of Subdivision File 19T-11V003 (Millwick Acquisition Corporation) was approved for 72 residential units consisting of detached, semi-detached and street townhouse dwellings on a 1.97 ha parcel of land, which was registered in September 2015. The Subject Lands form two lots within the approved

Draft Plan of Subdivision intended to be developed with two detached dwellings within Phase 2 of Draft Plan of Subdivision File 19T-11V003.

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

On February 9, 2018, a Notice of Public Hearing was circulated to all property owners and to the Vellore Woods Ratepayers' Association. A copy of the Notice of Public Hearing was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and notice signs were installed on the Subject Lands in accordance with the City's Notice Signs Procedures and Protocols.

The recommendation of the Committee of the Whole to receive the Public Hearing report of March 6, 2018, and to forward a comprehensive technical report to a future Committee of the Whole meeting was ratified by Vaughan Council on March 20, 2018. To date no written submissions were received and no deputations were made at the Public Hearing.

**Previous Reports/Authority**

[December 11, 2012 Council Extract and November 27, 2012, Committee of the Whole \(Item 12, Report 48\)](#)

[March 20, 2018 Council Extract and March 6, 2018, Committee of the Whole \(Public Hearing\) \(Item 6, Report 11\)](#)

**Analysis and Options**

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

The Owner has submitted the following applications (the "Applications") to permit 5 street townhouse dwellings (the "Development") as shown on Attachments #3 to #5.

1. Zoning By-law Amendment File Z.17.042 to rezone the subject lands shown on Attachments #1 and #2 from RD4 Residential Detached Zone Four to RT1 Residential Townhouse Zone, in the manner shown on Attachment #3, together with site-specific exceptions to Zoning By-law 1-88 identified in Table 1 of this report.
2. Site Development File DA.17.109 to permit 5 street townhouse dwellings as shown on Attachments #3 to #5.

### ***The Development is consistent with the Provincial Policy Statement (PPS), 2014***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the *Provincial Policy Statement, 2014* (the "PPS"). The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. Vaughan Council's planning decisions are required by the *Planning Act* to be consistent with the PPS. The Development Planning Department has reviewed the Development in consideration of the policies of the PPS and is of the opinion that it is consistent with provincial interests, specifically:

- Section 1.1.1 - to promote efficient development and accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses;
- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land and are transit-supportive;
- Section 1.4.3 - directing new housing to locations with appropriate levels of infrastructure and public service facilities;
- Section 1.6.6 - accommodating growth that promotes the efficient use of existing municipal sewage and water services; and
- Section 4.7 - the official plan is the most important vehicle for implementation of the PPS. Comprehensive, integrated and long-term planning is best achieved through official plans.

The Development provides for residential land uses within a settlement area that efficiently utilizes the Subject Lands and conforms with the "Low-Rise Mixed-Use" land use designation in VOP 2010. The Development utilizes existing municipal sewage and water infrastructure and is located in proximity to public service facilities including public schools, neighbourhood parks, and commercial uses. The Development is also located in proximity to York Region Transit Routes. The Development is consistent with policies of the PPS.

### ***The Development conforms to the Growth Plan for the Greater Golden Horseshoe, 2017***

The Provincial *Growth Plan for the Greater Golden Horseshoe* (the "Growth Plan") is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Vaughan Council's

planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Development is consistent with the policy framework of the Growth Plan as it optimizes the use of existing land supply, makes efficient use of existing infrastructure, and provides housing at a density that is more supportive of the Growth Plan objectives, specifically:

- Section 2.2.1 - directing growth to settlement areas with municipal water and wastewater systems, public service facilities, and public transit to support the achievement of complete communities;
- Section 2.2.2 - contributing to meeting 40% of residential development within a delineated built-up area by 2031; and
- Section 2.2.6 - providing a diverse mix of housing densities to meet the needs of current and future residents.

The Development directs growth to a built-up area where there is existing vacant land, and provides for residential units within a settlement area that contributes to meeting the prescribed 40% of residential development within a delineated built-up area. The Development supports the achievement of a complete community as the Subject Lands are located within the Block 33 West Community Plan, which consists of a diverse mix of land uses, planned building forms, and existing public services. The Development is also in proximity to existing commercial uses and public transit routes. Accordingly, the Development conforms to the Growth Plan.

### ***The Development conforms to the York Region Official Plan 2010***

The York Region Official Plan 2010 (the “YROP”) guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Urban Area” on Map 1, “Regional Structure” of the YROP. Section 5.0 of the YROP states that “intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region.”

Section 3.5.4 of the YROP requires that “local municipal official plans and zoning by-laws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community.” The YROP also encourages pedestrian scale, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscaping and public streetscapes.

The Development is located within an Urban Area, and will contribute to planned growth within York Region. The Development conforms to the YROP.

### ***The Development conforms to Vaughan Official Plan 2010 and is consistent with the approved Block 33 West Plan***

The Subject Lands are designated “Low-Rise Mixed-Use” by VOP 2010 and are located within a Community Area. The “Low-Rise Mixed-Use” designation permits low rise

buildings up to a maximum of four-storeys in height and a Floor Space Index (“FSI”) of 1.5 times the area of the lot. VOP 2010 permits townhouse dwellings and requires that they comply with the scale, massing, setback and orientation of approved townhouses in the immediate area. The Development is 3-storeys in height and yields a density of 1.47 FSI. The Block 33 West Plan identifies the Subject Lands as “Neighbourhood Commercial/Medium Density Residential” which permits street townhouse dwellings. The Development conforms to VOP 2010 and the approved Block 33 West Plan.

***The proposed amendments to Zoning By-law 1-88 would permit a Development that is compatible with the existing and planned built form in the area***

The Subject Lands are zoned RD4 Residential Detached Zone Four by Zoning By-law 1-88, as shown on Attachments #2, and are subject to site-specific Exception 9(1394), which does not permit street townhouse dwellings.

The Owner is proposing to rezone the Subject Lands to RT1 Residential Townhouse Zone, in order to permit five, three-storey street townhouse dwellings, as shown on Attachments #3 to #5, together with the following site-specific zoning exceptions:

Table 1

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone Requirements</b>
a.	Minimum Parking Space Size	2.7 m x 6m	2.7 m x 5.9 m (All Lots)
b.	Minimum Lot Area	162 m <sup>2</sup>	156.1 m <sup>2</sup> (Unit 2)
c.	Minimum Front Yard Setback	i) 4.5 m (Main Building) ii) 6 m (Attached Garage)	3.6 m (All Units)
d.	Minimum Rear Yard	7.5 m	5 m
e.	Minimum Exterior Yard	i) 4.5 m (Canada Drive) ii) 3 m (Abutting a sight triangle)	i) 2.5 m ii) 0.7 m

	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone Requirements</b>
f.	Minimum Lot Depth	27 m	<ul style="list-style-type: none"> <li>- 23 m (Unit 1)</li> <li>- 20 m (Unit 2)</li> <li>- 18 m (Unit 3)</li> <li>- 17 m (Units 4 and 5)</li> </ul>
g.	Maximum Projection of Exterior Stairways, Porches and Balconies which are Uncovered, Unexcavated and Unenclosed	1.8 m (Into a Rear Yard)	2.5 m (Deck into a Rear Yard)
h.	Maximum Permitted Encroachment of Porch Stairs	0.5 m (Front Yard)	1.3 m
i.	Maximum Permitted Interior Garage Width	3.048 m	6.1 m
j.	Maximum Driveway Width	<ul style="list-style-type: none"> <li>i) 3.75 m (Lot Frontage: 7 m – 8.99 m)</li> <li>ii) 6 m (Lot Frontage: 9 m – 11.99 m)</li> <li>iii) 9 m (Lot Frontage: 12 m or greater)</li> </ul>	5.2 m (For All Lots)



	<b>Zoning By-law 1-88 Standard</b>	<b>RT1 Residential Townhouse Zone Requirements</b>	<b>Proposed Exceptions to the RT1 Residential Townhouse Zone Requirements</b>
k.	Minimum Landscape Front Yard	i) 33% Landscaping of which 60% shall be Soft Landscaping (Lot Frontage: 6 m - 11.99 m)  ii) 50% Landscaping of which 60% shall be Soft Landscaping (Lot Frontage: 12 m or greater)	31% Landscaping of which 20% shall be Soft Landscaping (All Units)

The Development Planning Department supports the proposed site-specific zoning exceptions. The zoning exceptions are a result of the alignment of Vedette Way and the existing lot fabric and configuration of the Subject Lands that was established through Draft Plan of Subdivision File 19T-11V003 (Millwick Acquisition Corporation). The exceptions are considered minor in nature and facilitate a Development that is in keeping with the Architectural Guidelines for Block 33 West and compatible with the surrounding development.

***The Development Planning Department supports the proposed Development***

Site Plan

The Development includes five, three-storey street townhouse dwellings in one block, with lot frontages between 7.45 m and 12.34 m, as shown on Attachments #3 to #5. The townhouse design includes a two-car garage for each unit. The grading of the Subject Lands results in the townhouse dwellings having walk-out basements with an upper level deck in the rear yard. The air conditioning unit for each dwelling is located in the rear yard in accordance with Zoning By-law 1-88.

Building Elevations

The proposed building elevations shown on Attachment #4 consist of three-storey, 11 m high, gable roofed townhouse dwellings. The main exterior building material include brick and a stone base. The Development is consistent with the Vaughan Council approved Block 33 West Architectural Design Guidelines. The building elevations have been approved by the Development Planning Department, Urban Design and Cultural Heritage Division.

### Landscaping Plan

The landscape plan shown on Attachment #5 provides for a rear yard amenity space and front yard landscaping consisting of sod and a mix of coniferous and deciduous shrubs. The final landscape plan has been approved by the Development Planning Department.

### ***The Development Planning Department, Urban Design and Cultural Heritage Division has no objections to the Development***

The Development Planning Department, Urban Design and Cultural Heritage Division advises that the Subject Lands are not designated under the *Ontario Heritage Act*, are not included in the *Register of Property of Cultural Heritage Value*, and are not noted as a property of interest to Cultural Heritage Division, as per the City of Vaughan Heritage Inventory. Therefore, there are no cultural heritage concerns regarding the Subject Lands. The Owner is advised that standard clauses apply to the development of the Subject Lands:

1. Should archaeological resources be found on the property during construction activities, all work must cease and both the Ontario Ministry of Tourism, Culture and Sport and the City of Vaughan's Development Planning Department, Urban Design and Cultural Heritage Section shall be notified immediately.
2. In the event that human remains are encountered during construction activities, the Owner must immediately cease all construction activities. The Owner shall contact the York Regional Police Department, the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services.

### ***The Development Engineering Department supports the Development***

The Development Engineering (DE) Department has no objection to the proposal. The DE Department must approve the final site grading and servicing plan, Functional Servicing and Stormwater Management Report, prior to the execution of the Site Plan Letter of Undertaking. A condition to this effect is included in the Recommendations of this report.

### Developer's Group Agreement

The Subject Lands are located within Block 33 West, which is subject to a Developer's Group Agreement. The Owner is required to satisfy all obligations, financial or otherwise, of the Block 33 West Developer's Group Agreement to the satisfaction of the Block 33 West Trustee. A condition to this effect is included in the Recommendations of this report.

### ***Servicing Allocation is available for the Development***

The City's latest annual servicing capacity allocation strategy report was endorsed by Vaughan Council. The report confirmed servicing capacity is available to support continued urban growth throughout the City.

Accordingly, servicing capacity to the Development is available and unrestricted. Therefore, the following resolution to allocate capacity to the Development may be recommended for Council approval:

“THAT Site Development File DA.17.109 be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 5 residential units (15 persons equivalent).”

### ***The Owner is required to satisfy the water balance requirements to the satisfaction of the Toronto and Region Conservation Authority***

The Development is located within Wellhead Protection Area - Q (“WHPA-Q”) and is subject to the Credit Valley, Toronto and Region, and Central Lake Ontario Source Protection Plan (“CTC SPP”). The submission of a site-specific water balance assessment is required. The Owner has been in contact with TRCA respecting the water balance assessment. The Owner is required to submit a water balance assessment to the satisfaction of TRCA and satisfy the requirements of the TRCA prior to execution of the Site Plan Letter of Undertaking. A Condition to this effect is included in the Recommendations of this report.

### ***The School Boards have no objection to the Development***

The York Region District School Board and York Region Catholic School Board have no comments or concerns with respect to the Development, and require no conditions. The Conseil Scolaire de District Catholique Centre-Sud was circulated on the proposed Development and provided no response, as such Development Planning staff are satisfied they have no objection to the Development.

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

The Applications were circulated to Canada Post for review and comment. The Owner will be required to satisfy all requirements of Canada Post. A Condition to this effect is included in the Recommendations of this report.

### ***Enbridge Gas Distribution Inc. and Alectra Utilities Corporation have no objection to the Development***

Enbridge Gas Distribution and Alectra Utilities Corporation (formerly PowerStream Inc.) have no objections to the Applications.

## **Financial Impact**

Not applicable.

## **Broader Regional Impacts/Considerations**

The Applications were circulated to the York Region Community Planning and Development Services Department for review and comment and York Region have no concerns with the Development.

## **Conclusion**

Zoning By-law Amendment File Z.17.042 and Site Development File DA.17.109 have been reviewed in consideration of the applicable Provincial policies, YROP and VOP 2010 Official Plan policies, the requirements of Zoning By-law 1-88, comments from City departments and external public agencies. The proposal to develop the Subject Lands with five, three-storey street townhouse dwellings is consistent with the PPS, conforms to the Growth Plan, the YROP and VOP 2010, and the proposed rezoning of the Subject Lands will result in a Development that is compatible with the surrounding land uses.

Accordingly, the Vaughan Development Planning Department supports the approval of the Applications, subject to the conditions in the Recommendations section of this report.

For more information, please contact: Judy Jeffers, Planner, Development Planning Department, Extension 8645.

## **Attachments**

1. Context Location Map
2. Location Map
3. Proposed Zoning and Site Plan
4. Proposed Building Elevations: Red-Lined Revised
5. Landscape Plan

## **Prepared by**

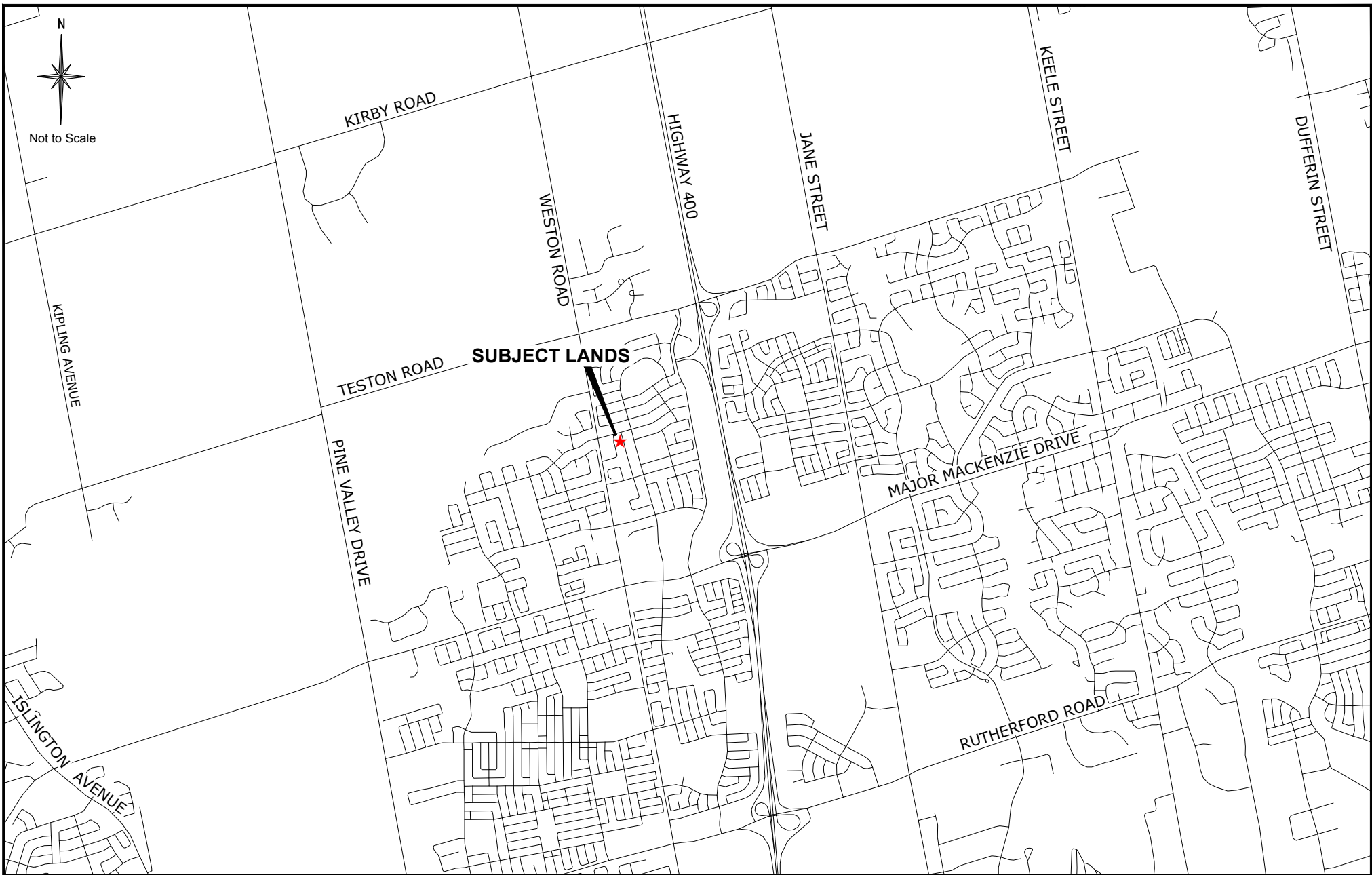
Judy Jeffers, Planner, ext. 8645

Mary Caputo, Senior Planner, ext. 8635

Carmela Marrelli, Interim Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning, ext. 8407

/CM



## Context Location Map

Location: Part of Lot 23,  
Concession 5

Applicant:  
Vedette Way Homes Limited

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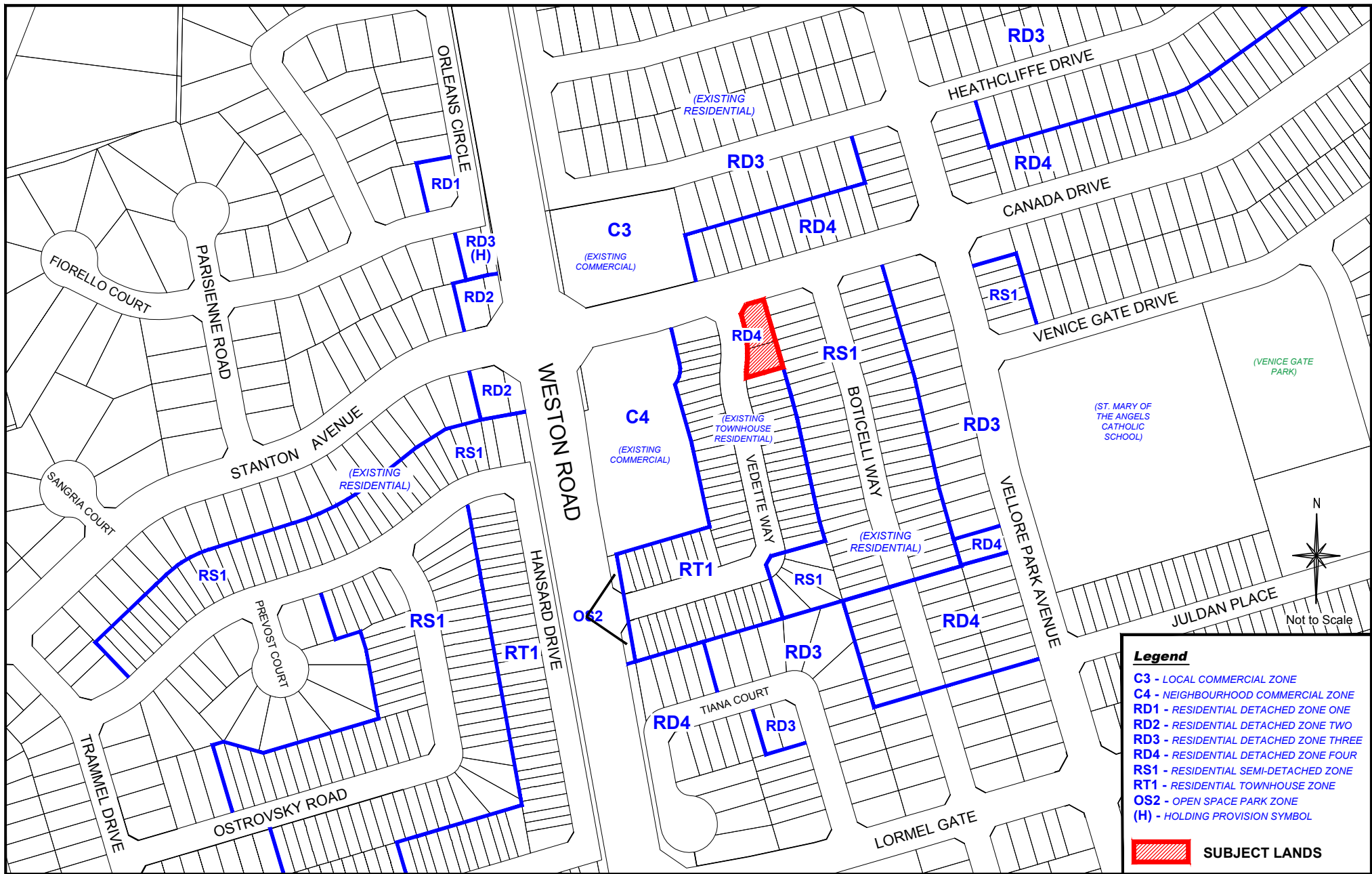
Page 744

## Attachment

Files: Z.17.042 &  
DA.17.109

Date:  
June 5, 2018

1



## Location Map

Location: Parts of Lot 23,  
Concession 5

Applicant:  
Vedette Way Homes Limited

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## Attachment

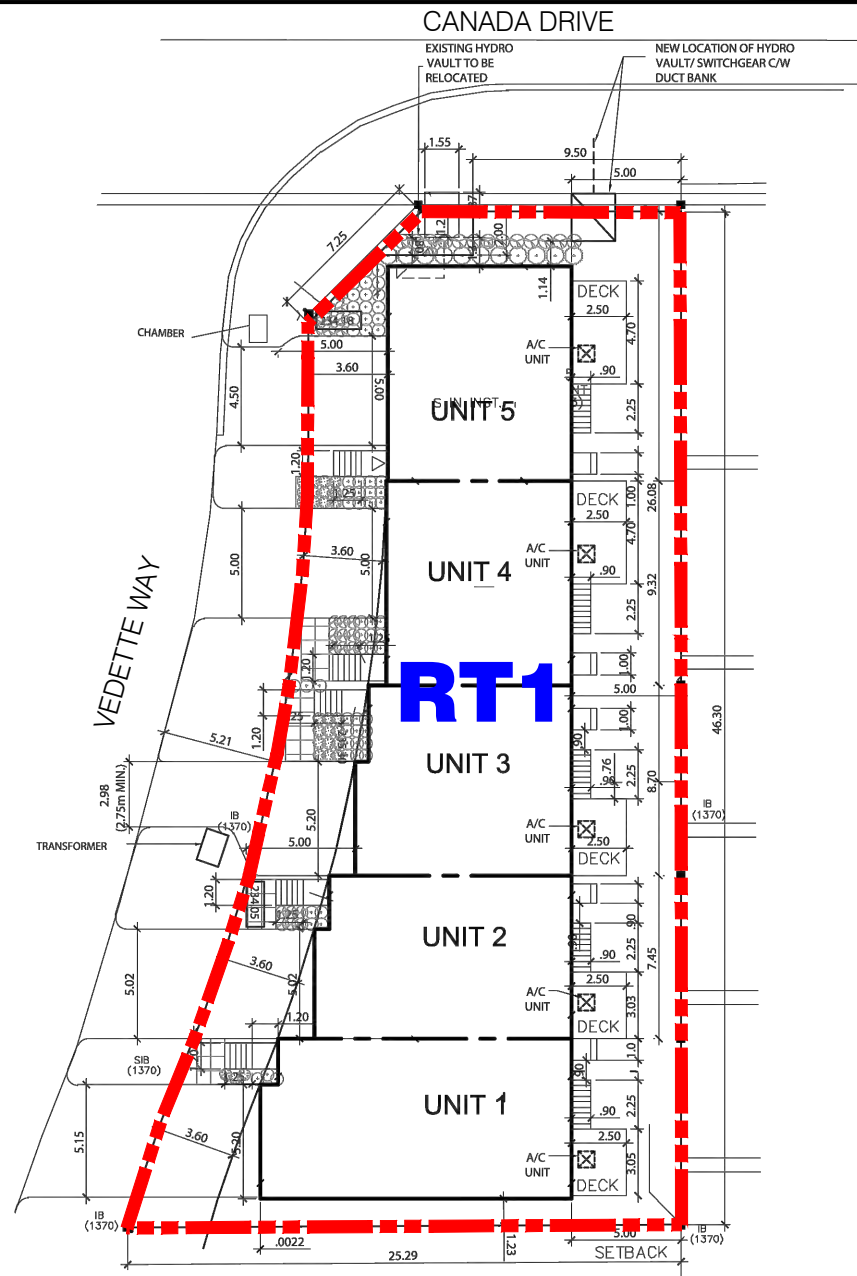
Files: Z.17.042 &  
DA.17.109

Date:  
June 5, 2018

2



Not to Scale



RT1 - RESIDENTIAL TOWNHOUSE ZONE

 SUBJECT LANDS

## Proposed Zoning & Site Plan

Applicant:  
Vedette Way Homes Limited

Location: Part of Lot 23,  
Concession 5



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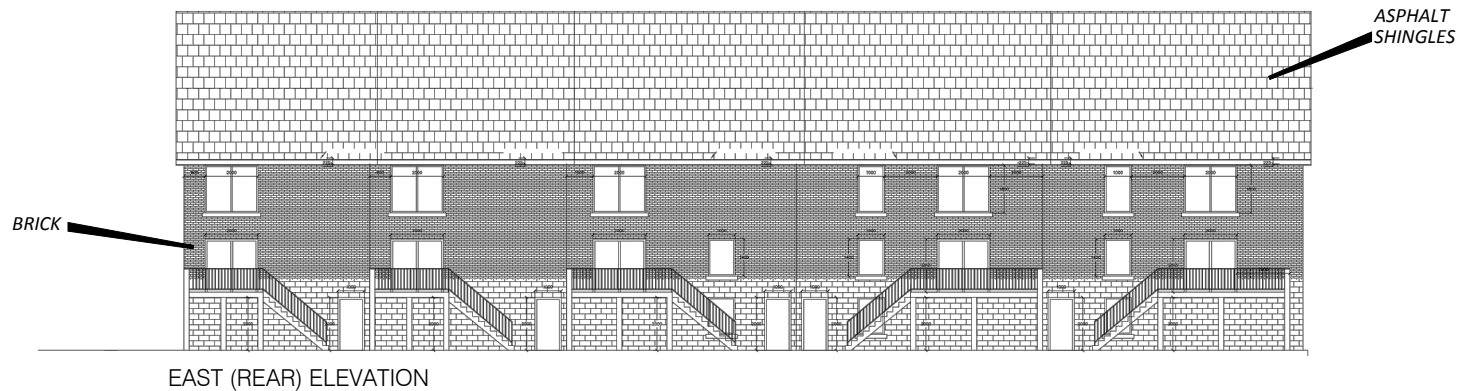
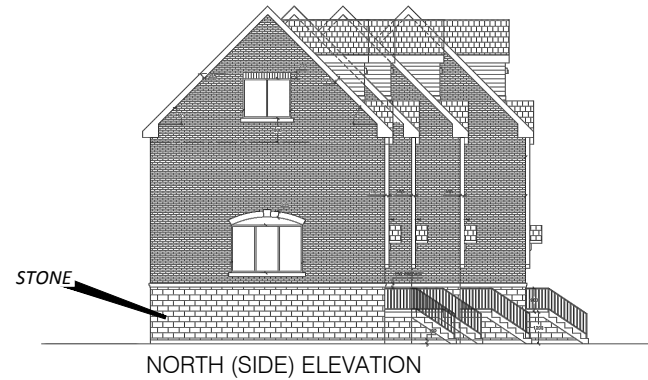
## Attachment

Files: Z.17.042 &  
DA.17.109

Date:  
June 5, 2018

# 3





Not to Scale

## Proposed Building Elevations: Red-Lined Revised

Applicant:  
Vedette Way Homes Limited

Location: Part of Lot 23,  
Concession 5



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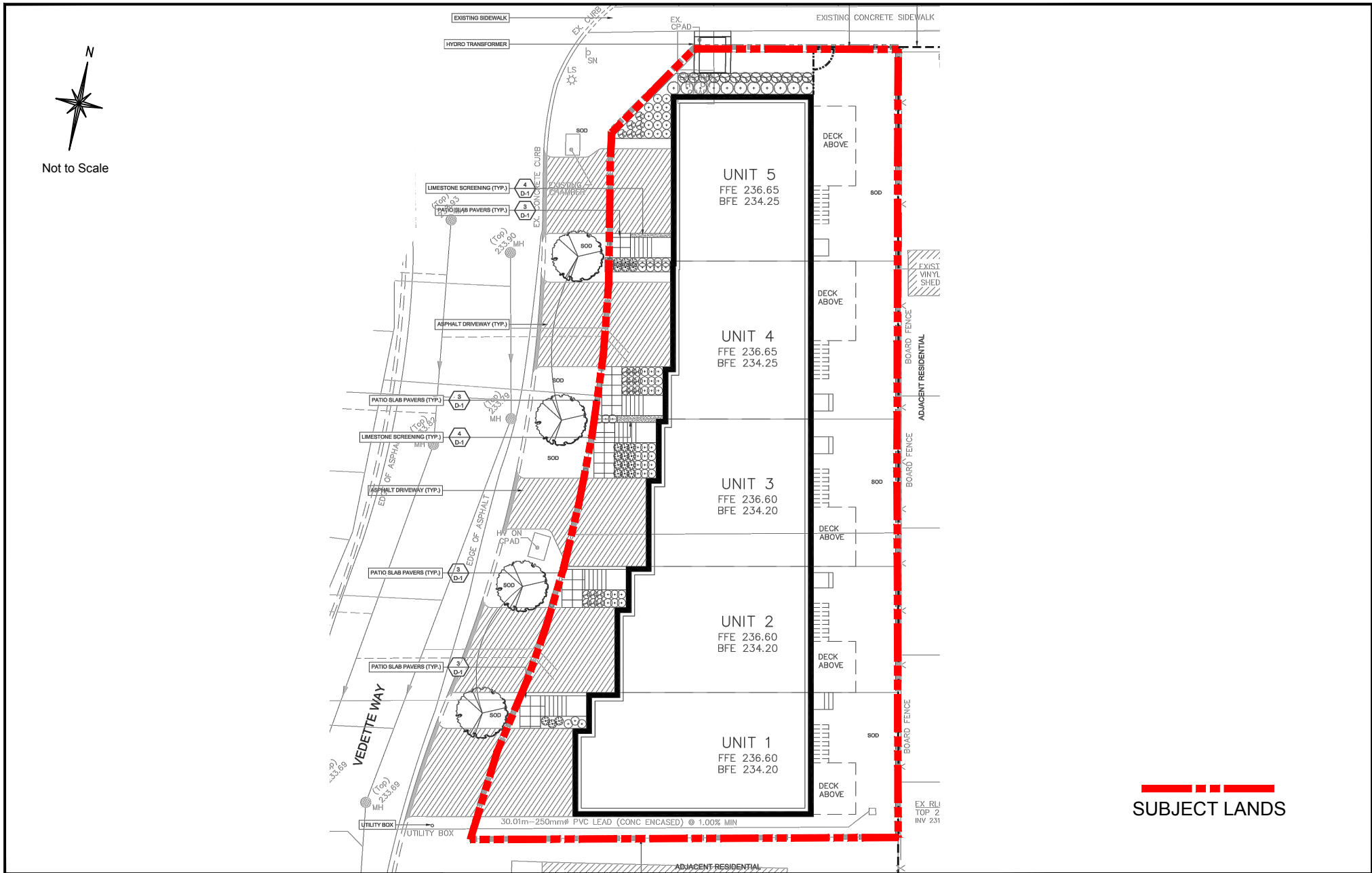
## Attachment

Files: Z.17.042 &  
DA.17.109

Date:  
June 5, 2018

# 4





# Landscape Plan

Location: Part of Lot 23,  
Concession 5

Applicant:  
Vedette Way Homes Limited

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# Attachment

Files: Z.17.042 &  
DA.17.109

Date:  
June 5, 2018

5

Item:



## Committee of the Whole Report

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

**WARD(S):** ALL

**TITLE: THE COUNTRY CLUB, 20 LLOYD STREET, WOODBRIDGE –  
TREE PROTECTION**

**FROM:**

Mary Reali, Deputy City Manager, Community Services

**ACTION:** DECISION

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**Purpose**

This report provides an update in response to the direction of Council at its meeting of May 23, 2018 (Committee of the Whole Report #18, Item 23), regarding tree protection at The Country Club (formerly known as the “Board of Trade Golf and Country Club”), located at premises municipally known as 20 Lloyd Street, Woodbridge (Vaughan).

**Recommendations**

1. THAT Committee defer this matter to the Council meeting of June 19, 2018 to allow The Country Club time to confirm whether it will voluntarily comply with the City’s Tree Protection By-law;
2. THAT if The Country Club fails to provide the written confirmation described in recommendation no. 1 by June 19, 2018, then Council adopt the site-specific by-law relating to The Country Club lands in Attachment 1, to amend the Tree Protection By-law removing the exemption as provided for in Section 8(e); and
3. THAT Council authorize staff to make any other consequential amendments to any other by-laws, as may be required to bring into effect recommendation nos.1 and 2.

### **Report Highlights**

- Staff recently sent a request to The Country Club asking for confirmation in writing that it will voluntarily comply with the Tree Protection By-law, until such time as the stakeholder consultations have concluded and staff are in a position to report back to Council.
- Staff are recommending that further time be given to The Country Club to provide a response. If the requested response is not received by the Council meeting on June 19, 2018, Council can consider the adoption the attached amending by-law.
- Staff have been in discussions with representatives of The Country Club, and they are in agreement with staff's recommendation for additional time to June 19<sup>th</sup>.

### **Background**

At its meeting of May 23, 2018 (Item 23, Report 18, Committee of the Whole), Council directed as follows:

1. That appropriate staff be directed to request the owners of [The Country Club] to formally agree in writing to abide by the provisions of the [Tree Protection By-law] as a gesture of good faith toward neighbouring residents, and to do so until such time as the consultations referenced above is concluded and Council takes what action it deems appropriate in light of said consultations; and
2. That failing agreement with the above, that appropriate staff be directed to bring forward no later than the Committee of the Whole meeting of June 5, 2018, a site-specific by-law that subjects the said lands to the provisions of the [Tree Protection By-law], until such time as the consultations referenced above is concluded and Council takes what action it deems appropriate in light of said consultations.

Staff from By-law & Compliance, Licensing & Permit Services (BCLPS) contacted The Country Club to advise of Council's direction and made the appropriate request. Staff have prepared a site-specific by-law as directed by Council at its meeting of May 23, 2018, as per Attachment 1.

### **Previous Reports/Authority**

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 23, 2018. Item 23, Report No. 18, of the Committee of the Whole, which was adopted by the Council of the City of Vaughan on May 23, 2018.

EXTRACT FROM COUNCIL MEETING MINUTES OF APRIL 11, 2018. Item 23, Report No. 14, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on April 11, 2018.

[http://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW\\_0404\\_18\\_23.pdf](http://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW_0404_18_23.pdf)

EXTRACT FROM COUNCIL MEETING MINUTES OF MARCH 20, 2018. Item 2, Report No. 10, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on March 20, 2018, as follows:

[http://www.vaughan.ca/council/minutes\\_agendas/AgendaItems/CW\\_0306\\_18\\_2.pdf](http://www.vaughan.ca/council/minutes_agendas/AgendaItems/CW_0306_18_2.pdf)

### **Analysis and Options**

Further to the above minutes and direction of Council, on or about May 31, 2018 and again on June 4, 2018, a request was made to representatives of The Country Club advising of Council's direction and requesting that The Country Club agree to abide by the Tree Protection By-law as a show of good faith, until such time as staff conclude the necessary stakeholder consultations and are in a position to report findings and make recommendations to City Council allowing for an informed decision on the matter.

As of the evening of June 4 in discussions with The Country Club, staff had not received a confirmation in writing as requested. However, staff believe that it is possible that providing the additional time would allow for the opportunity for The Country Club to consider the request of Council and respond appropriately.

Staff have prepared a site-specific by-law, as in Attachment 1, that subjects the identified property municipally known as 20 Lloyd Street, Woodbridge (Vaughan), also recognized as The Country Club, to the provisions of the City's Tree Protection By-law.

In addition, staff from BCLPS have been in communication with the Regional Municipality of York (York Region) Natural Heritage Office who have responsibility for the Regional Forestry Conservation By-law and have confirmed that they will be reaching out to The Country Club to assess the applicability of the aforementioned by-law in relation to tree protection on the site.

### **Financial Impact**

There are no identified financial impacts that originate from adoption of staff's recommendations within this report.

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

The York Region Natural Heritage Office who have responsibility for the Regional Forestry Conservation By-law have been engaged by City staff to assess the applicability of the aforementioned regional by-law in relation to tree protection on the subject site.

## **Conclusion**

At its meeting of May 23, 2018 Council Minutes Extract: Committee of the Whole Report #18, Item 23, Council directed the appropriate staff to request that The Country Club provide written confirmation that it will voluntarily comply with the City's PTTP By-law. Staff from BCLPS made the request as directed by Council on May 31, 2018 and again on June 4, 2018. As this request was made quite recently, staff recommend providing The Country Club with further time to respond to staff's request. If The Country Club fails to provide the requested response by June 19, 2018, Council can then consider adopting the amending by-law.

**For more information**, please contact: Gus Michaels, Director & Chief Licensing Officer, By-law & Compliance, Licensing & Permit Services, ext. 8735.

## **Attachments**

1. By-law # 000-2018, a site-specific by-law respecting protection of street at the premises municipally known as 20 Lloyd Street, Woodbridge (Vaughan), also recognized as The Country Club.

## **Prepared by**

Gus Michaels, Director & Chief Licensing Officer, By-law & Compliance, Licensing & Permit Services, ext. 8735

***THE CITY OF VAUGHAN***

***BY-LAW***

**BY-LAW NUMBER 000-2018**

**A By-law to regulate the removal of trees on the property of The Country Club golf course, municipally located at 20 Lloyd Street in Woodbridge.**

**WHEREAS** section 8(1) of the *Municipal Act*, 2001, S.O. 2001, c.25 provides that powers of a municipality shall be interpreted broadly as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate, and enhance the municipality's ability to respond to municipal issues;

**AND WHEREAS** 11(2) of the *Municipal Act*, 2001, S.O. 2001, c.25 provides that a lower-tier municipality may pass by-laws respecting the economic, social and environmental well-being of the municipality, including respecting climate change;

**AND WHEREAS** section 135(1) of the *Municipal Act*, 2001, S.O. 2001, c.25, without limiting sections 9, 10 and 11, and subject to a by-law passed by an upper-tier municipality, provides that a lower-tier municipality may prohibit or regulate the destruction or injuring of trees;

**AND WHEREAS** section 425 of the *Municipal Act*, 2001, S.O. 2001, c.25, authorizes a municipality to pass by-laws providing that a person who contravenes a by-law of the municipality passed under the *Municipal Act*, 2001 is guilty of an offence;

**AND WHEREAS** section 426 of the *Municipal Act*, S.O. 2001, c.25 provides that no person shall hinder or obstruct, or attempt to hinder or obstruct, any person who is exercising a power or performing a duty under the *Municipal Act*, 2001 or under a by-law passed under the *Municipal Act*, 2001;

**AND WHEREAS** section 429 of the *Municipal Act*, S.O. 2001, c.25 provides for a municipality to establish a system of fines for offences under a by-law of the municipality passed under the *Municipal Act*, 2001;

**AND WHEREAS** section 436 of the *Municipal Act*, S.O. 2001, c.25 provides for a municipality to pass by-laws that authorize it to enter on land at any reasonable time for the purpose of carrying out an inspection to determine if a by-law of the municipality is being complied with, or to determine if an order or direction of the municipality made under the Act or made under the by-law is complied with, and may require information, inspect documents and take samples;

**AND WHEREAS** the Council of The Corporation of the City of Vaughan wishes to protect the municipality's tree canopy and has passed By-law No. 052-2018 to regulate the injury and destruction of trees;

**AND WHEREAS** the Council of The Corporation of the City of Vaughan wishes to protect all trees, other than those deemed to represent a hazard, located on the property of The Country Club, municipally located at 20 Lloyd Street in Woodbridge;

**NOW THEREFORE** the Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. By-law No. 052-2018 is amended by adding the following as subsection 8(f):

“subsection 8(e) does not apply to the the lands municipally known as 20 Lloyd Street in Woodbridge.”

3. This By-law shall come into force and effect on the date it is enacted.

Enacted by City of Vaughan Council this 19<sup>th</sup> day of June, 2018.

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Hon. Maurizio Bevilacqua, Mayor

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Todd Coles, City Clerk

Authorized by Member Resolution  
Adopted by Vaughan City Council on  
May 23, 2018





## MEMBER'S RESOLUTION

**Date: JUNE 5, 2018 - COMMITTEE OF THE WHOLE MEETING**

**Title: REQUEST FOR STAFF TO ATTEND A COMMUNITY MEETING**

**Submitted by: COUNCILLOR MARILYN IAFRATE**

***Whereas***, a number of residents from Germana Place have requested a meeting to discuss grading issues that may be caused by the current development and,

***Whereas***, the residents have asked for staff to attend for the purpose of providing technical information.

***Now therefore be it resolved***, that Council allow Development Engineering staff to attend the resident meeting in the evening.

Respectfully submitted,

Marilyn Iafrate  
Councillor, Ward 1  
Maple/Kleinburg